

International

Lightning ***Flashes***

Fall 2015, Volume 75, No. 2

Nickels Family Achievements

Boat Grant Experience: Alex Cox

From our Historian: Skaneateles

Part II, Change 1933-1938

Championships

- ▶ **International Masters & World**
- ▶ **Women's, Juniors' and Masters' North American Championships**
- ▶ **European Championship**

*Photo by Jim Allen: Don Barrett,
Donna Barrett and David Corcoran,
2015 NA Masters' Champions*

Get a jump on the Southern Circuit... Sail all WINTER long in Florida

2015/2016 Florida District Lightning Winter Series!

WINTER SERIES REGATTA SCHEDULE:

JUBILEE REGATTA: November 7–8 (Pensacola)
KETTLE CUP: December 4–6 (Sanford-Orlando area)
WINTER REGATTA: January 22–24 (Sanford)
ST. PETE NOOD: February 12–14 (St. Petersburg)

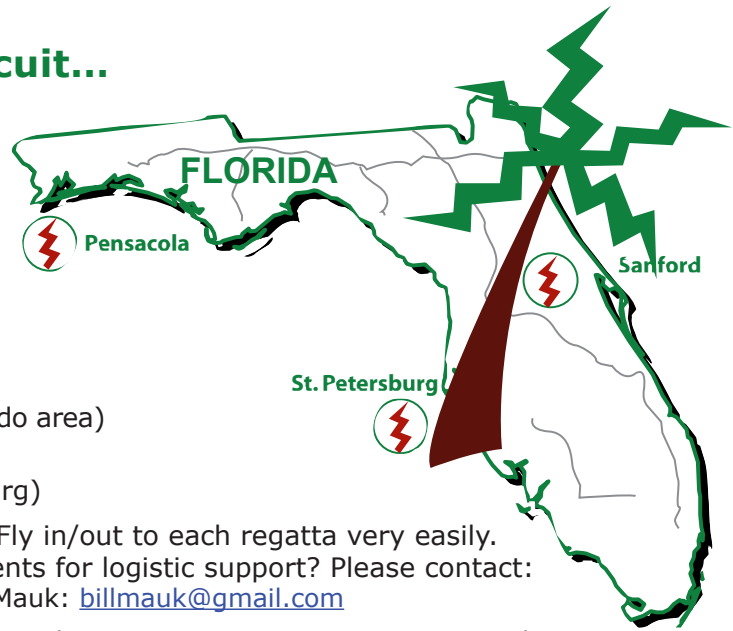
You can keep your boat in Florida all winter long. Fly in/out to each regatta very easily.
Want more information? Need to make arrangements for logistic support? Please contact:
Steve Hayden at stevehay14752@gmail.com or Bill Mauk: billmauk@gmail.com

Can't make it to Florida before March but still want a day to practice—stop on your way down to the Southern Circuit in Savannah for the one-day Deep South Regatta, Saturday, March 12.
*Note this regatta will not be counted in the overall Southern Circuit scoring.

Or, there is also an opportunity to sail in three practice races on Sunday, March 13, in Miami. Full details on all of your March sailing opportunities will be posted soon.

This is great practice for Southern Circuit:

Midwinter Championship: March 14–16 (Miami)
Winter Championship: March 18–20 (St. Petersburg)



It's not too early to make your Southern Circuit hotel reservations!

Spring in Florida is quite popular as you know. Hotel prices keep rising and will go up the closer we get to the event. Take the worry out and just book your hotel room now, secured by a credit card. Pay when you get there! You can always cancel (We hope not, we'd miss your smiling face!)

The room blocks were secured early this summer so we could get the best rate at the earliest time. The Hampton Inn has worked with us for our event.

MIAMI:

Hampton Inn 2800 SW Terrace
Sunday March 13–Thursday March 17, 2016
\$199/night, \$12 day parking
Cutoff date: February 1, 2016—You can cancel up to March 4 to avoid any penalties.
Book through: ek@continentaltravelgroup.com

ST. PETE:

Hampton Inn 80 Beach Dr NE
Event Name: Winter Lightning Regatta
Group Code: WLR
Standard Room Rate: \$189.00
Dates: March 16–20, 2016
Cutoff Date: February 25, 2016

To make your reservation in St Pete call the hotel directly at:
727-892-9900 or 1-800-HAMPTON (1-800-426-7866) and give the reservationist the group code "WLR" when making your reservations. The group code may also be used with online bookings.

Don't Stop Sailing in March!

Lake Norman Yacht Club and Fleet 415 in Mooresville, North Carolina, invite you to a "Stopover" regatta on April 23–24, 2016. If you are sailing the Southern Circuit or the Florida Series, why not leave your boat in North Carolina on your way home and come back in April for some fun in the sun. We hope to attract upwards of 25 boats, if not more. Storage is free after the Southern Circuit. The Notice of Race should be published by January 1, 2016. Email us at nyc.lightning@gmail.com if you have any questions.

International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

1528 Big Bass Drive, Tarpon Springs, Florida 34689

Phone: 727-942-7969 • Fax: 727-942-0173 • E-Mail: office@lightningclass.org
www.lightningclass.org

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2016 Youth World Championship Deadlines Announced:



The 2016 Lightning Youth World Championship will take place July 23–27 at the Salinas Yacht Club in Salinas, Ecuador. The NOR will be posted soon, but to give all countries adequate notice, the following deadlines are being announced:

- ▶ Each Lightning national class association or national authority shall inform the ILCA class office no later than January 15, 2016 of the number of boats it intends to enter.
- ▶ If a Lightning national class association or national authority cannot fill its two boat quota, those available slots will be reallocated to interested countries by February 15, 2016.
- ▶ Each Lightning national class association or national authority shall inform the ILCA class office no later than March 15, 2016 of the competitors that will represent their country.

For more information on the 2016 Youth World Championship please check out the ILCA Calendar of Events: <http://lightningclass.org/racing/calendar/eventDetail.asp?ID=935>



President's Message

Victor Lobos

After a month from taking on the challenge of being President of this great Class, the word that best describes the experience is passion.

Even though I had been part of the Executive Committee for many years, I had not realized how passionate people are about the Class. A week does not go by without an email from somebody around the world proposing an initiative or just telling the story of a great Lightning experience. Great things are happening in the Class right now, from boats being airlifted to Peru, a country that is restarting its fleet, to great initiatives like the Open Day in Greece, where seventy-five people were able to sail the boat for the first time. It's this passion that sets our international association apart from others where we are always striving to help our members enjoy their boat more.

I believe that today the biggest challenge our Class has is to communicate to every member how we can support them and also to incorporate new ways in which this can be achieved. Thirty years ago the best

way the ILCA could communicate was through the yearbook and Flashes. These were the only sources we had to learn about each other. Even though these formats are still part of our communication and our DNA, they have been partly replaced by more immediate sources like Facebook, Twitter and our web page.

Today, the Class is evolving toward not only providing good information, organizing our marquee events, and keeping the family together but also as a means to learn, grow and enjoy sailing our Lightnings. Initiatives like the Boat Grant Program, Fleet Development, Lightning Labs and others to come soon are proof that being a member opens up great opportunities for sailors and fleets.

Along with the Executive Committee I will keep strengthening our ongoing programs, incorporate new initiatives that support our fleets and members, look into new ways we can make our boats and sailing better, and feed from the passion we all have for this great Class.

In case you haven't met President Lobos yet, here is his story...

Victor Lobos
Fleet # 514, Flota Sur
Concepcion, Chile

My first encounter with sailing and the Class was when I was fourteen years old in Lake Arkabutla, Mississippi. There was no yacht club or marina, just a launch ramp, brownish colored water, and a couple of picnic tables. But let me tell you, sailing there was unbelievable, and it is something I'll never forget. The people there were incredible, even though I barely knew them; they would treat me like a family member.

More than twenty-five years may have passed, but I have not stopped sailing Lightnings. I've had the opportunity to sail in numerous classes, from small dinghys to large, offshore yachts, club races to world championships, but nothing beats sailing in a Lightning event. Sure, there's faster and more modern boats, but you will not find a better group of people than in our Class; it's truly one big family.

I have been given the responsibility to lead our beloved Lightning Class. It's a big challenge to follow such great past presidents, but it's also an opportunity to work alongside awesome people in a class that feels more like a family than a sailing association.

Please let me know if you have any suggestions as to how to make the ILCA work better on your behalf.



Your stories, reports or article ideas and leads are WANTED!

Please contact Todd Wake or the Class Office with any information or inquiries: toddwake@aol.com

ILCA Publications

Over the past year the Executive Committee has reviewed the different media the class uses to communicate with its membership and the public. This has been a rapidly changing landscape with the addition of email, the website, Facebook, Twitter, streaming video and more. When you add the Yearbook, Flashes, mail and phone communication, the burden placed on the Executive Secretary, Laura Jeffers, is overwhelming. We seek a compromise that best utilizes our limited time and financial resources.

From survey responses and communication with members, we have learned the website is clearly our most important tool for connecting with ILCA members and the public. We will strive to keep its content current, interesting and informative. Unfortunately, we are going to have to cut back in other areas. The yearbook is a Class tradition and provides a historical record. Recognition of our history, most importantly, the contributions of ILCA members who came before us, is a big part of what makes our Class strong. The yearbook is also very expensive to produce in terms of hours spent collecting content, doing layout and printing costs. The number of members who elect to receive a printed yearbook is also quite low. After much consideration, the Executive Committee has decided to start publishing the yearbook on a four year cycle*. We think this will allow us to focus on web based communication and more timely quarterly "Flashes" while still keeping the historical record provided by the yearbook. Most of the content that is traditionally in the yearbook is also available online—you might be surprised by how much information is hidden on the ILCA site. Part of our plan is show members how to use and access all of the website features.

Although we have a paid Executive Secretary, the ILCA is at its heart a volunteer organization. We are only as strong as the efforts put in by our members. This also applies to our media. Please continue to submit regatta reports, go-fast articles, pictures, videos and stories about the people who make our Class great.

Sincerely,

Todd Wake

ILCA Secretary

*Members who have paid for the 2016 Yearbook will be notified individually with refund options.

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Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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2015 Boat Grant Experience: Alex Cox



We would first and foremost like to thank the ILCA for the amazing opportunity that is the Boat Grant Program. Thanks to the boat grant chairs, Will Brown and Matty Schon, as well as Laura Jeffers, for their help throughout the season. We also have to thank our mentor, Richard Walsh, for his help and support in getting the boat going fast and always discussing tactics even when he was racing against us. Last but not least, we have to give a big thank you to all of the members from our Fleet, Temple Reef Sailing Club, for their continued support this summer. Many of them donated time, tools, spare parts, trailer lights and refreshments to our cause.

We had such an exciting and educational summer with Lightning #15406. We picked up the boat in early June on the way to the always-fun Fond du Lac Lighthouse Regatta. With the boat all cleaned, set up and tuned with some after-hours help from our mentor Richard Walsh, we sailed our first, full regatta together. The conditions were challenging, very light winds, and especially difficult to see anything on the water. We were curious to see where we would end up and have a benchmark for our season. We found ourselves racing towards the back of the fleet but improving as the racing went on. Finally, the wind picked up a little, and we managed our best race of the weekend in the last race and headed home on a positive note with lots to learn. The hospitality and enjoyment factor at this regatta, as always, was off the charts.

Club racing with Fleet 279 this season was a blast and helped us learn so much. With favourable conditions, our Fleet sailed fifty-nine club races this year, with as many as eleven Lightnings participating on any given evening. It has been great to see our Fleet continue to grow and improve over the past few years. Throughout the year we worked hard to constantly improve our tactics, in particular, starting, and tune, often with some on-water tips from our mentor. It was very helpful to discuss the races afterwards with competitors and constantly try to learn week to week. We improved throughout the year, climbing up the standings to finish third place overall and managed to win the last two races of the year.

As well as weekly club racing, we participated in three local regattas this summer—both halves of our

Districts and the annual Amethyst Regatta. The first half of our Districts was sailed in Thunder Bay on Lake Superior. This was our first opportunity to sail in somewhat choppy conditions. The racing was competitive and an especially valuable learning experience for me driving in different conditions. The second half was sailed a month later at the nearby inland lake, Loon Lake, a local favorite regatta but also very hard work for the shifty conditions and varying wind velocities across the course—always make it “exciting.” The awesome two days of sailing was only matched by the party at the Walsh’s cottage, a great barbeque, the best “baked potato bar” ever, and a bonfire followed by a sauna and dunk in the lake.

The Amethyst Regatta was the results highlight of our year. This regatta is unique in that we sail somewhat of an offshore course and have other classes of boats from the Thunder Bay Yacht Club participate. This year we had six Lightnings, a C&C 32, C&C 37, J35, Kirby25 and Dart 18 competing alongside us. On Saturday, we race out of a small harbour on Lake Superior, keeping a few islands to port and returning, usually taking around two hours. We completed two races on this course and managed to win them both. On Sunday, we raced a similar length course, and although we were able to get out into the lead early on, our mentor Richard was able to catch up and pass us, leaving us in second which, was enough to win the weekend.

As well as sailing locally in Thunder Bay, we made the nine-plus hour trip to the Midwest District on four occasions: Fond du Lac, Green Bay (Evans Regatta and Midwest Districts), Sheboygan (Brotz) and Chicago (Red Flannels). All of these regattas were an absolute blast. The racing, as always, was competitive and exciting, and the competitors were friendly and a lot of fun. Although the border officers are always confused as to why we make that drive “when there is

Lighthouse Regatta





water right there," it is most definitely worth it every time. Thank you to everyone in the Midwest District for making us feel welcome, putting us up for the weekends and making sailing this summer an awesome experience.

Most of all I have to thank my crew this year, Caleb Vander Ploeg and Marek Dennhardt. Prior to this year, we had never sailed a Lightning together. I couldn't

have learned all I did this summer, and I would not have had nearly as much fun without them. It would be difficult to find two better dudes to sail with. Right at the beginning of the year the three of us had great chemistry on the boat, we worked really well as a team. As we improved individually and communication as a team, so did our results. Both Marek and Caleb were solid crew, mechanically and tactically, allowing me to focus on driving the boat. This spring, when we were awarded the Boat Grant for the season, we talked a little about our goals. Mostly we were focused on improving as individual sailors and as a team, being as competitive as possible but mostly on having an amazing sailing-filled summer. Just last week after our last night of club racing for the season, we were reflecting on how everything had gone and without a doubt this opportunity exceeded all of our expectations.

Thanks so much for this opportunity, ILCA!

Alex Cox

NOW ACCEPTING 2016 Boat Grant Applications!

Applicants must be at least 19 years of age.

2016 Marks the Boat Grant Program's 10th Season



To date ninety-two young adults have experienced the Lightning Class through the Boat Grant Program. Eight boats have been purchased by participants, and one-third are active members! Thank you to the generous ILCA Members for making this program possible. **Applications for the 2016 program are due by 1/15/16.**

We need your help to keep this program going strong. Please look around your local area and look for young adults that would benefit from this program! Talk to them about the Lightning Class, encourage them to apply. Help us spread the word!

What is the Lightning Boat Grant Program?

The ILCA owns two competitive Lightnings that we loan to promising young sailors for the summer sailing season each year. The grantees are selected by a panel of experienced Lightning sailors based on the proposals that each team submits and through an interview process. The grant covers all regatta entry fees, boat insurance, and some travel money, and we provide you with a nearly new boat, good sails and a mentor to help get you started.

For more information, about the Boat Grant Program

<http://www.lightningclass.org/racing/boatGrant/index.asp>



International Lightning Class Association

ILCA Past President's Challenge Continues

Maintain Vitality and Visibility through Philanthropy

Fall 2015



Dear Lightning Sailors:

If I had to choose one lesson I learned during my time as President, it would be this:

Our Class is strong because we have members who care about our organization.

We have donors to our funds, and we rely on these funds to finance the "extra" initiatives that continue to keep

our Class moving forward. We have very generous donors of time and manpower. This is crucial—without people to take ideas from conception to reality, or people to coordinate regattas, or people to introduce potential new members to our boat, we would wither. Every single aspect of the Lightning Class relies on volunteers!

- ✓ **If you have some extra funds, but not time, please consider donating to one of our Funds.**
- ✓ **If you have time, but no extra cash, please consider getting involved.**
- ✓ **If you have no extra of either resource, stay tuned, stay informed. We'll still be here when your situation changes!**

*ILCA Past President
Debbie Probst*

10th Anniversary of the Boat Grant Program

The Lightning Class has good reason to be proud of our Boat Grant program. At its conception, it was the most creative approach to a problem all one design sailing was facing—how to bring young adults into the Class during the years of their lives when they often don't have disposable income for a boat and travel expenses. The program has helped transition collegiate racers into the life-long hobby of being involved in the community and Lightning competition.

The program could never have launched without the support of the Executive Committee and the ILCA Fund from ten years ago. They were open to making the investment in this new concept. They were willing to make funds available and commit to the incredible work it took to get the program specifics in place. Bill Fastiggi and Allan Terhune, Jr. dedicated endless hours those first years. They discussed every aspect, from what boats to use, to selection criteria, to publicity and fundraising.

Since then the Class has embraced the program. Members help identify qualified recipients and offer to be their mentors. Members donate boats, sails, covers, and significant funds to keep the program thriving. So many of us take delight in seeing these fine young people in our boatyards and at our events. Congratulations to the Lightning Class on this the 10th Anniversary of the Lightning Boat Grant Program.

Jan & Steve Davis



Giving Back to Move Ahead

The Boat Grant Committee and ILCA Fund Committee are excited to announce a replacement plan of the ILCA-owned Boat Grant boats. One of two boats will be replaced this winter with a brand new boat. The second is scheduled to be replaced next winter in 2017. The goal of this program is to offer the recipients new or nearly new equipment, and after multiple seasons of use, these boats are being sold and rotated out of program use.

To date, ninety-two recipients have been a part of the program. One-third are current ILCA members. Eight have purchased boats, and a few more are looking to buy! The program is working! At the 2014 NAs in Sheboygan we had twenty participants with direct ties to the Boat Grant Program. These young adults are the future of our Class!

We need your continued support to help us keep this program going and fund these new boats! Please make a donation today!

How Can You Support the ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

- **The ILCA Fund**
- **The Boat Grant Program**
- **The Limbaugh Fund**
- **The Mary Huntsman History Fund**
- **Annual Operations Support**

The ILCA Fund

Charter of the Fund

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

The ILCA Fund supports the US Sailing award winning Lightning Boat Grant Program and the International Fleet Development Initiative.

Fund Directors: [Steve Davis](#), [Bill Fastiggi](#), [John Faus](#), [Paco Sola Tanca](#), [David Starck](#)

The Boat Grant Program

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: the past seven summers the Class provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and National regattas.

The Limbaugh Fund

Charter of the Fund

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen & Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

Use of the Fund

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

Fund Directors: [Michael Huffman](#), [Kip Hamblet](#), [Matt Fisher](#), [Current Class Treasurer](#)

The Mary Huntsman History Fund

Charter of the Fund

The Mary Huntsman History Fund's primary objective is to help recover and properly preserve the Lightning Class heritage. The Fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class, and who was the first to hold the Historian VP position when it was established. Under her Presidency, Mary secured the purchase of Lightning number one and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat has been restored and is displayed.

Use of the Fund

The Mary Huntsman Lightning History Fund was formed in 2004. Its primary objective is to help recover Lightning memorabilia and properly preserve Class heritage.

Fund Directors: [Clayton Gray](#), [Rob Ruhlman](#), [John Faus](#)

Annual Operations Support

Use of the Support

Donations help out the day to day operations of the Class. Helps support the historical recorded keeping, communication with the nearly 1,800 members and 150 fleets world-wide, the maintenance of the website and the ability to service the membership and respond to new inquiries about the Class while keeping the Annual Membership Dues affordable.

The laws of the U.S. permit its citizens to choose how to dispose of possessions at death. The ILCA has been granted status as a 501(c)3 charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from US income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

Donate to the International Lightning Class Association!

* Name: _____ * _____ Address: _____
* City: _____ State: _____ * Zip Code: _____ * Country: _____
* Home Telephone: _____ Work Telephone: _____
* Email: _____

The International Lightning Class is a 501(c) 3 organization and all donations are tax deductible in the USA. Donations at the Supporting Membership level (\$50) and higher will receive a Gold Circle, a special decal which goes under your regular boat decal, to acknowledge your generous support of the ILCA.

Donate to the **ILCA Fund** \$ _____
Donate to the **History Fund** \$ _____
Donate to the **Limbaugh Fund** \$ _____
Donate to the **Boat Grant Program** \$ _____
Donate to the **Annual Operating Fund** \$ _____

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* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

Send your membership form and credit card information or check to:

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Your donation will be recognized in the ILCA Yearbook as follows:

- Benefactor \$500 or more
- Donor \$100 or more
- Supporting \$50 or more
- Contributing \$20 or more

How may Gifts be Made During Your Lifetime?

Gifts of Cash: A gift of cash during a person's lifetime is the simplest type of gift. These can be made in person or anonymously, directly or on behalf of another person. Gifts within a year are deductible from that year's income taxes. You may send a check to the ILCA at any time or include an extra amount of money in the renewal form when you pay your membership every year.

Gifts of Marketable Securities and Investment Real Estate: Gifts of appreciated securities and real estate held for investment purposes are often more beneficial to the donor than gifts of cash. When such items are donated, the donor receives a contribution deduction equal to the current market value of the security and generally, the excess of the market value over the donor's cost basis is not taxed. Often it can be advantageous to donate substantially appreciated items than to sell them and pay the capital gains tax.

Gifts through Wills: Remembering The ILCA in your will is another method of giving. Such a gift is deductible in calculating estate taxes. Provisions for the gift may be included in the body of the will or by adding a simple codicil. If you desire to establish a separate memorial gift within either the ILCA Fund or "Limbaugh" Fund, or to specify the purpose of the gift, this may be done by so stating in the provisions of the will.

Gifts of Boats and Equipment: You may consider donating your boat and equipment to the ILCA, thereby helping make them available to newcomers. You can deduct the fair market value of your donation from your income or estate taxes. It may be more advantageous for you to give the boat to the class than to sell it. The Class has the procedures in place to facilitate making this important gift.

There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy. We hope you will consider planning an ILCA donation, always informed, by appropriate legal and financial counsel.



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2015 Lightning International Masters

A strategic overview

Before sailing this regatta, I did a lot of thinking about how to maximize our chances of success. With my limited experience sailing Lightnings I needed a super crew, which I had. And since we were likely to get some breeze on Lake Erie, I went with a crew weight slightly above average.

I was able to use the boat that had won the previous Worlds, and I got brand new North sails which have been dominating the class. We did some practice on Lake Erie and spent time working on the boat and the bottom before the regatta. So when we sailed out for the first race I felt like I had no excuse to lose, which is how it should be.

Here are some other factors that I thought about before and during the Masters Championship.

Overall gameplan – We decided to begin the series with a plan to sail conservatively, for several reasons. First, it's usually a good idea to be conservative at the beginning of a race or series. That way you don't risk a bad score early on, and you can wait to see if you need to take more risk later.

Second, I was pretty confident that we would have good starts and, in theory at least, I expected our speed to be very competitive. Third, the fleet was large which meant that consistency would likely be well-rewarded in the end.

Basically, there was no strong reason to be anything other than conservative at the beginning. If we could do well without taking much risk, then we would keep on with that plan; if not, we would consider taking more risk.

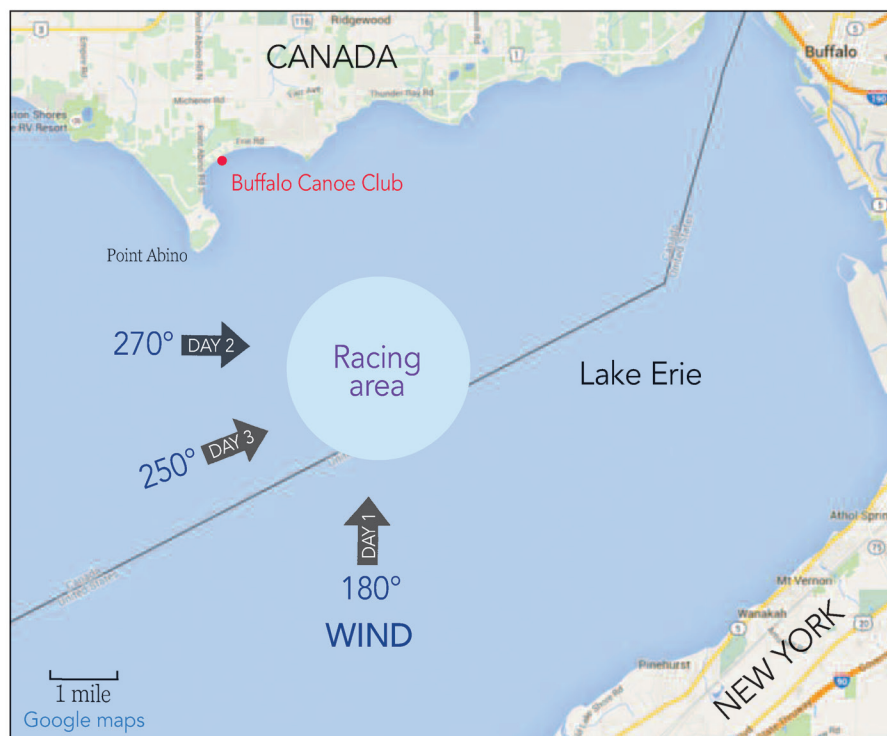
Local knowledge – As a team we didn't have much experience in this racing venue. We tried to grill the local sailors for some inside information, but they hardly ever sail that far out in the lake so this wasn't very helpful. Without much local knowledge, we decided to play it conservative by staying a little closer to the middle of the course, at least until we figured out the wind on any particular day.

Speed testing – I have sailed only a handful of Lightning events during the past few years, so I was a little worried about our speed, especially in waves (which tend to



widen the difference between slow and fast boats). To build my confidence, we arranged to sail with a top boat every morning before the first race, and this helped a lot.

The course – Every race used a windward/leeward course with



The 2015 Lightning International Masters Championship was sailed on the eastern end of Lake Erie out of the Buffalo Canoe Club in Ontario. Most of the races were sailed in wind from the west or southwest, which meant that a big speed factor both upwind and downwind was the presence of fairly large waves (created by a 200-mile fetch to windward!). The westerlies also ensured that, at the starting line, we would not be able to get a line sight through the pin end on the distant New York shore. So our only chance of a line sight would be looking toward the Ontario shore beyond the race committee boat.

My team for the regatta included Lightning veterans Jeff Eiber in the middle and Jay Lurie as forward. I had sailed several regattas with Jay, but this was the first time I was racing with Jeff, so I knew we would have to spend some time working on communication. There were six races scheduled in the series, and we would get a throwout race only if we sailed all six.



One thing I re-learned during this regatta was that sometimes you just have to go along with the crowd. I generally don't like being part of the herd mentality, so I often try a different tack (or jibe) just for the sake of being different. But often the crowd is doing the right thing, so your best move is simply to be patient. Be willing to play 'follow the leader' until or unless you have a legitimate reason to separate on your own. Sometimes the best you can do is simply maintain your position in the fleet; if you get greedy or impatient you'll end up losing and make a comeback that much tougher.

an offset mark at the top end and a leeward gate at the bottom. The windward offset mark meant that jibe sets would be more possible at the beginning of each run. And the combination of a windward offset with a finish line on the starboard side of the committee boat meant there was a strong likelihood that port jibe would be longer on the second run to the finish.

A practice regatta – At first I planned to sail the Masters mainly to practice for the Lightning World Championship which started two days later. But once the Masters began, we became 100% focused on doing our best at that event.

I guess this was also a good way to practice because we finished 5th out of 65 boats at the Worlds.

The bottom line – I have a philosophy that I call the "No-lose approach." It goes like this: 'You can't win every race or regatta, but you can always learn something in the process. And that will give you a better chance of winning the next time around.'

We tried our best to win the Lightning Masters, but at the same time we realized that the most important thing was having fun and learning as much as we could. That made the experience worthwhile no matter the results.

David Dellenbaugh's **SPEED & Smarts**TM

Dave Dellenbaugh wrote this article for the July/ August 2015 issue (#135) of *Speed & Smarts*. The entire issue is inspired by the International Master and World Championships. It includes sixteen pages full of diagrams, photos. It discusses starting, mark roundings, upwind and downwind strategies and much more!

Thanks to Dave's generosity he is offering a complimentary electronic version of this issue to all ILCA Members. To get a free copy emailed directly to you send a request directly to: speedandsmarts@optonline.com

Speed & Smarts is a bi-monthly newsletter packed with tips to improve your racing performance. It's written by winning America's Cup tactician David Dellenbaugh, and each issue has sixteen pages full of instructional advice on tactics, strategy, speed, boathandling and rules—plus, there's no advertising!) For more information check out:

www.speedandsmarts.com/ or on Facebook: www.facebook.com/speedandsmarts/

International Masters Stats:

Twenty-seven (27) or 43% of the fleet had two or more family members aboard, of which four were all family boats with two being three-generation boats! 20% of the fleet were female sailors, three which were helming.



2015 Lightning International Masters Buffalo Canoe Club * *



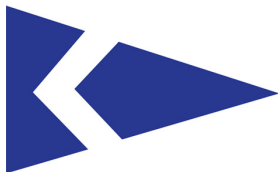
Pos	Bow#	Country	Sail#	Boat Name	Skipper/Crew
1	21		USA 15470		David Dellenbaugh / Jeff Eiber / Jay Lurie
2	16		ECU 14673	Black Beauty	Juan Santos / Juan Jose Feretti / Hank Wissensz
3	35		USA 15445		Matt Fisher / Dan Moriarty / Tobi Moriarty
4	7		USA 15507	Veggie sub	Ched Proctor / Jamie Ewing / Meredith Killion
5	1		CAN 15495		Larry MacDonald / Jody Starck / Ian Jones
6	15		USA 15382	Money for nothing	Mark Sertl / Cory Sertl / Kathryn Maloney
7	25		USA 15181	What Kinda Gone	Greg Fisher / Jo Ann Fisher / Zeke Horowitz
8	74		USA 15215	Niantic Bay Yacht Club	David Peck / Paul Campbell / Zach Steuer
9	6		USA 15496	The Cat	Marvin Beckmann / Emory Williams / Dina Corsi
10	13		USA 14866	Something Good	Bill Mauk / Brad Russell / Michele Sumpton
11	67		USA 15467	Rolling Thunder	Stephen Warren / Tim Robinson / Liam McCarthy
12	17		USA 15556		Jim Crane / Larry Bone / Peter Bone
13	11		USA 15502		Jed Dodge / Elizabeth Dodge / Peter Hallagan
14	64		USA 15421	Touch of Grey	Richard Warren / Sue Warren / Randy Swartley
15	4		USA 15385	Ultimate Pressure IV	Peter Denton / Bill Martin / John Townsend
16	57		USA 15457	Spaceman Spiff	Rob Ruhlman / Abby Ruhlman / Jeff Linton
17	22		USA 15456	I Can't Bear It	Joshua Goldman / Jarrett Lynn / Valerie Tardiff-Holly
18	77		USA 15557	Pretty Girl	Lenny Krawcheck / Beau Samuelson / Joy MacDonald
19	12		USA 15480		Fisk Hayden / Steve Hayden / Jeffrey Hayden
20	75		USA 15257	Hers	Joan Hurban / Gary Hurban / Jon Guth
21	48		USA 15498		Bill Mergenthaler / Michael Mergenthaler / Ian Warren
22	47		USA 14417	Imp Baby	Don Barrett / Donna Barrett / George Wiedermann
23	59		USA 15205		Bob Wardwell / Mike Healy / Bill Healy
24	60		USA 15306		Cal Herman / Jeanne Herman / Bobbi Sundman
25	46		USA 11346	FOB	Stuart Nickerson / Kip Hamblet / Angie Hayden
26	56		USA 15276		Peter Jones / Kevin Robinson / Paige Robinson
27	58		USA 15428		Richard Moyer / Michael Holly / Matthew Reiser
28	61		USA 15015	sLitely Cantakerous	John Werley / Bertie Werley / Lisa Fisher
29	24		USA 14680	Berry 111	Edwin Roseberry Jr. / Julian Fraize / Peter Godfrey
30	51		USA 15055	Enigma	Hugh Hutchison / Marc Venables / Ron Baerwitz
31	49		CAN 14599	Bunch of Weenies	Bryan Milne / Cheryl Day / George Jackson
32	45		USA 15405	ODYSSEY	David Spira / Ty Whitman / Randy Shore
33	78		USA 14842	Cyber 9-1-1	Tom Klaban / Mark Whatley / Beth Groessbeck
34	44		USA 14644	Creature of Habit	Michael Huffman / Meg Huffman / Peter Huffman
35	27		USA 9		Anne Allen / Thomas Allen / Karl Allen
36	79		USA 14849		Clay Murphy / AJ Murphy / John Steiner
37	76		USA 14725	WinWards	Skip Wilday / Doug Matteson / Kelly Jordan



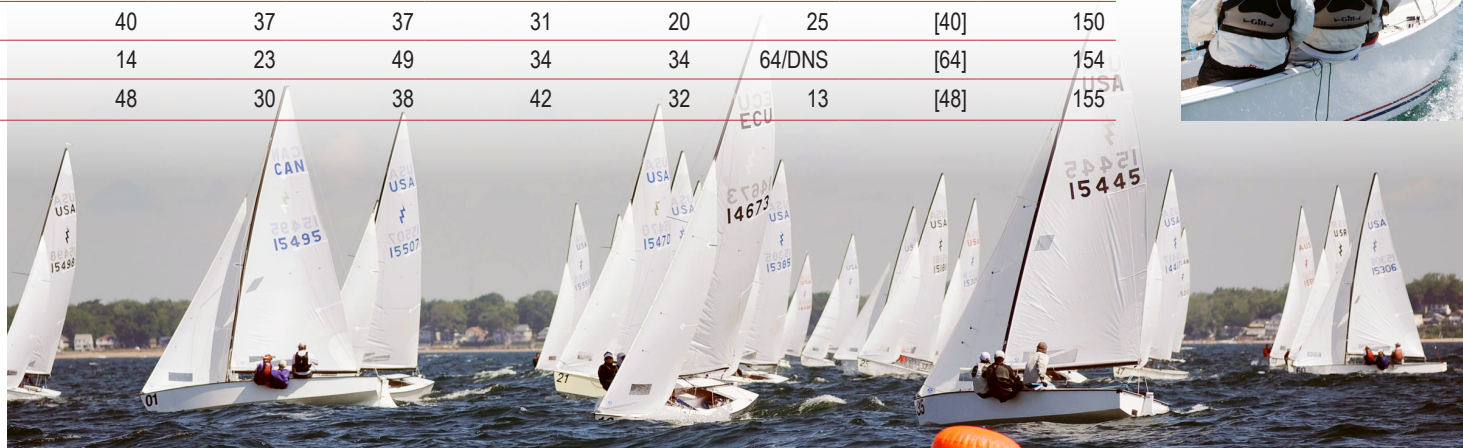
ing Class

s' Championship

July 15–19, 2015



	R1	R2	R3	R4	R5	R6	T/O	Total
	20	1	1	1	3	6	[20]	12
	1	4	3	5	2	2	[5]	12
	37	13	2	3	1	1	[37]	20
	6	2	12	2	10	7	[12]	27
	8	17	8	7	8	9	[17]	40
	4	24	6	4	9	19	[24]	42
	2	9	64/DNF	11	5	17	[64]	44
	5	8	14	9	11	18	[18]	47
	7	3	5	25	19	14	[25]	48
	3	15	9	16	7	64/RET	[64]	50
	15	19	18	6	13	5	[19]	57
	19	11	13	52/ZFP	6	8	[52]	57
	21	7	7	21	28	3	[28]	59
	17	18	15	18	4	10	[18]	64
	29	41	4	10	12	12	[41]	67
	11	21	25	12	24	11	[25]	79
	18	20	10	13	21	30	[30]	82
	13	31	21	30	16	4	[31]	84
	10	5	44	36	15	23	[44]	89
	25	22	11	15	47	42	[47]	115
	9	34	64/DSQ	14	29	32	[64]	118
	12	16	31	35	30	29	[35]	118
	42	6	16	45	35	26	[45]	125
	26	25	20	22	33	64/DSQ	[64]	126
	50	10	64/RET	17	36	15	[64]	128
	36	32	64/OCS	29	17	16	[64]	130
	34	27	34	8	31	31	[34]	131
	22	28	23	33	25	33	[33]	131
	27	46	26	27	26	34	[46]	140
	16	26	17	20	64/DNS	64/DNS	[64]	143
	35	35	30	38	23	20	[38]	143
	30	29	43	37	27	21	[43]	144
	31	64/OCS	46	28	18	22	[64]	145
	28	12	40	47	39	27	[47]	146
	40	37	37	31	20	25	[40]	150
	14	23	49	34	34	64/DNS	[64]	154
	48	30	38	42	32	13	[48]	155



Masters Championship Racing

Pos	Bow#	Country	Sail#	Boat Name	Skipper/Crew
38	37		USA 15112		Jonette Werley / David Werley / Greg Maras
39	55		USA 15555	Winspear	Richard Hallagan / Hendrix TenEyck / Ryan Sprole
40	14		CAN 15210		Peter McBride / Tony McBride / Rolf Langer
41	5		FIN 14364		Samppa J Salminen / Tero Kotimäki / Antti Kanninen
42	19		USA 15546	Must Be Present To Win	Philip Lange / Alister Thomson / Alexandra Lange
43	70		USA 15130	Vann Bros	Chris Vann / Jenn Millar / Jim Gardner
44	68		USA 14860		Jack Mueller / Jay Mueller / Randy Knilians
45	71		USA 14191	Budget Dust	Bill Buckles / Greg Florian / Nick Florian
46	53		USA 15309		Edward B. Wagon / Karen Park / Brian Bahler
47	52		USA 15315	Quest	William Cabrall / Raeyane Farrell / Arnie Quan
48	3		AUS 15510	Australia	Ian Edwards / Steve Davis / Becca Hofmeister
49	36		CAN 14878	Sparkle	Ross Bailey / Chris Wells / Casey Sellers
50	80		USA 15111	JCD	Gianni Cuccio / Dan Vought / Johanna Schon
51	50		USA 15250		Clark Trow / Andy Wright / Jim England
52	63		USA 14543		Ronald Hughes / David Fretz / Paul Redding
53	8		ITA 14102	Greenslug	Roberto Crucitti / Marco Crucitti / Sergio Messina
54	69		USA 14369	Hastalavista	Federico Meira / Scott Seubert / Alex Marshall
55	65		USA 14912	Gentry	Charles Woods / Al Marshall / Anya Woods
56	72		USA 14572	Pranava	David Fedak / John Winstel / Jeff Carver
57	54		USA 15054	Blue Highways	Jonathan Lange / Kristin Grey / Jared Ackers
58	88		USA 14688	sMouette	Georges Peter / Eva Burpee / CH Ritt
59	73		USA 13933	Trivial Pursuit	Edward Eagan / Jennifer Dick / Jeff Shaw
60	2		NGR 15274		Julian Calvin / Jo-Ann Kornfeld / Max Balanevsky
61	62		USA 14525	Spitfire	John Bates / Trevor Prior / Kevin Smith
62	23		USA 14410	Catspaws	Richard Buckley / Pascal Buckley / Christopher Buckley
63	66		USA 15566	Topflash	Terry Burke / Carson Menges / Rick Bernstein



A special thank you to Larry MacDonald, Jr. for putting together a new perpetual trophy that was awarded to the highest placing Grand Master (65+) helmsman in the International Master's Championship. The perpetual includes all of the winning helmsmen dating back to 1999 when the first International Masters Championship took place.



International Masters Champions
David Dellenbaugh, Jeff Eiber, Jay Lurie



International Masters Runner-up
Juan Santos, Juan Jose Feretti, Hank Wissensz



International Masters 3rd Place
Matt Fisher, Dan Moriarty, Tobi Moriarty



4th Place and Grand Masters Champions
Ched Proctor, Jamie Ewing, Meredith Killion



International Masters 5th Place
Larry MacDonald, Jody Starck, Ian Jones



Great Grand Master Champions—3 generations
Fisk Hayden, Steve Hayden, Jeffrey Hayden

	R1	R2	R3	R4	R5	R6	T/O	Total
	52	53	36	19	14	35	[53]	156
	41	33	22	24	38	46	[46]	158
	46	36	19	41	54	24	[54]	166
	39	14	47	40	41	36	[47]	170
	24	45	28	48	37	38	[48]	172
	43	43	35	23	40	39	[43]	180
	23	42	33	39	44	44	[44]	181
	58	39	32	64/ZFP	22	40	[64]	191
	33	44	42	32	48	49	[49]	199
	32	47	39	49	46	37	[49]	201
	44	50	29	52	43	41	[52]	207
	54	64/OCS	48	46	42	28	[64]	218
	38	40	24	64/DNF	64/DNF	64/DNS	[64]	230
	47	38	57	44	55	51	[57]	235
	51	49	55	43	52	47	[55]	242
	45	55	58	53	53	43	[58]	249
	56	64/OCS	52	51	45	45	[64]	249
	57	56	41	58	56	48	[58]	258
	53	57	45	50	64/DNF	53	[64]	258
	55	48	51	55	51	64/DNS	[64]	260
	64/DNS	64/DNC	27	56	50	64/DNS	[64]	261
	64/DNF	51	56	54	49	52	[64]	262
	59	52	53	59	57	50	[59]	271
	49	54	54	64/DNC	64/DNC	64/DNC	[64]	285
	60	58	50	60	64/DNF	64/DNS	[64]	292
	64/DNC	64/DNC	64/DNC	64/DNC	64/DNC	64/DNC	[64]	320



3 generations: Ann Allen, son Tom and grandson Karl



Jeff and Amy Linton with Jonette and Dave Werley (center)



Jim Crane with the Bone brothers



Gianni Cuccio, Elizabeth and Jed Dodge



Team Mergenthaler





Special "Thank You" to Lindy Edwards for the terrific trophies!



Thank You to the judges



Special Thank you to Art Petroselo for many of the on-the-water photographs and also to Allie Jones for capturing some terrific images as well. To view more photos or to read a daily recap of sailing, check out the Worlds results on the ILCA Website.



Lightning World Champions

Geoff Becker
Jimmy Barnash
Laura Beigel

Winning the 2015 Lightning World Championship at the Buffalo Canoe Club was truly one of the most special moments I have had in my 35+ years of sailing. So many things have to go your way to win, or even finish near the top, in a big regatta such as the Worlds. Having sailed in my share of championships, going into such an event with the proper outlook and expectations can make it easier to survive, much less do well, once you get there. Week-long regattas, like the Lightning Worlds, are marathons and not sprints. While each day brings its own challenges, surviving week-long regattas is done with attrition and keeping a competitive focus over the entire length of the event. I have been asked many times now, "How did you do it?" While I think it could easily be said that we were a little lucky to win an event with such exceptional talent, I will try to explain our team's approach and thought process along the way.

To begin, a big factor in allowing us to have and maintain our competitive focus was our daily routine. Everything from our arrival time to the boat in the morning, to each of our responsibilities before leaving the beach, to our departure time to the race course were all morning rituals that kept our team focused each day of the event. Once on the water and out to the racecourse, we had a pre-race routine where we would check the setup of the boat, check and record the wind direction, including any trends, and check the course and starting line. Following the same steps each day and before each race made it easier for us to focus on doing our jobs rather than how challenging each race would be in this event.

Leading up to the regatta, we understood the "normal" conditions at the BCC would be a steady sea breeze from about 240 degrees. Sounded great, but like many regattas, the conditions decided to be

anything but "normal" and, of course, more challenging. In fact, our team, having never sailed at the BBC before, may have given us an advantage because we had no preconceived notions about what to expect. During the five days of racing, the wind direction ranged from southwest and northwest but never really settled on the magic 240 heading. What this meant for the conditions was shifty, puffy and less than predictable wind patterns over the course of the regatta.

On the pre-race strategy list for us and most of the teams was likely to minimize mistakes and keep your nose clean during the five long days of racing. The other strategic element was to have the boat prepared so that our speed was at least as good as the top boats. Our thinking was that with such a talented fleet, it was likely that at some points during the event we would find ourselves behind the leaders and would need to have the speed to be able to make gains and move up in the fleet. Without front pack speed, it would be very difficult to stay near the front, much less have the ability to work toward the front when we fell behind.

Next on our list was how to find front pack speed and have the ability to pass boats. The most important factor to a boat's speed and performance is the constant need to go even faster. I like to describe this with a race car analogy. A race car driver might be driving 200 mph around a racetrack, which for most of us is more than fast enough. However, for him he wants nothing more than to go 201 mph and wishes he could push the gas pedal through the floor to get that extra speed. The bottom line is that no matter how fast you are going in a race, you should always be looking to find more wind and go even faster. If you ask any of the top level skippers in the Lightning Class, from which you have a lot to

chose, they will all admit to wanting to be the fastest boat on the race course at all times.

Every Lightning team finds their best way of sailing a Lightning fast. In general terms, some like to sail a higher upwind angle with a little slower boatspeed, while others opt for a little more speed and a lower upwind course. Regardless of the mode other teams choose, it was important for us to know our own mode and what allowed us to sail fast. In our case, relative to most of the fleet, we normally sail a lower and faster mode, and that seemed to work well in the Lake Erie waves and chop the fleet saw during most of the regatta. While we could make some adjustments to the trim of the boat and sails, which might allow us to sail higher mode in short term situations, our best mode was bow down and "let her rumble."

In my experience, the best Lightning sailors go fastest through the water. As the wind builds, the ability to keep the bow down and the boatspeed fast through the water is the goal setup for a Lightning. There are different tuning systems out there of course, but all of them attempt to get the boat balanced so it is easier to sail full speed and in a straight line. The chines and skeg in front of the rudder make the boat sail like it is on rails when balanced, and, when unbalanced, the underwater features are constantly trying to force the boat in different directions, making the boat very difficult to steer. Sometimes it can be hard to determine what needs to be changed on a Lightning to improve the sailing balance, but often it can be as easy as just easing out the sails a small amount and sailing a lower course to increase speed. Once the boat is going faster, it is amazing how much better the boat will feel on the tiller.

Because of the importance of boatspeed to our team we have a rule on our boat that there are always two people just sailing the boat and making it go as

fast as possible. Hopefully one of those is the driver and the other should normally be the trimmer. That leaves the third crewmember to be the eyes outside the boat and making sure we are sailing in the right direction, which also assists our boatspeed by keeping our water and wind clear of other boats. If another boat were ever in a position to affect our best sailing mode, or force us to sail through the water slower, we would try to get away from that boat and into a better sailing lane. We felt sailing in our own space would give us the most chance for gains during each race and over the course of the entire regatta.

After all the considerations for routine, speed, and strategy, perhaps the most important piece to our plan was to try keeping an even attitude. We thought about each start, each leg and each race as smaller parts of the overall regatta and that mindset helped us smooth out the highs and lows during the event. We have all been to regattas where a single boat walks away with the win by winning all the races and crushing the fleet. While that may happen from time to time, most regattas are won with consistency over the entire length of the regatta. Using that approach helps the team recover from any bad races or situations and maintain focus moving forward. For our team, this mentality was tested at the first start of the regatta when we were OCS. After returning to start, we rounded the first mark of the event ahead of only a handful of boats and by the end of the first race we were able to work our way back above mid fleet. Even though this was our worst race of the event, we ended the race feeling our boatspeed and boat setup was good, which allowed us to more easily move forward into the next race. By using the positives from an otherwise difficult beginning, we began to build momentum toward our consistency for the remainder of the regatta.

Geoff Becker



Worlds Stats:

12 Countries representing 5 Continents

50.79% of the fleet had 2 or more family members aboard, of that,

4 were all-family boats

30% of the fleet were female sailors, 5 were helming a boat and

2 were all-female teams

Only 1 team in the top 10 won a race. (7th place, Matt Fisher and his team won race 1)

18 boats had first-time skippers participating in the Lightning Worlds

5 Boat Grant alumni participating

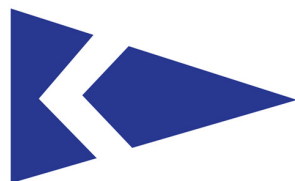


2015 Lightning
World Championship
Buffalo Canoe Club *

Pos	Bow#	Country	Sail#	Boat Name	Skipper/Crew
1	42		USA 15296		Geoff Becker / Jimmy Barnash / Laura Beigel
2	34		USA 15499		Jody Starck / Ian Jones / Skip Dieball
3	4		USA 15385	Ultimate Pressure	Billy Martin / Janel Zarkowsky / Chappy Hopkins
4	25		USA 15181	What Kinda Gone	Greg Fisher / Jo Ann Fisher / Zeke Horowitz
5	21		USA 15470		David Dellenbaugh / Jeff Eiber / Jay Lurie
6	37		USA 15449	Dazzler	Allan Terhune, Jr. / Katie Terhune / Marcus Eagan
7	35		USA 15445		Matt Fisher / Tobi Moriarty / Dan Moriarty
8	46		USA 15166	Black River Racing	Jody Lutz / Jay Lutz / Jonathan Lutz
9	29		USA 15545	PatStrong	David Starck / Sarah Paisley / Ned Roseberry
10	33		CAN 14905	Rum Lime	Jamie Allan / Stephanie Boucher / Chantal Leger
11	44		USA 15390		Todd Wake / Neal Fowler / Kristine Wake
12	47		USA 15381	Buffalo Bill	Michael Zonnenberg / Michael Booker / Adam Ceely
13	66		CHI 11011	Ojo de Lince	Alberto Gonzalez / Trinidad Gonzalez / Cristian Herman
14	62		USA 15380		Rob Crane / Kelly Crane / Brenda Crane
15	16		ECU 14673	Black Beauty	Juan Santos / Juan Jose Ferretti / Fernando Amador
16	64		PUR 15064		Raul Rios / Kathryn Moloney / Jason Bemis
17	19		CHI 14794	El Doctorado	Felipe Robles / Cristobal Molina / Pablo Lorca
18	45		USA 15464	Girl Trouble	Keith Taboada / John Faus / Matthew Schon
19	49		USA 15412		Tim Scanlon / Sam Williams / Bernie Roesler
20	27		USA 15511	Atom	Ernie Dieball / Jim Allen / Meredith Ryan
21	65		USA 15572		Jeff Linton / Suzy Coburn / Bill Fastiggi
22	20		USA 15420	Holy Smoke	Ryan Ruhlman / Tesse Ruhlman / Nick Turney
23	1		CAN 15495	15495	Larry MacDonald / Joy MacDonald / Maggie MacDonald
24	7		USA 15507	Veggie sub	Ched Proctor / Meredith Killion / Jamie Ewing
25	15		USA 15382	Money for nothing	Mark Sertl / Cory Sertl / Christine Moloney
26	51		CHI 15355	No DesesPerez	Cristobal Perez / Alfred Sherman / Jose Lopez
27	9		USA 9		Thomas Allen / Mandy Hofmeister / Shelby Allen
28	54		CHI 14734	Foxtrot	Alejandro Perez / Edmundo Perez / Ignacio Ducasse
29	67		USA14922	Bad Boys	Jack Huntsman / Dave Watts / Robert Watts
30	18		CAN 14821	Krista Too	Peter Hall / Mark Osterman / Megan Armitage
31	32		USA 15532	WouldaCouldaShoulda	Debbie Probst / Maegan Marge Ruhlman / Jenn Millar
32	13		USA 14866	Something Good	Bill Mauk / Jeff Hayden / Alexander Lavelle
33	30		USA 14619	More Cowbell	Larry Colantuono / Parker Colantuono / Paige Robinson
34	6		USA 15496	The Cat	Marvin Beckmann / Emory Williams / Dina Corsi
35	26		CAN 15493	Daily Affirmations	Richard Walsh / Tina Walsh / Alex Cox
36	43		CAN 14895	14895	Adam MacDonald / Abby Bennett / Sam Jones
37	57		USA 15457	Spaceman Spiff	Rob Ruhlman / Abby Ruhlman / Dave Werley
38	12		USA 15480	Dr. Nefario	William Faude / Robbie Robinson / Steve Hayden
39	10		USA 15251		Tanner Probst / Maya Claire Weber / Jenna Kay Probst
40	41		USA 15164	Mo	Robert King / Owen MacDonald / Sarah King
41	24		USA 14680	Berry 111	Edwin Roseberry Jr. / Erin Gregory / Matt Ward
42	22		USA 15456	I Can't Bear It	Joshua Goldman / Valerie Tardif-Holly / Mike Holly
43	17		USA 15556	James Crane	James Crane / Larry Bone / Peter Bone
44	11		USA 15502		Jed Dodge / Bill Dodge / Bobby Dodge
45	61		CHI 15399	Memphis	Victor Lobos / Sebastian Lobos / Hugo Perrin

ing Class mpionship

* July 18–25, 2015



	R1	R2	R3	R4	R5	R6	R7	R8	R9	T/O	Total
	26	3	11	4	16	2	10	4	4	[26]	54
	4	2	5	10	13	4	17	27	16	[27]	71
	7	22	3	6	14	14	8	13	7	[22]	72
	12	6	15	20	8	12	4	9	6	[20]	72
	9	24	2	7	5	11	16	22	2	[24]	74
	11	5	29/ZFP	5	7	8	6	14	24	[29]	80
	1	14	6	14	3	13	29	21	13	[29]	85
	3	37	7	17	11	20	11	12	8	[37]	89
	8	18	17	9	23	7	15	5	17	[23]	96
	5	15	21	16	9	21	14	7	9	[21]	96
	18	34	51/ZFP	26	4	3	1	2	11	[51]	99
	2	10	20	21	27	9	2	33	14	[33]	105
	39	35	4	3	1	1	43	25	1	[43]	109
68/DSQ	1	10	22	34	10	5	6	23		[68]	111
22	21	12	1	12	6	32	42	10		[42]	116
29	4	32	11	2	16	23	18	22		[32]	125
37	20	68/DSQ	2	6	26	20	3	12		[68]	126
21	9	8	12	43	15	30	8	36		[43]	139
32	17	1	8	18	36	46	26	3		[46]	141
15	13	19	15	20	39	41	1	20		[41]	142
27	19	33/ZFP	19	10	19	50	10	5		[50]	142
6	12	30	18	22	17	24	23	42		[42]	152
14	40	18	28	17	44	13	19	25		[44]	174
17	23	27	23	40	30	12	55	15		[55]	187
20	48/ZFP	14	25	31	34	7	17	44		[48]	192
24	41	13	33	21	24	37	16	26		[41]	194
19	7	25	40	30	18	25	36	40		[40]	200
30	42/ZFP	9	13	15	31	31	45	29		[45]	200
23	26	26	29	41	5	42	46	19		[46]	211
42	11	23	49/ZFP	25	35	19	28	32		[49]	215
28	16	22	37	35	23	38	32	30		[38]	223
48	8	42	31	46	43	22	11	28		[48]	231
10	36/ZFP	24	24	68/DNC	25	33	29	53		[68]	234
38	27	33	41	19	38	21	40	18		[41]	234
33	28	29	30	29	29	18	41	41		[41]	237
51	33	31	68/DNS	33	22	9	34	34		[68]	247
16	30	38	32	38	27	51	49	31		[51]	261
35	62/ZFP	28	42	45	28	34	35	27		[62]	274
50	31	41	44	54	59	26	15	33		[59]	294
25	54/ZFP	37	34	26	47	53	37	37		[54]	296
43	25	62/ZFP	38	39	46	39	24	43		[62]	297
13	50	40	35	32	41	47	47	46		[50]	301
45	55/ZFP	68/DNF	68/DNF	36	33	28	30	21		[68]	316
68/OCS	45	68/DNC	68/DNC	24	40	3	20	49		[68]	317
44	55	68/DNF	36	28	37	27	56	35		[68]	318

World Championship Racing

Pos	Bow#	Country	Sail#	Boat Name	Skipper/Crew
46	55		USA 15202		Eric Oetgen / Laura Doupnik / Jeff Aschieris
47	58		CAN 11739	Mosquito	Chris Wells / Michele Wells / Casey Sellers
48	28		CAN 15568	Angrboda	Peter Hansen / Suzanne Hansen / Karl Granberg
49	3		AUS 15510	Australia	Ian Edwards / Steve Davis / Becca Hofmeister
50	36		CAN 14878	Sparkle	Ross Bailey / Julia Bailey / Cam McWhirter
51	39		FIN 15331		Sakari Pesola / Timo Lipas / Rosemarie Hartman
52	31		COL 15519	El Magnifico	Gustavo Tamayo / Rafael Tamayo / Alejandro Bacot
53	40		FIN 15415		Laura Pesola / Laura Björk / Meeri Aro
54	52		FIN 15369	Drum	Lauri Hemming / Antti Varheenmaa / Eeva Hemming
55	8		ITA 14102	Greenslug	Marco Crucitti / Roberto Crucitti / Sergio Messina
56	5		FIN 14364		Samppa J Salminen / Tero Kotimäki / Antti Kanninen
57	63		CAN 14174	In Lieu	David Sprague / Ann Rouget / Leah Trow / Debbie Jones
58	50		FIN 14534	Holy Cow	Esko Aalto / Martti Mäyry / Lasse Skogström
59	60		CAN 15508	People Skills	Lorrie Walsh / Amy Simonsen / Steve Wells
60	48		NGR 14448		Jeffrey Davidson / Ian Davidson / Doug Wake
61	14		CAN 15210		Peter McBride / Robert McBride / Audray Lemieux
62	2		NGR 15274	Unknown	Julian Calvin / Gordon Kornfeld / Max Balanevsky
63	59		FIN 14502		Elsa Hemming / Grace Tomzack / John Tomzack
64	38		CHI 15260	Aserrucho	Tomas Middleton
65	23		GRE 14727	H2O	Ioannis Tsoumpanas / Nikolaos Charalampopoulos / Dimitra Lada
66	53		MEX 15450	Aroldo de Rienzo	Aroldo de Rienzo / Gerrit Gentry / Kenneth Porter
67	56		NGR 13520		Michael Barnes / TBA / TBA



World Champions
Geoff Becker, Jimmy Barnash, Laura Beigel



Runner-up
Jody Starck, Ian Jones, Skip Dieball



3rd Place
Billy Martin, Janel Zarkowsky, Chappy Hopkins



4th Place
Greg Fisher, Jo Ann Fisher, Zeke Horowitz



Smither Award – Top-finishing, first-time skipper: Billy Martin



Audrey Matteson Trophy for the highest female finisher: Laura Beigel



Kaleigh Wilday Trophy for being the youngest competitor: Ian Davidson



Tom Allen—recognized with a standing ovation for always going above and beyond



Special Thank You to Regatta Chair David Starck and his family Jody, Sabrina and Jamie

	R1	R2	R3	R4	R5	R6	R7	R8	R9	T/O	Total
	46	32	31/ZFP	68/DNF	37	42	40	58	39	[68]	325
	40	46	36	27	50	55	36	54	56	[56]	344
	36	51	34	54	42	52	59	50	48	[59]	367
	57	39	68/DNC	50	53	51	35	31	52	[68]	368
	49	42	48	39	52	49	48	62	45	[62]	372
	54	47	35	49	47	45	45	53	57	[57]	375
	47	52	39	55/ZFP	68/OCS	32	56	48	47	[68]	376
	34	44	68/DNS	51	58	50	52	38	50	[68]	377
	31	57	47	45	44	48	55	52	59	[59]	379
68/DSQ	38	68/RET	43	48	62	49	39	38	38	[68]	385
	41	53	46	46	49	58	44	59	60	[60]	396
	58	36	44	52	56	56	54	60	51	[60]	407
	53	54	43	48	51	54	63	44	61	[63]	408
	56	49	45	47	59	57	57	43	55	[59]	409
	52	48	49	68/DNF	61	68/DNS	61	61	54	[68]	454
	55	56	68/DNF	68/DNF	55	53	58	51	58	[68]	454
	59	43	51	68/DNS	57	60	62	63	62	[68]	457
	60	58	50	53	60	61	60	57	63	[63]	459
68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	[68]	544
68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	[68]	544
68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	[68]	544
68/DNC	68/DNC	68/DNC	68/DNC	68/DNS	68/DNC	68/DNC	68/DNC	68/DNC	68/DNC	[68]	544





Sailing. What comes to mind when one thinks of this word? Fun? Exhilarating? Spontaneous? For me, all that runs through my head is: When? Where? What boat? How can I get there? The reason behind this thought process is that sailing is an incredible sport that teaches a number of life lessons. Furthermore, the very essence of why we sail and all the positive aspects of the sport lie within the Lightning Class.

Like many first timers in the Class, I started off crewing with my friends Maggie MacDonald, skipper, and Caroline Dunbar, middle. Caroline and I did not fully understand what we were getting into, and we were lucky enough to have Larry MacDonald as our mentor and coach.

That year I learned more about sailing than I ever had in years past and I had the most fun! Although we focused a lot on boat handling and tactics, being on the Lightning that first year taught me important skills that I will use for the rest of my life, for example, building teamwork. Everyone says, "Nothing replaces practice," and this comes into play with sailing. We would spend hours upon hours on the water getting into a groove of knowing our jobs and each others strengths and potential strengths.

Each position on the boat is absolutely crucial, and we understood that we needed each other, so we



supported and built off our teammates. Learning how to work and grow as a team is an indispensable lesson common among Lightning sailors. Another competence acquired during those first couple summers was determination. You see, we were a new team, not just to each other, but also to the Lightning Class. Therefore, we had quite a few learning experiences along the way, including the normal stuff: late douses, forgetting the hook and cleat, hourglasses, and the occasional capsizes. As a team we powered through all of it and came out strong and ready to go at it again. By the end of the couple summers we spent together, we had made a lot of progress!

The next year I decided to skipper, and the first time I got behind the tiller was at a clinic in Waukegan. The adults, including Debbie Probst and Todd Wake, were extremely supportive of all the juniors in attendance, and they really tried to pack as much of their knowledge of the Lightning boat as

they could into our heads in a short amount of time. Let me tell you, it worked. It was a fantastic learning opportunity for everyone, regardless of their experience level.

When the summer finally came around, I got a text from David saying that he might have a spot for me on a World's team. I was ecstatic and couldn't wait to get out on the water with my new team. During Worlds, I sailed with Ernie Dieball and Jim Allen. They are amazing sailors, and it was a great

opportunity to learn from them. Also, they were willing to answer questions that I had throughout the day, and it was a lot of fun to sail with them.

There were some ups and downs during the races, and whenever we were having a bad race, Ernie would always say, "It builds character, and we just need to hang in there."

There was one race where we had a really good start, and there was no one on our air. All three of us knew at that moment that we had a chance at





winning the race, but keeping it to ourselves, we focused on what lay ahead. By playing the shifts correctly and consistently having a clear lane, we rounded the first windward mark in third. It was a five-leg race, so a lot could change in those five legs, for good or for bad.

We kept our eyes on the prize, and overhearing Jim and Ernie discuss tactics in that race was a good enough win for me. We kept sailing, gaining little by little, always having a set of eyes on the compass. Before we knew it, we were between the fleet and the finish line. Those last couple minutes were so critical that my heart was beating faster than a bow person on a spinnaker halyard! When we crossed the finish line in first, we all looked at each other with the biggest smiles anyone had ever seen, and high fives were shared. We were joyous; however, the best part of winning the race was being a part of getting to that point and working as a team with steadfast determination.

Not only has the Lightning Class taught me an incredible amount about sailing, but it has also introduced me to fascinating, worldly, and kind people. I've also learned that if you work hard enough, you can achieve your goals. I, along with many other junior sailors, got involved with the Lightning Class through the Buffalo Canoe Club, and I had never heard of the boat before.

The juniors of this Class are so lucky to have world-class sailors competing alongside us who are willing to share their knowledge. Every time we—my crew of Lucas Goodin and Tess Weber—went on the water at the Junior NAs, we would sail up to Jody and ask her questions that we had for the day, and she always answered them with passion, so excited to pass along her experience and knowledge.

Lastly, being a part of the Lightning class has given me a chance to travel and have spectacular experiences with my best friends. My fondest memories of the summers are with the juniors of the Lightning Class. Whether we are playing frisbee, laughing at a stupid joke, visiting Niagara Falls, making smores, or playing games while in postponement, we always seem to have a blast together.

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2015 Lightning Women's, Juniors', Masters' North American Championships Tawas Bay Yacht Club, Michigan * * August 6-9, 2015

Some Stats:

Women – 5 of the 8 boats had first-time skippers participating

Meghan Dieball (youngest over all skippers at age 13, Sabrina was the youngest sailor at 9)	Jacqueline Dieball Rebecca Hofmeister Jo McGlew Sarah Somes
---	--

Juniors – 8 of the 20 boats had first-time skippers participating / 21 of the 60 sailors were female / Average age of participants was 16.65 / Average team age was 16.48

Tyler Allen, Jeff Hayden Allie Jones Liz Obermaier Connagh Rowley Meredith Ryan	Luuk Schmit (he and his team were the youngest combined-age boat–15, 12 and 13) Jordan Wiggins
--	---

Masters – 8 of the 25 boats had first-time skippers participating:

Karl Aavik Richard Beaubein (sailed all-family boat with Rich and Jim) John Laundra John McCree	George Peet Ray Peters Jim Schofield Stephen Thomas (also all family boat with sons Bill and Mike)
--	---

Most experienced boat:
Richard Dishaw, Mike Hecker, Norm Burns – 212 total age

Overall, the three divisions had:
20 teams sailing with 2+ family members aboard, of which 3 were all family boats

Special Thank you to Jim Allen and Mark Frikker who took 1,000s of photos on the water! To view more photos checkout the results page on the ILCA Website.

Women's North American Championship



On the first day, the wind was very calm; it couldn't have been more than twelve knots. At times, we had to depower the boat, but we could easily get around the course. My team and I hiked really hard throughout the regatta, and we seemed to enjoy the conditions that were mostly under ten.

On the second day, it was a lot windier. Given our crew weight, we had difficulties flattening the boat.



In fact, depowering the boat was tricky, and it was likely only blowing fifteen. We were tired after the second day, for sure.

On the last day, because of the early start, the wind was very light. It helped us a lot! We were expecting the wind to come up, but the opposite happened. We were moving the entire race, but by the time the other divisions finished, they were drifting.

Sailing with my crew, Jody and Sabrina Stark, was really fun. We had a great time! Jody, being the great sailor that she is, gave me lots of tips and feedback on what we needed to do to go faster. I took a lot of the information and use it when I sail now. For example, when I step into a boat and we are overpowered, I look to the various controls to flatten the mainsail. For the C420, the vang works a lot like the backstay on the Lightning. Jody also really helped me feel the boat go fast. There were times her tips on slight adjustments had the boat moving really fast. I wasn't as good going downwind, so Jody gave me some tips on how to make sure the air is clean, that we always knew where the mark was, what to do when the wind increased or decreased, etc. During debrief, I learned some things from Doug Wake and Sarah Somes. That helped me the last two days.

I would like to thank Tawas Bay Yacht Club and all the organizers for setting the whole regatta. It was so much fun for all of the sailors. I especially want to thank Jody and Sabrina. We had to work very hard all weekend. Sometimes there was just too much wind, but we never gave up.

Meghan Dieball

Masters' North American Championship



It all began in the BCC bar. While discussing our plans for the balance of the sailing season with Brad Wagnon and Karen Park during the International Masters, up came the subject of the North American Masters' Championships. Donna and I, initially, had no intentions of traveling to Tawas for the event, in spite of my having had a great time there at the 1985 NAs. We didn't have middle crew available, as George Wiedermann had no vacation time. Brad then suggested that a friend, and experienced Lightning sailor, might be interested in signing on as middle crew. We decided to keep the option open.

After the Worlds, we hit the road toward Connecticut, but needed to bring our boat to Tom Allen's shop to make some repairs. After dropping off the boat, as we continued home, we contemplated the six-plus hour return trip to pick up the repaired boat. Donna began to think that it would be a shame to travel back as far as Buffalo, about half way to Tawas, and not continue to Michigan to participate in the Masters' NAs. We asked Tom to see if he could possibly finish his work by the Wednesday prior to regatta. He agreed. We still kept the NAs' option open.

It was our good fortune that, about a week prior to the regatta, we were contacted by David Corcoran. He expressed an interest in jumping on board with us for the Masters' NAs, and also suggested that we stay with Rea and him after picking up the boat. We happily accepted both offers. On Wednesday, we picked up our renewed Lightning from Tom and headed toward Michigan. After enjoying the Corcoran's hospitality on Wednesday night at their home in Saginaw, we arrived at Tawas Bay on Thursday morning.

After David had finished his round of golf somewhere nearby, we took a leisurely sail to familiarize him with the pole launcher that we use and to get a degree of team coordination. We seemed to adjust to each other rather quickly. It was great to be on the water on Tawas Bay again.



Tawas Bay is a great place to sail—fresh water, a pretty short sail to the race course, nice breezes, reasonable protection from wave action, easy launching, great volunteers—did I mention fresh water? I remember the sailing from '85, and I also remember the brat roast, the people and their stories. There is a bit less land now at the club, but the Bay looks exactly the same.

The racing began on Friday on a starting line that left lots of space for a 25-boat fleet. The first beat proved to be a template for most of the upwind legs of the regatta. Those of us that worked the left side of the course, on average, achieved the most success. The first leg of the last race for the Masters' proved to be an exception.

Bill Mauk team won the first race in a virtual photo finish. Donna was unhappy because she has always wanted a blue race flag. Second place, no flag! Josh Goldman's team finished third. The second race was team Josh's with our team finishing second. After the first day, our three teams had finished well, as did Jack Mueller's and Steve Davis' teams.

On the second day's first race, we took our only foray toward the right side of the course in an effort to make amends for a bad start and bad first leg tactics. We only compounded our problems. We were not close enough to Steve, Jan and Skip to see how they fashioned their win, but win they did, with team Mauk second and team Goldman in third. John McCree, with Matt and Kevin Morin, finished 4th with team Mueller 5th. The fourth race was won by team McCree, going away. We managed to stay close enough in second to be able to hear the horn when he finished. Billy Allen's team finished 3rd with team Steve Davis 4th. At day's end, there were six teams in good position to finish in the top three.

In the last day's first race we were fortunate enough to, once again, own the left side of the course. Donna finally got her flag. Josh was close behind in 2nd, with John Landra steering "Meanie" into 3rd. In the regatta's sixth race, the first beat favored the right side of the course. Team Davis took advantage and won the race, with Team McCree finishing a solid second and team Mauk 3rd. Meanwhile, we were making amends for hitting the first windward mark by doing a 360 before the offset. The breeze was dying toward the end of the race, but the Race Committee, happily for us, did not shorten the race, thereby giving us the opportunity to recover to 4th place.

We are so pleased to have had David Corcoran on board, imparting his knowledge, keeping us out of trouble and trimming the bag—GO GREEN! Also, thanks to Brad Wagnon for setting us on the path toward Tawas Bay, our new favorite place to sail.

What I will most remember: the smiling faces of the jovial volunteers, some of whom may have posed an insurance risk, driving us to and from our vehicles; the incredible juniors, in whose hands the Class will thrive; the parents who gave and continue to give so selflessly to the kids racing programs; the generous amount of time spent by Skip Dieball orchestrating the "chalk talks" that we all found helpful; the competitive, yet calm, quiet nature of the racing; and the relaxed atmosphere that was present at this great sailing club.

Don Barrett



2015 Lightning North Am Tawas Bay Yacht C

Lightning Women

Pos	Bow#	Sail#	Boat Name	Skipper/Crew
1	5	USA 15181	Rudie / Gill Race Team	Meghan Dieball / Jody Starck / Sabrina Starck
2	8	USA 15147	Aquila	Sarah Somes / Elizabeth Chambers / Marcie Levey
3	2	CAN 15508	People Skills	Lorrie Walsh / Tina Corness / Jean Evans
4	6	USA 5625X	I'd Rather Be Lucky	Laura Jeffers / Johanna Schon / Pauli Kaiser
5	1	USA 15515	Scars and Scrapes	Jennifer Princing / Jaime Vanderhovel / Kalyne Froeschle
6	7	USA 15206	Moon Children	Jacqueline Dieball / Amanda Hofmeister / Amy Simonsen
7	3	USA 14176	Rudie	Rebecca Hofmeister / Colleen Mooney / Betsy Bradley
8	4	USA 14760	Fins	Jo McGlew / Ann Siegle / Kristin Schultes

Lightning Juniors

Pos	Bow#	Sail#	Boat Name	Skipper/Crew
1	12	USA 15251	Girls Rule	Tanner Probst / Jenna Probst / Maya Weber
2	11	USA 15390	Orange is the New Black	Douglas Wake / Noah Bartelt / Isabelle Buerger
3	13	USA 15532	Clemson Bound	Abbie Probst / Becca Jordan / Mikayla Ward
4	28	15464	Girl trouble	Chris Schon / Julian Fraize / Teddy Schon
5	26	15499	Lightning	Allie Jones / Julianne MacDonald / Jonathan Lutz
6	31	15420		Rebecca Huyard / Liam McCarthy / Sean Adelhelm
7	17	USA 14875	Duma	Benjamin Folds / Joe Tomczak / Jake Folds
8	14	USA 4870		Rob Robinso / Paige Robinson / Gunnar Grenauer
9	18	USA 15172		Jeff Hayden / Stewart Taylor / Carl Taylor
10	25	USA 14208	Quixotic	Meredith Ryan / Lucas Goodin / Tess Weber
11	24	CAN 15495		Maggie MacDonald / Caroline Dunbar / Max Cahn
12	21	USA 14880	Pegasus	Erik Elliott / Abbey Pomeroy / Frankie Pudlo
13	15	USA 14044	Still Running with Scissors	Jordan Wiggins / William Bowden / Matt Chenard
14	27	USA 14502	Lightning	John Tomczak / Grace Tomczak / Katie Braungart
15	20	USA 14543		Will Redding / Aiden Young / Zach Folds
16	22	USA 15511	Atom	Tyler Allen / Tom Frikker / Salvatore Mancuso
17	29	14919	Thunder	Luuk Schmit / Abby Allen / William Blackmer
18	23	USA 14628	over engineered	Connagh Rowle / Jay Monique / Matthew Doll
19	19	USA 15230	Resurrection	Branden Warne / Kayla Matora / Sam Monique
20	30	15512	Swing First	Liz Obermaie / Amanda Williams / Jacob Mackey

Women



Champions: Dieball, Starck, Starck



Runner-ups: Somes, Chambers, Levey



2nd Runner-ups: Walsh, Corness, Evans



4th Place: Jeffers, Schon, Kaiser



5th Place: Princing, Vanderhovel, Froeschle



Future women's champions

Women's, Juniors', Masters'

American Championships

Club, Michigan * * August 6-9, 2015



R1	R2	R3	R4	R5	R6	R7	R8	T/O	
1	1	1	1	8	7	1	1	[8]	13
3	2	3	2	1	2	2	2	[3]	14
5	3	4	6	2	1	4	3	[6]	22
8	7	2	5	3	4	6	4	[8]	31
6	8	5	3	4	3	5	6	[8]	32
2	4	7	4	7	8	8	5	[8]	37
4	5	6	8	5	5	7	7	[8]	39
7	6	8	7	6	6	3	8	[8]	43

R1	R2	R3	R4	R5	R6	R7	R8	T/O	Total
5	2	1	1	5	6	2	5	[6]	21
8	1	4	5	1	1	5	14	[14]	25
3	12	3	6	4	8	3	2	[12]	29
1	7	2	13	9	10	1	1	[13]	31
2	3	5	7	7	2	14	13	[14]	39
13	8	10	11	2	3	4	3	[13]	41
4	6	9	3	8	4	13	7	[13]	41
7	4	6	10	14	7	9	4	[14]	47
10	5	21/OCS	4	6	5	7	11	[21]	48
6	9	7	9	11	13	6	8	[13]	56
16	14	14	2	10	12	8	6	[16]	66
12	10	8	15	12	9	10	16	[16]	76
9	16	12	12	17	14	11	9	[17]	83
11	13	15	18	3	11	16	18	[18]	87
17	11	11	8	18	15	15	15	[18]	92
15	15	17/SCP	14	15	16	12	10	[17]	97
14	17	16	17	13	18	19	19	[19]	114
19	19	17	16	16	17	20	12	[20]	116
18	18	21/DNF	19	19	20	18	17	[21]	129
20	20	18	20	20	19	17	20	[20]	134

Juniors



Champions: Probst, Probst, Weber



Runner-ups: Wake, Bartlett, Buerger



2nd Runner-ups: Probst, Jordan, Ward



4th Place: Schon, Fraize, Schon



5th Place: Jones, MacDonald, Lutz



Tight racing in the Junior Fleet



2015 Lightning North Am Tawas Bay Yacht C

Lightning Masters

Pos	Bow#	Sail#	Boat Name	Skipper/Crew
1	57	USA 14417	Imp Baby	Don Barrett / Donna Barrett / David Corcoran
2	41	USA 14866	Something Good	Bill Mauk / Jim England / Lori England
3	63	USA 15456	I Can't Bear It	Joshua Goldman / Will Jeffers / Dominique Wright
4	58	USA 15430	Horse w No Name	John McCree / Kevin Morin / Matt Morin
5	49	USA 15265		Steven Davis / Jan Davis / Skip Dieball
6	61	USA 14860		Jack Mueller / James Taylor / Steve Hayden
7	47	USA 15146	Meanie	John Laundra / Grant Hilger / Cara Longshore
8	44	USA 15078	Pandamonium	Bruce Richards / William Hofmeister / John Dent
9	48	USA 15315	Quest	William Cabrall / Raeyane Farrell / Norm Jarvis
10	45	USA 15309		Edward B. Wagnon / Daphne Wagnon / Brian Bahler
11	64	USA 14842	Cyber 9-1-1	Tom Klaban / Eric Klaban / Marie Klaban
12	55	USA 14900	His	Gary Hurban / Joan Hurban / Michael Constants
13	40	USA 13910	Golden Harvest	Billy Allen / Jeff Schmahl / CJ Szeplaki
14	59	USA 14148	The Happy Boat	Stephen Thomas / Bill Thomas / Mike Thomas
15	60	USA 15308		William Killebrew / Michal Osborne / Kathy Osborne
16	43	USA 14854		Karl Aavik / John Mathers / Caleb Mathers
17	50	USA 14779	Flash Over III	Jim Davis / Chris Davis / Bob Bradley
18	42	USA 14933	Hartbeat	Terry Hart / Drew Hilger / Gary Sowden
19	46	USA 15509	BrewHaHa	Richard Dishaw / Mike Hecker / Norm Burns
20	56	USA 15233	Schussboomer	Jim Schofield / Kim Shotwell / John Horton
21	53	USA 15185	BruceALMIGHTY	Bruce Finsilver / Glen Gardner / Salo Korn
22	62	USA 14503	Hot Dog Man	George Peet / Stuart Morley / Paul Redding
23	51	USA 15160		Ray Peters / Pat Smith / Chris Matora/Fatima Konig
24	54	USA 15547	Renaissance II	Richard Beaubien / Rich Beaubien / Jim Beaubien
25	52	USA 14449	Fins Up	Dale Krcek / Matt Warner / Paul Cuthbertson



Champions: Barrett, Barrett, Corcoran



Runner-ups: Mauk, England, England



2nd Runner-ups: Goldman, Jeffers, Wright



4th Place: McCree, Morin, Morin



5th Place: Davis, Davis, Dieball



Great Grand Masters Champion-Billy Allen

Women's, Juniors', Masters'

American Championships

Club, Michigan * * August 6-9, 2015



R1	R2	R3	R4	R5	R6	T/O	Total
2	2	11	2	1	4	[11]	11
1	4	2	13	4	3	[13]	14
3	1	3	6	2	6	[6]	15
13	6	4	1	5	2	[13]	18
6	7	1	4	8	1	[8]	19
4	3	5	12	10	7	[12]	29
5	11	6	9	3	10	[11]	33
9	10	10	18	6	9	[18]	44
11	5	9	10	12	21	[21]	47
16	9	12	7	7	12	[16]	47
10	14	16	5	11	8	[16]	48
7	8	14	8	14	18	[18]	51
12	16	17	3	16	5	[17]	52
19	12	8	17	9	15	[19]	61
15	17	7	11	17	14	[17]	64
8	15	13	15	20	16	[20]	67
14	13	15	16	15	11	[16]	68
18	19	20	14	13	17	[20]	81
22	18	18	20	19	13	[22]	88
17	20	21	22	21	23	[23]	101
23	22	23	23	18	19	[23]	105
24	23	22	19	24	22	[24]	110
25	25	19	26/DNF	22	20	[26]	111
20	24	25	21	23	25	[25]	113
21	21	24	24	25	24	[25]	114





Nickels Family Lifetime Achievement and Lifetime Membership Awards

Congratulations to our newest ILCA Life Member David Nickels. In addition to David's recognition, the ILCA also awarded Lifetime Achievement Awards to the families of Herman Nickels and George Nickels.

The Nickels Family has helped to build the Lightning Class to the success it is today. It all began with Herman Nickels back in 1945 when he built #1565 and was part of Lake Fenton Fleet #53. In 1946 he finished 4th in the "Internationals," now the "Nationals," in Skaneateles.

In the late 40s he partnered with Clarence Holman. They began building Lightnings under the Nickels Holman name. Lightning #4447, sailed by H. Richard Krauss, won the 1950 Internationals. They built #4811 for Tom Allen, who won the '54 and '55 Internationals. In 1959 Herm won the Internationals with his son Dave and Bob Furey crewing for him.

Nickels & Holman advertised a fiberglass boat in 1961. In addition, N&H supplied other builders with wooden parts. In 1964 N&H built their own tooling for glass. Soon after he sold out to Holman.

Herm and his wife Margaret had four children, Madelyn, David, George and Louie. The passion for sailing and Lightnings was passed along. David and George continued in their father's footsteps and in 1980 went on to build Lightnings under the Nickels Boat Works name for nearly twenty years.

We thank the Nickels Family for their dedication to the Class!



Left-Brian Nickels (son of George), Middle-David Nickels and Right-Louie Nickels (both sons of Herm)



Nickels Family: (L-R): Lindley (daughter of Louie), David, Louie, Brian, Heather (daughter of Brian), and Kevin Nickels (son of David).

The Nickels family would like to thank the ILCA for the Lifetime Achievement / Lifetime Member Awards given to the families for Herman Nickels, David Nickels and George Nickels. It was a great honor to be recognized by the ILCA and by all who were present at the 2015 Senior, Women, and Junior Nationals held at Tawas Bay Yacht Club. These awards were, unfortunately, posthumous for both Herman and George; however, this event provided the Nickels family great opportunity to reminisce, recounting sea stories of all the family members and stories of Nickels & Holman, started by Herman Nickels, followed by Nickels Boat Works started by David and George. It was also great to see so many friends from years gone by. At the awards there were many exclaiming "speech," but those that know our family know public speaking is not necessarily our strong suit, and it was simply a bit over-whelming at the time.

Though Herman Nickels began to build Lightnings in wood in the 1940s, as most are aware, it was predominately the creation of Nickels Boat Works in 1981 that really put the Nickels family on the map regarding the Lightning one-design boats, setting high standards for the Lightning in general. The concept of Nickels Boat Works was simple yet innovative. Simple ideas like air-tanks in the boats were actually air-tight, and the hull construction was and is very durable. Yet innovation came through adopting many of the best ideas from individuals within the immediate family and the extended-family of the Lightning Class—like the pulley system for the centerboard that eliminated the old cable drum system which was not a "Nickels" original idea. This concept of listening, combined with the idea of being service-oriented, propelled Nickels Boat Works. And the innovations did not stop with the boat; the fully galvanized trailer and the double-decking trailer system are other examples showing that the Nickels family was concerned with every aspect of the sailing experience. For many years this combination of quality, service and care, for our customers as well as the Lightnings, rivaled that of any company inside or outside of sailing. It propelled the boats to National and World Championships and the company to profitability, which is not taken for granted within any sailing community.

Like all families, the Nickels had their own internal debates and issues over the years, as well as occasional concerns with the extended family of the ILCA. But a passion for excellence within the family and the ILCA family always creates these types of concerns and disputes no matter who the family members may be. That aside, as times changed and the family got older and had sold the business, the Nickels have simply moved away from the Lightning Class over the years. Many of the Nickels continue sailing with the much smaller Rebel National Class, and we continue to provide minor services because sailing is what we do—just at a much slower pace these days. Yet we still find the majority of our memories of sailing and our fondest memories of the business are centered in and about our decades of sailing with the Lightning Class. And so the remaining members of the Nickels family are very grateful to the ILCA for these awards of recognition, and we wish the ILCA all the best for today and for the future.

*Sincerely,
The Nickels Family*

Happy Holidays

Warm sweatshirts for winter:



70% cotton, 30% polyester preshrunk blend fleece, crew neck. Safety Orange, Safari, Cyber pink, Carolina blue, Red. Adult and youth sizes. —\$25



Fruit of the Loom 12 oz. Hooded sweatshirt, athletic gray —\$40



Half zipper, embroidered fleece. Navy or Tweed —\$40



Lightning Key Ring —\$5



Lightning D-Ring or Leather Buckle Belt —\$20



Custom printed Lightning silk neckties —\$35

More color options, more sizes, and more items are available in the Class Store on the website!

Help Support the ILCA — Shop in the Class Store

Top-selling caps:



Eco-Trucker Organic/
Recycled Cap Pacific
blue/oyster mesh —\$20



Surfer Trucker Cap
Navy/gray mesh —\$20



Lightning Boat Cap
Coal —\$20



Thick-Stitch Cap
Navy or chocolate —\$20



Hand-knit hat from Vermont
Originals. Black knit hat with red
flashes or a navy knit hat with
orange flashes—fully lined —\$30



Lightning Boat Hat —\$20



Cotton Twill Cap by Hyp —\$20



Anvil Visor, available red, white,
blud, khaki—\$20



Blue Hat with Red/White
Lightning Bolt —\$20



Four Lightning training DVDs — \$99.95



Sun Block Neck Drape
Lightning Hat —\$28



NOLA pint glass — \$ 5.00 each plus shipping
All proceeds go to the Boat Grant Program.

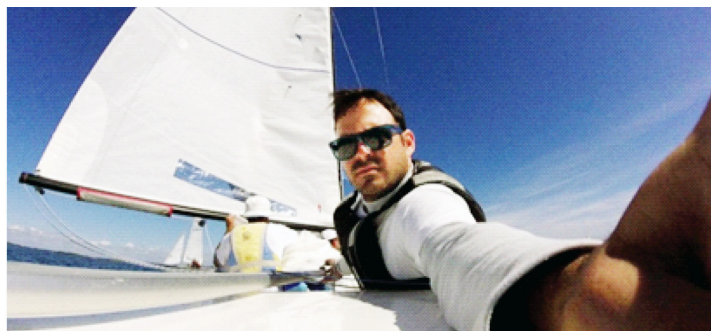


NEW Items - Coming In Soon!
Dog leashes and collars! Photos will
be posted soon, but they look a lot like the
ILCA belts and key rings—the same navy
blue ribbon with the red lightning bolt.

Go to the Lightning Class Store:

[http://www.lightningclass.org/marketplace/
store/logoItems/index.asp](http://www.lightningclass.org/marketplace/store/logoItems/index.asp)

Open Europeans, Masters, Finnish Championships and Classic Boat Championships



First of all I want to say a big THANK YOU to Lauri Hemming, Sakari Pesola, all the other Finnish friends and, especially, to Espoo Sailing Club for organizing such a wonderful championship and hosting us! From the first day everything was perfect, even the weather—except for the first night when we landed at Helsinki airport where the air temperature was 11 Celsius degrees!

From the first day we arrived everything was organized. We already have taken our rooms at the club house, great small rooms but big enough for three people to sleep. The sailing club had everything from kitchen, living room, TV, big changing rooms, even a sauna! We thought this is the place—Mr. Sakari's boat, the burgundy one we were racing, a brand new Nickels, was there at ten meters distance waiting for us, ready to sail. What else could we ask for?

Day 1 – Registration Day, Practice Race, Opening Ceremony

Weather forecast: 10–12 knots, 20 degrees, sunny.

First morning, after we met with Lauri and the kind secretary at the office, we took care of all the details for the registration, boat measurement and our sails. We measured and raced with a brand new mainsail and jib made in Greece by Vangelis Kafetzidakis, our middle crew. All the fleet kept gathering at the sailing club and more boats were coming as the time was passing. Final number of boats registered was twenty-eight! As soon as everything was settled down we tuned the boat, checked that everything worked, put our sails on and headed for the practice race, being the last boat in the water.

At least we tried. We couldn't get to the start line at in the right time, but we did get into the race at the downwind gate. The wind was steady at twelve knots coming from the southwest, and, for sure, we had nice sailing conditions, but we were a little sad not starting the race from the beginning. Well, I think it was not totally our mistake because the course area was about forty-five minutes sailing through a canal with rocks everywhere outside the marked area. This was fun and a lesson for the next day! In the end of the day we got back to the sailing club and got ready for dinner. In the meantime, I spoke with Lauri and arranged the schedule for the Lightning labs/mentor programs, which were scheduled to take place every morning before the races.

Day 2 – Races 1,2 – Helsinki Boat Trip

Weather forecast: 8–10 knots, 21 degrees, partial sun with some clouds.

The second morning after waking up, we ate our breakfast and then started to prepare the boat. The wind hadn't built up yet, so we waited a little bit. Every boat started to get in the water, the first being Mr. Urs Wyler's boat. He was also in the first race but black flagged! After two recalls, the Race Committee put the black flag up, but "Meltemi" was above the line, resulting in a BFD. The wind was good enough, and we had a great upwind coming from the left that helped us build distance from the other boats. Some boats caught us from the right, but we managed to keep the distance. We turned the first mark in second place and kept it until the finish where we took the horn. The FIN 15341 boat and ITA boat took second and third place each.

In the second start we were at the pin end with the Swiss boat. WE got a good start, and we both tacked to go right. The wind changed to the right, giving us more power, so the Race Committee changed the marks at the second upwind. The race officer did a great job, making all the right decisions! We kept the pace behind the Swiss boat, but we struggled for speed so we couldn't do anything else. We finished second behind them. They were really fast! The third boat was FIN 15341. It was a great performance from that boat.

The end of the day found us at the boat, changing the mast tuning to better match our mainsail. If I remember correctly, that evening we had the trip scheduled to Helsinki, but we didn't go. The other crews said was fantastic!

Day 3 – Races 3, 4 – Pasta Evening at EPS – Night Party at Lauri's House!

Weather forecast: 8–13 knots, 20 degrees, partial sunny with some clouds.

We woke up after a long sleep to a sunny day! What a nice feeling being in Finland. After the breakfast we gathered for the clinic. Previous day's winners, including me and Mr. Wyler, discussed the weather, the start line's favorable side and tactics we chose. Questions were asked frequently, aiming most of them at boat speed and tactics tips. We had a great discussion, but it was time to get in the water, as the wind built up. If you remember, we had about forty-five minutes to get to the course area.

First start, all clear! We had a good start but we chose the left side with a right change, not good choice, I guess. We couldn't tack early to go right because of other boats above us. We kept our side, working all the way to the mark and gained a couple of places to turn the mark at third place with the Italian boat at the first place. The USA boat had a good upwind in that race after the start but lost



some places going at the left, like us. Downwind was OK, staying with the fleet and jybing early, but was not a good choice either.

At the second upwind we chose the right gate, but that was another mistake. In the second downwind we stayed in the middle, so we lost two places, finishing fifth. We tried to gain again in the last upwind, but we couldn't. Not a good result for us. The FIN 14534 did great job and won this race and Sergio finished 2nd! John Faus and his crew managed to gain places and finish third! Great job, John.

At the second start, the wind had dropped a little bit. We had a good start, staying on the right side of the course this time, and turned the first mark at 4th place. All the game was in the downwind, where the wind changed to the right, again forcing the first six boats to drop their spinnakers. We managed to keep our spinnaker up, sailing vmg and with the wind change to the middle again, and we turned the gate at second place. This was also the place where we finished, keeping up always with the Swiss crew that was 1st. Great speed again from the Swiss guys, especially downwind. A great job was also done by the FIN girls—Laura and her crew finished 3rd!

This was the end of the race day. All boats gathered back at the club where a pasta party was waiting for us! All sailors stayed together discussing the races and having a lot of fun! After that almost every participant went to Lauri's house and had party with a lot of food and drinks! Thank you, Lauri, for one more time! We had a great time.

Day 4 – Races 5, 6 – BBQ Night at EPS

Weather forecast: 8-15 knots, 21 degrees, partial cloudy with some rain.

Like the day before, we woke up, prepared the boat, ate our breakfast, and I went to the ILCA meeting. We discussed the next European championship, how to develop the Class in Switzerland and a lot more about the Youth Worlds, etc. After the meeting we had our clinic, but the time had already passed, so we got ourselves to the boats and headed for the start of the first race.

The first start was pin end favorable, and being the first boat there was our tactic. As the wind was building up, we kept with the fleet, having a left change and managed to get first at the top mark. It was critical to keep the boat's wind angle close

with maximum speed. The FIN girls did a great job again, sailing the boat really fast and turned the mark at second place! For the entire the race, we were in front, and we finished at the same place, something that the girls did also! Third place was for Kimmo.

At the second start we had a general recall, as the wind was a steady 15 knots breeze. The right side was the most favorable, so we had a good start from the right and sailed our best, being first at the top mark once again. Our tactics paid off, as we were sailing downwind, keeping the boat flying the waves. I think this was our best race, and we had a lot of fun! The second place was for Kimmo, and third place for Urs.

At the end of the day we had BBQ at the club with salmon fish and salad. It was a great evening for every sailor, despite the little rain drops that were coming from the sky. I don't think anyone cared about that. We talked with a lot of sailors and made good friends!

Day 5 – race 7 – Awards Ceremony

Weather forecast: 10-12 knots, 24 degrees, sunny.

This was the best morning of the entire championship, not because we have won, but because of the great weather with a lot of sun, causing all the sailors get in the water and sail. Today's clinic was the best of all the championship. With a lot to discuss about the last two days with tricky wind conditions, varying from 8 to 15 knots, and a lot of tactics, the questions were numerous! I think everyone gained a little bit, and I remember Elsa, Lauri's daughter, came and said, "We did everything you said on the last day, and had great race." The race officer came and told to us to end the clinic and go sailing, as the wind was there waiting for us!

So, having already won the championship, some were assuming we would not to sail the last race, but, as I said the night before, we don't give up on any race, even if we've won. So we got in the water and raced on as we did all previous days.

Having a great start and focusing on our tactics, we managed to win again making, a third bullet in a row! What a great championship! Urs came in second and John third.

After we finished the races, we prepared the boats at the club and attended the awards ceremony. Everyone gathered again and congratulated the boats that won at the European masters championship, the Finnish championship and the European championship. Both winners, I and my crew, as well as Kimmo and his crew, were dropped in the cold water of Espoo! 16 degrees only!!

Well, I hope everyone had as much fun like we did in Finland.

We are waiting for the next Europeans. Well done to every competitor!

Angelos Vasilas

Open Europeans, Masters, Finnish Championships

Espoo Yachting Club

Pos	Sail#	Cntry	Skipper	Crew	Club	Mstr	Clsc
1	14544	GRE	Angelos Vasilas	Kafetzigakis Evangelos - Giorgos Vasilas	PSC/YCG		
2	14958	FIN	Kimmo Aromaa	Mika Aromaa - Pekka Bollström	M		
3	15535	USA	John Faus	James Roe - Ian Sanderson	BLYC		
4	13790	SUI	Urs Wyler	Gilbert Dürr - Walter Dürr	SCM	M	
5	15369	ITA	Sergio Messina	Vito Messina - Antti Varheenmaa	CVM		
6	14331	FIN	Sakari Pesola	Timo Lipas - Rosemarie Hartmann	TP/EPS		
7	15415	FIN	Laura Pesola	Laura Björk - Meeri Aro	TP/JVS		
8	15341	FIN	Niko Lappalainen	Pasi Hannila - Kari Kanerva	TP		
9	14534	FIN	Esko Aalto	Martti Mäyry - Lasse Skogström	TP		
10	14638	FIN	Matti Leppänen	Mari Leppänen - Kalle Ahola	TP/JVS		
11	14364	FIN	Samppa J. Salminen	Tero Kotimäki - Antti Kanninen	JVS	M	C
12	15525	FIN	Elsa Hemming	Eeva Hemming - Lauri Hemming	EPS/HSK		
13	15410	AUS	Ian Edwards	Lindy Edwards - Gary Schwantz	NSC	M	
14	14530	SUI	Jacques Perret	Andre de Montmollin - Pyy Aalto"	CVN		
15	14352	FIN	Timo Markkanen	Jesse Hjelt - Ville Vuolahti	KPS		C
16	15372	FIN	Henry Elfving	Esa Pukki - Ville Sillanpää	LPS		
17	14313	GRE	Nick Vazakas	Panagiotis Demos - Alekos Stamatopoulos	NAOV		
18	12258	FIN	Heikki Tulomäki	Otto Juntunen - Suvi Souru	JVS		C
19	14535	FIN	Eppu Pötry	Jukka Pötry - Riitta Kangas	TP		
20	14817	GRE	Grigoris Mavrogiorgis	Nektarios Athanasiou - Afea Simossi	NAOV		C
21	15189	FIN	Eeli Suutari-Jääskö	Rosabella Hartman - Pirta Palola	TP		
22	15371	FIN	Markku Paloma	Kari Vartiainen - Ari Raappana	OPS	M	
23	6838	FIN	Esko Lehtinen	Timo Järvinen - Jukka Lehtinen	JVS		C
24	14361	GRE	Iannis Pangakis	Apostolos Kalpakas - George Kalpakas		M	
25	14761	FIN	Yrjö Kuitunen	Sari Aalto - Karoliina Visti	TP		
26	13130	FIN	Osmo Savola	Pekka Aalto - Onni Saavalainen	KPS	M	C
27	15056	FIN	Juha Savela	Tarja Hartman - Erik Hartman	TP	M	
28	13135	FIN	Ulla Jalkanen	Tiina Saavalainen - Timo Jalkanen	KPS-KSS	M	C



European Championship – Top Three



Masters – Top Three Teams



Top Three Teams



Country flags



Classic Boat Championships

Espoo, Finland / August 5–9, 2015



R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	2	(5)	2	1	1	1	13	8
6	4	(12)	7	3	2	5	39	27
10	(11)	3	4	4	6	3	41	30
(29.0\ BFD)	1	8	1	18	3	2	62	33
3	9	2	(13)	6	8	8	49	36
9	(12)	4	9	7	4	9	54	42
(18)	5	15	3	2	14	4	61	43
2	3	6	14	(15)	13	7	60	45
8	14	1	6	(16)	11	14	70	54
5	8	10	12	10	12	(15)	72	57
11	15	9	8	(21)	9	10	83	62
7	7	13	5	(29.0\ DSQ)	19	21	101	72
4	20	11	17	11	(23)	13	99	76
13	17	14	10	13	10	(19)	96	77
17	13	16	15	(25)	5	18	109	84
(29.0\ BFD)	22	7	11	14	20	11	114	85
15	(23)	20	19	9	7	17	110	87
(19)	19	18	16	12	18	6	108	89
12	16	17	(18)	17	15	12	107	89
23	6	19	(25)	5	24	16	118	93
14	10	(25)	21	8	22	23	123	98
16	(25)	21	24	20	17	20	143	118
20	18	23	(26)	24	16	24	151	125
(24)	21	22	23	19	21	22	152	128
21	24	(26)	20	22	25	25	163	137
26	26	(27)	22	23	26	26	176	149
22	28	24	27	26	27	(29.0\ RET)	183	154
25	27	(28)	28	27	28	27	190	162



Canadian Open Championship

Buffalo Canoe Club – Ridgeway, Ontario, Canada – 6/27–28, 2015

Pos	Sail#	Skipper/Crew	R1	R2	R3	R4	R5	Total
1	CAN 15495	Larry MacDonald / Julianne MacDonald / Joy MacDonald	9	9	3	5	4	30
2	USA 15390	Todd Wake / Neal Fowler / Kristine Wake	6	6	2	1	23	38
3	6	Nicolas Fracchia / Maria Paula Salerno / Alejaudio Closs	8	1	28	4	7	48
4	CAN 14905	Jamie Allan / Jay Deakin / Chantal Leger	11	2	7	19	9	48
5	USA 15445	Matt Fisher / Dan Moriarty / Tobi Moriarty	1	7	19	12	10	49
6	2	Julio Velez / Daniela Rodriguez / Juan Andres Santos	13	8	1	13	15	50
7	USA 15499	Jody Starck / Ian Jones / Skip Dieball	3	11	24	9	6	53
8	USA 15545	David Starck / Sarah Paisley / Ned Roseberry	2	30	4	15	5	56
9	CHI 11011	Alberto Gonzalez / Trinidad Gonzalez / Cristian Herman	4	27	9	8	8	56
10	USA 15507	Ched Proctor / Meredith Killion / Jamie Ewing	16	17	5	17	3	58
11	USA 15480	William Faude / Steve Hayden / Robbie Robinson	7	23	16	3	12	61
12	USA 15382	Mark Sertl / Christine Maloney / Cory Sertl	10	5	15	23	13	66
13	CAN 14821	Peter Hall / Mark Osterman / Megan Armitage	20	26	20	2	2	70
14	USA 14866	Bill Mauk / Brad Russell / Michele Sumpton	25	12	8	7	22	74
15	USA 15496	Marvin Beckmann / Bryn Bachman / Sam Myers	12	19	13	11	20	75
16	USA 15420	Ryan Ruhlman / Tesse Ruhlman / Nick Turney	21	18	6	16	17	78
17	USA 15412	Tim Scanlon / Sam Williams / Bernie Roesler	5	13	23	22	16	79
18	USA 15164	Bob King / Sarah King / Owen MacDonald	15	4	11	26	26	82
19	USA 15556	Jim Crane / Brenda Crane / Billy Neal	24	10	10	30	14	88
20	USA 14249	George Sipel / Pierre-Baptiste Pion / Bill Wiggins	26	14	12	32	11	95
21	9	Thomas Allen / Shelby Allen / Mandy Hofmeister	19	3	33	25	21	101
22	CAN 14895	Adam MacDonald / Abby Bennett / Allie Jones	22	25	22	14	19	102
23	USA 15470	David Dellenbaugh / Jay Larie / Jeff Eiber	40/DNF	40/RET	18	6	1	105
24	USA 11346	Stuart Nickerson / Kip Hamblet / Monica Jones	14	40/DNF	14	10	31	109
25	USA 15082	Michael Holly / Valerie Holly / Karl Allen	27	20	27	20	18	112
26	CAN 14878	Ross Bailey / Julia Bailey / Cam McWhirter	17	28	17	31	24	117
27	USA 15064	Jason Bemis / John Ribich / Kathryn Moloney	18	15	34	27	27	121
28	USA 15015	John Werley / Bertie Werley / Lisa Fisher	23	40/DNC	25	18	25	131
29	USA 15251	Tanner Probst / Jenna Probst / Maya Weber	31	22	30	28	28	139
30	CAN 14599	Bryan Milne / Cheryl Day / George Jackson	32	16	26	34	32	140
31	SA 14875	Benjamin Folds / Joe Tomczak / Jake Folds	30	24	32	24	33	143
32	USA 15000	Tim Werley / Katie Werley / Danny Robinson	40/DNS	21	31	33	29	154
33	14672	Paul Grenauer / Garrett Grenauer / Maura Condon	33	31	29	36	36	165
34	CAN 495	Maggie MacDonald / Caroline Dunbar / Max Cahn	40/DNF	40/DNC	35	21	30	166
35	15085	Christopher Snyder / Holly Snyder / Mary Snyder	40/DNC	40/DNC	21	29	40/DNF	170
36	14502	John Tomczak / Stas Balanevsky / Grace Tomczak	29	32	37	38	35	171
37	USA 14543	Paul Redding / Ron Hughes / Will Redding	34	33	36	35	34	172
38	USA 14522	Meredith Ryan / Max Balanevsky / Lucas Goodin	35	40/DNC	38	37	37	187
39	USA 15502	Jed Dodge / Bill Dodge / Bobby Dodge	28	40/DNC	40/DNC	40/DNC	40/DNC	188

On June 27–28, 2015, the Buffalo Canoe Club hosted the Canadian Open Regatta. This regatta was a great chance for teams to check out the BCC and to gear up for the Lightning Worlds. Thirty-nine boats registered for the event, and the competition was fierce! Competing in the regatta were several World Champions, North American Champions, Youth Champions and four of the Lightning teams heading to the Pan American Games.

On Thursday and Friday, as the teams began to arrive, the BCC was alive, and it was great to catch up with old friends and meet new sailors. We awoke Saturday morning to a rainy, windy day. The Race Committee got in two races before concluding for the day. The results were tight, and Matt Fisher, with crew Tobi and Dan Moriarty, had a great first day of sailing. The next day, the fleet sailed three races in shifty conditions that saw the wind shift from the east to the north throughout the day. The Worlds PRO, Jeff Borland, and his team did a great job getting the races off in trying conditions!

I was very fortunate to sail this regatta with my dad, Larry MacDonald, and my sister, Julianne MacDonald. We set a goal at the beginning of the regatta to try to have all our finishes in the top ten. We made our goal a reality and worked hard throughout the weekend

to stay consistent. Moving from 8th place on the first day to end up winning the regatta was a great feeling! Additionally, being Canadians, it is great to win the national championship and to continue to promote the growth of Lightning sailing in Canada.

I have been sailing with my dad since the North Cape North Americans in 2002, and I have loved the many experiences I have had, friends I have made and the places I have traveled. I am so grateful to my dad for introducing my siblings and me to this sport at such a young age and for continuing to introduce youth sailors to the Lightning Class. This year at the BCC, the Junior Lightning program currently has eight teams preparing for the Junior NAs with coaching from my dad. I think it is a testament to the strength of the Class that there are so many youth sailors who are eager to join in the fun that the Lightning Class offers.

As we gear up for the Worlds, we are very excited to host Lightning sailors from all over the world and to showcase what our club has to offer. Thank you to everyone for coming out to the Canadian Open and for making it such a spectacular event!

Joy MacDonald

Thanks for choosing North!

2015:

Worlds ... Geoff Becker
North Americans ... Jody Starck
Worlds Masters ... David Dallenbaugh
North Americas - Juniors ... Tanner Probst
North Americas - Women ... Meaghan Dieball
North Americas - Masters ... Don Barret
Pan Am Games ... Nicolas Fracchia
Brazilian Nationals ... Claudio Biekark
Nigerian Nationals ... Lloyd Crisp
Midwinters ... Tito Gonzalez
Bruin Regatta ... Mike Thomas
Augusta Invitational ... Lenny Krawcheck
Brotz Regatta ... Todd Wake
Atlantic Coasts ... Ched Proctor
Canadian Open ... Larry MacDonald
CT/RI Districts ... David Peck
Central CAD Districts ... Keith Taboada
Central NY Districts ... Kirk Reynolds
Lake Erie Districts ... David Starck
Michigan Districts ... Skip Dieball
Ohio Districts ... Sjoerd-Jan Vanderhorst
Indiana Districts ... Bill Allen
SE District Ocean Regatta ... Jim Harris
Southern Districts ... Larry Frost
Dixie Districts ... Justin Coplan
Great Lakes Champs ... Skip Dieball
Nyack Magnus Pederson ... Josh Goldman
Lighthouse Regatta ... Richard Walsh
Fleet 301 Spring Regatta ... Jamie Allen
Bayview Detroit OD ... Todd Wake
Potomak Spring ... Bill Mauk
Pymatuning Spring Classic ... Matt Fisher
Cedar Point OD Regatta ... Stuart Nickerson
Moonshine Regatta ... Steve Constants
Long John Regatta ... Justin Coplan
Winter Championship ... Ched Proctor
SCYA Midwinters ... Jeff Coppens
St Pete NOOD ... Geoff Becker

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There is still time to save with our Fall Deal running through the end of December. Contact our North Lightning team today for information on our Fall Deal savings and to get help to join our 2016 victory list.

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ZEKE HOROWITZ **203-783-4241**

SKIP DIEBALL **419-392-4411**

GEOFF BECKER **410-280-3617**

CHED PROCTOR **203-783-4239**

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One Design



Lightning Family News

8 Bells



It is with great sadness that we share the passing of Dr. Steve Horwitz from Miami. Dr. Steve lost his stem cell transplant battle on Friday, August 14. He was a great friend to the Class, and many got to know him when he would give skin checks during the Southern Circuit. Our thoughts and prayers go

out to his wife Melissa and his entire family. He is going to be missed by so many. Sail on our dear friend...



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Just Launched – Asher Finley Hatch



We welcome the newest member of Harbor Island Yacht Club, Fleet 262, Asher Finley Hatch! Asher was born September 9 and attended his first regatta on November 7–8, the 50th Bluenose Regatta! He is pictured here with Mom and Dad, Duane and Anna Hatch and grandfather Bruce Richards. Welcome, baby Asher!

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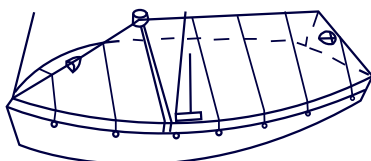
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2008 Nickels Built almost a Lightning, but not a Lightning. This is the Ultimate 19, has a masthead asymmetrical spinnaker, fully retractable Carbon fiber bowsprit. The mast (2014) has been retrofitted with jumper stays and masthead spinnaker halyard. It is currently rigged to use either masthead or fractional spinnaker. Included is a 2015 North Sails asymmetrical spinnaker. Main and jib NOT included. First boat of the current layout,

does NOT have a valid measurement certificate. \$7500 with Galvanized trailer, \$6500 with steel trailer. Please call or email Ryan Flack 810-513-5002 or ryan@nickelsboats.com

15549 - Nickels - Fully loaded with Harken Carbo blocks and high performance lines (spectra for spin halyard, spin sheet, jib sheet, and mainsheet). Boat and all components are brand new. Bright ORANGE hull. Coolest Lightning ever produced. Asking \$19750. View a picture here: <http://1drv.ms/1SkKhf0> Call or email Kevin Morin for rigging specifics/photos. kevin.morin@macroconnect.net or 313-595-5919 cell

15496 - Nickels. The boat is full race rigged, all harken carbo blocks, a brand new spare mast, full trailer covers rudder cover, etc and plenty of sails. There are 2 full sets of sails. One practice set and two that have one regatta on each. The hull and deck are white with red waterline. The boat is stored inside. Also there are tons of spare parts from the aft run spin halyard to spare mainsheet blocks. Please call or email with any questions or offers. Price \$14,500 OBO. Boat located in Houston, TX. Sam (251) 654-7246 digitalwealthmanagement@gmail.com

15471- Nickels - NBW Sales Rep's boat. Light Grey deck, White interior & hull. Black rub rail, Light Grey Waterline stripe. Sails and covers available. Asking \$15,500. Call or email Ryan Flack for rigging specifics/photos. ryan@nickelsboats.com or 810-513-5002 cell

15382 Allen - white hull, light gray, TackTic compass, upgraded running rigging. Cloth, vang, topper forward on deck. Cunningham, traveler, backstay to skipper. Course backstay and bridle up/down on aft deck. North top and bottom covers. Rudder cover. Galvanized trailer. Twings and guy hooks. Heavy duty jib uphaul. Handy Lock turnbuckles on lower shrouds. 360 swivel for centerboard. Side to side padded hiking straps. North "Ched" main, jib, spinnaker used in 2014 NA's and 2105 Worlds. Other sails available. NA race winner. \$23,750. Mark Sertl, Rochester, NY 585-202-6073 marksertl@gmail.com

15302 Nickels. Light grey deck, white hull. New mast (2015), fared hull, very well maintained. Two-time CA District Champion boat. Includes one set of sails, trailer, tapered spinnaker pole, Tack Tick compass and mast-up cover. Located in Mission Bay (San Diego), CA. \$9,900. Additional sails available. Contact Bob Martin rwmartin15302@gmail.com or 760-310-3303.

15300 - Nickels. 2007. Beautiful, excellent clean condition and race ready. White hull & deck (non-skid foredeck), black rub-rail. Minimum weight (680 + 20 correctors = 700 lbs). All the upgrades including Harken carbo blocks; dual jib cloth & luff wire; heavy duty up haul on mast; Ronstan turnbuckles; twings

and guy hooks; color-coded side controls for vang, backstay, traveler in-out and height, and main Cunningham; swivel cams for mainsheet and centerboard; adjustable triple side-to-side padded hiking straps; tapered mainsheet; tapered spin pole; large diameter carbo tiller extension. Includes Nickels 2010 galvanized trailer w/ straps, mast stand, light bar, rear jack, and spare tire on mount--all "road ready." Also padded rudder cover, mast cover, and one-piece hull on-trailer travel cover. Two suits Dieball sails, fine for local fleet racing. Located on Chesapeake near Fishing Bay (3 hours drive So. of Annapolis). Will consider delivery. Asking \$12,800. Email tsailor@aol.com, or call (804) 438-6038, for photos or questions.

15280 Nickels, built 2006. White non-skid deck, off-white hull. Galvanized steel trailer. Summer, winter and full-boat on trailer covers. Nickels black anodized aluminum mast, boom, spinnaker pole and tiller with extension. CDI Flexible Roller Furler. Two sets sails, spinnaker (North Sails, Vermont Sails). Highly tunable, race ready. Beautiful boat, excellent condition. Price \$10,500, Contact tom@cdstinson.com or 206 972-2092

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want? VSP, a bunch off brand new Fisher/North, I've got them all!!! Base price \$ 15,500 and I'll make you FAST. Cell (239) 503-1210, email info at markbryantsailing.com

15191 Nickels. Built in 2003. Very light use. Boat originally built for Sean Fidler. White hull and two tone gray deck. Carbo blocks throughout, standard jib cars with extra holes drilled by Nickels. Standard side controls. Handi-lock lowers. Insulated cooler in port storage compartment. NEW Tac-Tic Micro compass. 2 sets of North M5 and 5A+. One set good club racer other set used one time in light air. 3 spinnakers 1 practice (North R2), 1 decent Ullman runner and 1 lightly used Quantum. 3 spin poles, a Nickels which is almost unused, tapered APS and an older spare. Minimum weight fiberglass head rudder in bag. Two tillers with various extensions. FabriCraft two piece traveling and mast cover. Fully skirted FabriCraft mooring cover lightly used. Top travel cover re-stitched and all bungees replaced last fall. JCD boom crutch, mast blocks and bow doinker. Measurement Certificate shows 700 lbs. with 18 lbs. of correctors. Galvanized Nickels trailer with spare tire and extended tongue so you can open the back of your SUV with the boat attached. Mainsheet and spinnaker sheets replaced last year and used one time. Boat has been lightly sailed in Ohio and Southern Michigan. VERY few trips to larger waters and never in salt. \$10,499. Contact Eric at 614 562 5228 or eric.brandt@chscinc.com

15165 Nickels. Built in 2003. Very beautiful, well-prepped boat. Hull and deck are light grey with red deck stripe and yellow and red waterline stripes. Carbon blocks throughout, adjustable jib cars, full side controls including outhaul. Deck and center jib controls. Special "no-fuss" traveler that allows independent height and side-to-side control (my design). Mainsheet is rigged for hand holding, very fast and works even in monster air! Other special rigging treats as well. TackTic compass. 3 mainsails (regatta, club, beater), 5 jibs (1 regatta, 1 club, 3 beaters), and 2 spinnakers (regatta/club, beater). 2 spin poles, a Nickels which is nice and an older Bryant that everyone just loves to use. 2 fiberglass rudders (one minimum weight with FC* bag and spare club rudder) with tillers and sticks. FC* traveling top and bottom covers. Very old FC* full skirt mooring cover. Mast has repair where starboard lower pulled out in '04 or '05. Measurement Certificate shows 700 lbs with 20 lbs of correctors. (I believe it weighed 704lbs. last time it was weighed.) Galvanized Nickels trailer. Most sheets were replaced in 2009. The boat was sailed twice in 2010 and has been garaged since then. This boat has won multiple club championships with me and my son. She is ready to race! \$11,000. Alan Reynolds (Cell: 513-734-8742) FC* - FabriCraft the best covers!

15047 Nickels, 2002. White hull. Mostly sailed on freshwater. Always drysailed. Galvanized trailer. 1 set of sails included. Boat and trailer are in great shape. Located in RI. \$9,999 or best offer. Contact Rev Symeon at 401-603-3523.

14824 Nickels 1997. White hull, deck and rub-rail. Three North mainsails, two North jibs, brand-new Doyle main and jib used in only one regatta, one spinnaker. Labeled dual side controls with color coded lines. Manually adjustable lowers. Main, jib and spinnaker halyards new this season. Christie compass. Nickels galvanized trailer with spare tire, mast stand and light bar. Mast stand has winch to facilitate putting on the travel cover. Fabricraft one-piece travel cover, two mast-up mooring covers (one skirted), padded rudder cover, mast cover new this season. Boat sailed at Mansfield Sailing Club, OH. Always dry sailed and stored inside in winter. Acknowledged in the Ohio district to be a fast boat but not with me at the helm lately. \$8,000. Located in north-central Ohio. Hewitt boat lift also available for \$500. Contact Chris Clarke at 419-522-5906 or 419-210-0400 or e-mail at chrisclarke1946@hotmail.com

14808 Nickels, 1997. White (very light grey) hull and deck with unique blue waterline stripes. Pretty boat. Very light use, well cared for, and in excellent shape. Past District Champion and proven hull. Used only a few days per year at most since I took ownership in 2001. Garaged in travel cover and not used for the past 4 years. Stored indoors every winter and whenever not being sailed. Thoughtfully rigged for racing. Includes: tack-tik micro compass; 6" skirted mooring cover and mast/hull travel covers; North M5 main and two 5A+ jibs in good shape for club racing or district regattas, VSP running spinnaker in good shape, additional main, jib, runner spinnaker, and AP spinnaker for club race/practice/cruising; custom tapered spinnaker pole (as well as an extra stock Nickels pole); rudder bag; galvanized road ready Nickels trailer. Boat is currently garaged in Henderson Harbor, NY. Arrangements can be made to see boat in CT for a serious buyer. We would store the boat for you until spring if needed. \$7800 for

all you need to sail today... Or upgrade and include a new fully rigged (used a few days) mast w/ handi-lock easy adjust lowers for \$8800. Contact John, Photos 14808forsale@gmail.com

14784 De Vita, Italy. Wooden Lightning. Boat and rigging in excellent condition; optimized for racing. Sailed only one summer in fresh water; meticulously maintained; always stored indoors. It comes with 1 complete set of good sails, boat covers and trailer. Detailed inventory and photos upon request. Located in Italy, about 300 miles from the venue for the 2013 World, Master and European Championships! Contact Alessandra alepelle@gmail.com or call +39-348-4138886 (Italy).

14702 Nickels. "Twisted Sisters" 1995 Competitive hull, fresh water boat in good to very good condition. Travel covers, mast cover, Nickels long tongue galvanized trailer. Boat has been well maintained and is ready to travel. North main, two jibs, two chutes. Should be considered practice sails. Have one suit of hardly used (3 regattas) Quantum sails for additional dollars. Not raced in two seasons, hate to see the boat sit not in use. E-mail or call Diana for additional info. or more pictures. Price \$6800.00 803-767-3788 djwrisley@att.net

14643 Nickels. White with teal trim, non skid deck. Hull in near perfect condition. Always dry sailed. One new set of sails, never used: North Fisher Main and Jib and R-2 Spinnaker. Two sets of practice sails. Dual side controls with color coded lines mounted under deck. Mooring cover and covers for rudder, mast, and spars. Compass and all gear included. Nickels galvanized trailer, mast stand, light bar, and spare tire. \$9,100. Located in SW Michigan. Call 269-350-1076 for pictures and more info.

14641 Nickels excellent condition 1994 white hull off white deck. Two sets of sails old shore set and good shape Vermont sails full Vermont mooring cover new 2011 all new running rigging in 2011. 2 spin poles. Galvanized float on trailer. \$5500. No reasonable offer refused. Located in Red Bank. Randy Dickerson Red Bank NJ. 732-291-1991. Randywilde@aol.com

14566 Nickels. 2 sets North sails...main/jib/spinnaker. Stainless steel centerboard, rudder/mast/trailing/dryslip covers included. Great road trailer. Paddle/spinnaker pole/compass. Fully race equipped and ready to go. Dual sided control lines, below deck lever vang. Originally built for Brad Read, so you know it was built well! Available extra...max thick stainless steel centerboard, xtra large tack-tick compass. \$7,500 - Contact Frank at 703-599-0144 (c)

14520 Allen white hull and grey deck and still carrying quite a bit of lead. Always dry sailed. Comes with a full setup of VSP sails that are still good for local events. Compass, fiberglass rudder, mooring cover, travel cover, mast cover. Trailer just went to the shop so it is all ready to go with a spare tire. The boat is located in St Petersburg FL. Would be willing to deliver to anywhere on the East Coast for an additional fee. This would also be a perfect opportunity to purchase a boat and already have it down here for the winter circuit. \$7,500. Call or text Bobby for photos and additional information. 401-258-0569

14478 Allen. White hull. Top cover, 2 suits North sails, stainless board. Updated rigging, wood rudder, compass. Great trailer. Race ready fast boat. Asking \$8000.00 Located in Central NY area. Contact Skylar at 585 260 6474

14434 Nickels. Boat is fast. New mast 2011. 3 sets of sails. One only used one light season. Recently replaced control lines and rigging. VSP yard cover as well as traveling, mast and rudder covers. Well maintained boat with a nickels trailer (new bunks 2011). Boat Located in NJ. \$6,900 Contact Rob; robuffuss@yahoo.com

14278 Allen. Navy blue sides, white bottom and topsides. Air tanks throughout. Last weighed in (2007) at 687# with correctors. Well maintained. Fabricraft Mast and one-piece travel cover. Sitting on beefy trailer that tows great with 1 7/8" ball, full size tires, spare, and bearing buddies. Trailer is titled. Stainless steel board, good running rigging, and most controls double ended. Three spinnaker poles, two rudders (one fiberglass, one rare Allen wood rudder), two tillers, paddle, buckets, and several suits of practice sails. Great boat; won many races at our local club. Always dry sailed; mostly fresh water use. Hasn't been sailed since 2012. Pay my asking price and get more extras (blocks, cleats, etc) than you can count! \$6,000. Boat is located in Glen-side, PA. Contact Ash: achillescache@gmail.com

14140 Nickels. White hull with grey and red narrow stripes. I am the second owner and have enjoyed it immensely since 1991, but it's time for it to go. Hull has some dings but no structural problems. Rigged to race, but not insanely, and has always preformed well. Sails are tired. Trailer is rusty. Full side cover in decent shape. Boat bag with broken zipper. Cockpit cover and piece of other stuff. Spreader has a bent but is serviceable. Last sailed in 2013 and everything worked then. Photos on request. Boat is in New Jersey. Asking \$4,000, but willing to negotiate with someone who is looking to get started in Lightnings. Email bcook@mailworksusa.com or call 201-303-1596. Bill Cook

14113 Allen. White hull with grey deck and maroon bottom. Good condition. Bottom does need recoat but holding off in case you want to paint it a different color. Sails: main, jib, spinnaker. Mast, boom, spinnaker pole. 2 rudders and tillers (one is all wood, and the other is a combination of wooden rudder with metal tiller). Winter cover for when on trailer, and tent cover for when on the water. All ready to go on a galvanized trailer. Located in Warren, RI. Price \$3,500 or best offer. Contact Girard Ruddick at (401) 440-5680 or gruddick@mac.com.

13991 Nickels. Grey hull and deck with blue trim. Special offer to build fleet in Mission Bay, CA -- Asking only \$4,000! Includes boat, North sails and galvanized trailer. Price only good for people intending to race in Mission Bay. Boat located in San Diego. Contact Bob Martin at 760-310-3303 or romartin@arrow.com.

13929 Nickels. White hull with maroon/brown stripes. Good condition. Sails: main, jib, spinnaker. Mast, boom, spinnaker pole. Jib has a rip in the window but repaired with tape. Wood rudder with battle stick tiller. Stainless steel centerboard. Trailer included. Located in Midland, MI. Priced to sell \$1500 or best offer. Contact Mike Foster at 989-750-6383 or mikenaddie@gmail.com for photos or with questions.

13909 Nickels & Holman Ltd. - Maroon hull with double white stripe. Rigged for racing, current as of a few years ago. Lightly sailed for 10 years. Since 1991, only used in freshwater and stored indoors for winters. Currently located in Northern Michigan. \$3,000. Contact John Beery (312-451-5651) for more info.

13855 Nickels. Has an almost new suit of North (Fisher cut) sails, including a never used R-2 Radial spinnaker. Two suits of practice sails, including spinnakers and a North CP-2 jib. Previous owner-installed side-mounted controls. Suunto white card compass. Sailor's Tailor dry sailing cover (2013). Sailor's Tailor rudder bag (2014). Full Fabricraft travel cover. Mast cover. Loos PT-1 tension gauge. Arrow RH 200 pop rivet gun & rivets included. Boat originally sailed in the Toledo, OH area, always dry-sailed in fresh water. She is in good condition. Heavy duty trailer with oversized wheels. Boat is located in Montreal. Asking CDA \$5,000 OBO. Contact Louis Brousseau at 514-290-7008 or lmbrousseau@live.ca.

13465 Allen. Yellow with white bottom and deck. All new lines. Two sets of North Sails in decent shape. New tires. Recently painted trailer. Hull is in good shape, but the deck has cosmetic issues. It sat for about 10 years. I put a lot of elbow grease into getting it back to presentable shape, then dropped it from the hoist damaging the deck around the portside chain plate, which I've repaired. This would be a good daysailer. The weight is unknown. \$1500. 724-971-1842 cell. Located in Pittsburgh.

12724 Nickels and Holman (Fenton, MI) in 1975. Yellow fiberglass hull with yellow deck, stainless steel centerboard and rudder, wooden spare rudder, spinnaker pole, 2 mains (1 North Sails), jib, spinnaker. Many extras including bumpers, anchors, life jackets, compass, sun tent, and spare parts. Sailed lightly, only in fresh water. Trailer has relatively new tires. Located in Lakeland, Florida. Asking \$5,500. Contact Tracy at 863-682-2983

12125 Lippincott. Grey hull with white deck. Pristine condition and race ready. All fittings and equipment has been upgraded. Stainless steel board and new rudder. Also original rudder and tiller. Good North main, jib, and spinnaker. Plus a practice set of sails. Allen galvanized trailer also an overnight cover. \$3,000. Boat Located in Sanford, FL. Contact Fisk Hayden at riskshayden@gmail.com or 4079477994

12015 Classic cedar plank and mahogany. Built in 1975 by a gentleman in Ohio - an inch-thick file folder is included including the original S&S plans and "How to Build a Lightning" booklet. A light restoration was performed in 2013. The transom was finished in 12 coats of varnish; topsides have 5 coats of Interlux Sea Green; it's not glass-smooth, but it's very close. The rub rails were sanded and varnished - only 3 coats. Very lightly used North main in excellent condition, two jibs in good condition, older North main in average condition; Hairstick spinnaker in good condition. Newer bales. Standing rigging is in excellent shape and may not be original, although it could be. Painted steel centerboard; 9/10 mahogany rudder; running rigging is average. Hardware is all circa 1975. Custom aluminum trailer with newer tires and good bearings. Average condition Sunbrella full deck cover. Frame and winter covers. A black aluminum mast and boom are included at full asking price, or may be available for purchase separately. This boat is absolutely gorgeous. However, it's far from perfect. The interior varnish shows some typical wear on edges but overall is in very good shape. The sitka spruce mast and boom need to be refinished as the varnish is flaking off in places. Some of the seams have opened and been reglued with G-Flex. You'd have no problem enjoying her as is, or doing some additional work this winter to bring the boat from an 8.5 to a 10. Overall this boat appears to have been lightly used. This boat has no rot whatsoever. We are selling her because she's the only woodie in Colorado and would like to be able to compete with the plastic boats. She needs to be with other classic boats. May be open to a trade. Willing to deliver up to 500 miles. Serious inquiries only. Additional images available by request. REDUCED! Asking \$3,990 or best offer. tobyhamer@hotmail.com 303 725 9676

11655 - 1970 Eichenlaub. Fiberglass over wood boat plus new flotation. Aluminum mast. Includes main, jib and spinnaker. Road worthy trailer. Sea Gull Motor. Great recreational boat for day sailing. Located in central Wisconsin. \$1,700 or best offer. Will also sell items separately. Contact Jack at 847-998-8429

11055 - 1969 Lippincott. This is a glass boat with beautiful mahogany trim and the original wood mast, boom and spinnaker pole. The mast has been recently refinished, the mahogany trim is great shape (rub rails need refinished). The three sails are original and the main and jib were refurbished in 2010. The original Gator trailer is included and has very little rust. A boat cover and Danforth anchor are also included. This boat always gets a lot of attention because of the wood mast and beautiful mahogany. The fiberglass hull is in good shape and the boat has always been dry sailed. We have had this boat over 30 years and it is now time to pass it to a younger person who will care and enjoy it as much as we have. Asking \$1500 or best offer. Located in the Pittsburgh, PA area. Contact John Green at 724-591-6886.

10957 - 1968 Lippincott Very solid early fiberglass hull. Boat is complete and ready to sail, though could use some TLC to return mahogany seats, comings, and rub rail to pristine condition. Newer aluminum mast and boom. Standing and running rigging is in great shape. Boat comes with 2 mains, 2 jibs, 2 spinnakers (all older but serviceable). Steel centerboard is currently out and in need of preservation, but is serviceable. Boat sits on a solid galvanized trailer in my garage, comes with taller highway tires and smaller yard/ramp tires. Has bottom paint and mooring cover. Asking \$1,300 OBO. Looking to downsize to a smaller racing dinghy. Norfolk, VA. 757-748-3204 or Ethan.m.rule@gmail.com

10919 Fiberglass Lightning, a Classic built in 1968, by the Jack A. Helms Co. One of the first with self rescue tanks. Upgraded with an oval Aluminum Mast, but still with the vintage wood boom and tiller/rudder. All standing and running rigging in great shape. Very nice Karavan trailer for ease of ramp launching. Motor mount so you can cruise in class (just add long-shaft motor, the one in some photos is NOT included). Two sets of sails and two spinnakers. We enjoyed this boat sailing a fresh water lake and hope you will too. A great boat for cruising. Dry sailed , as we kept the boat on a lift when not in use. A new custom Sailor's Tailor cover included. Boat is in the Elk Rapids, MI area. Asking \$2,700 / OBO. Just hoping to find this boat a good home with appreciative owner, we have enjoyed, and you will too. Contact Larry at 231-322-6248 or pecklb@gmail.com

10355 Lippincott, on trailer, upgraded mast and boom, sails, recent regatta winner. \$1,500 located Skaneateles NY, 315-396-1084, reyno685@yahoo.com

10254 Allen with trailer, two jibs and two mains much newer than boat, two spinnakers and storage cover. Have original measurement certificates. \$1500 or best offer. Phone 603-903-4196 or e-mail terrypindell@yahoo.com

10201 Siddons & Sindle Project Boat. Mostly complete-NO MAST or rigging. Hull in decent shape. Has 2 wooden booms, nice wooden rudder, and mahogany seats. Sitting on tilt-trailer (also a project). Pretty much any offer accepted. Located in Portsmouth, VA. Please e-mail Russ with any questions. rchandler5@cox.net

9833 Lippincott, 1970. Fiberglass body. Green hull and a white deck. This is a sloop rigged day sailer. Comes with a complement of sails including a new main and jib (purchased is 2011). Includes galvanized trailer, mooring cover and Danforth anchor and 150 lb mushroom anchor and chain. Loved this boat but I have bought a bigger boat. Located in MA. Contact Terry at win3840@gmail.com or 781 686 0034

9666 (Elektra) is the last wooden Lightning crafted by McGruer Yachts of Collingwood, Ontario, Canada. Constructed in 1963 for its one previous owner, it was purchased by me in 1984 and sailed it occasionally over the next decade until my interest in keelboats superseded its use. Construction is broad clear cedar planking over oak, forming a stiff monocoque hull. Seats, comings and rubrails are mahogany. The external centreboard casing support on the starboard side aft is desiccated for two inches at the bottom and needs replacement. All brightwork needs sanding and varnishing and has been removed for the process. The canvas deck covering had been replaced several times and is in the process of being done again. The old canvas decking has been removed and preparation is underway to install the new canvas deck. Wide canvas has been bought for the purpose and goes with the boat. Newly milled mahogany rub rails are also included. The boat is in need of, and deserves restoration; however, I am now out of the country for most of every year and no longer have the time nor energy to devote to the project. The boat comes with two sets of spars and sails: Set one is the classic Sitka spruce mast and boom with original Storck jib and main (with reef points) and spinnaker with spinnaker pole; set two consists of a black aluminium mast and boom with a North Sails main and jib which were bought new and raced only one season. An additional black mast and boom also come with the boat. The Sitka mast is a brand new replacement of the original and has been sailed once. Mahogany rudder is encased in its original padded canvas case. A galvanized gnapel anchor, chain and rode also go with the boats along with associated odds and bits of hardware in a tool box. An elderly Teenie tilt trailer adapted for the boat is included. It would need a coat of paint and wiring and the tires, while they hold air, should be replaced before trailering any great distance. Located in Ottawa, Ontario, Canada. Make an offer. 613 692-0303 terril_s@hotmail.com

9442 Allen. The boat is very stable ideal for family fun or racing. Fiberglass Hull (painted green) Mahogany seats and bright work in excellent condition, steel center board, Includes galvanized trailer. Sails: Main and jib. Boat has been stored in a barn and sailed in fresh water. Price \$3,000.00 Location: Red Jacket Yacht Club Cayuga Lake NY. Contact: Brian Donovan 585 313- 1940 brian54@rochester.rr.com

9398-Lippincott. Don't let the hull number fool you, this is a competitive and fast boat that has won plenty of races. It is in exceptionally good shape for a boat this vintage. The boat was completely retrofitted in the early 2000s by Tom Schroder and Bob Harkinder. Original deck has been replaced with new Nickels deck to allow for current rigging—all controls to the side decks and foredeck. Spinnaker halyard run aft to the skipper. Various upgrades over the years we have sailed it. New mast in 2006. Chain plates are in original location, but the boat is easy to tune using Greg Fisher's guide. Great boat to get into the class at a lower cost. Boat will sell with 2 sets of Fisher Norths (MJS), Rooke Day cover (good shape), Sailor's Tailor traveling covers (fair shape), Nickels trailer. \$5000. Jay Taylor (919) 422-9482 or jay.taylor@svn.com

9369 Glass Lippincott, great condition - looks like a brand new boat! Blue hull, off-white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. I am a yacht builder. Replaced chainplates, all halyards, all shrouds, and stays in 2013. Mahogany trim revarnished . 1990 custom galvanized trailer with custom cross bunks and extended tongue. Three jibs and two main sails. Cover for boat and boom tent. Asking \$1,800, firm. Boat located in RI. Rick (401) 678-0196 - ad updated 5/19/14.

9172 Early fiber-glass Lightning for sale. Built by Lewis Marine, San Diego, CA in 1964, and needs a new home. Hull is constructed in so-called "Rovon" material, which is a core material of glass roving wound around a foam block. Hull, deck and interior needs some LTC, but this lovely ship could come back to life. She comes without mast, boom and sails, and the trailer also needs some fixing-up, so not road worthy in its current condition. Could with a bit of welding probably come back to serve this boat fine. Tires are in OK condition. Hardware is Harken and in fine shape. Woodtrim is also in fine condition for its age. I washed it down and sanded it a bit. It was "screaming" for a treatment, so I gave it a little linseed oil and the woodgrain popped right out, and came back to life. If I didn't have my 1959 Lightning to restore, I would keep this baby. Asking price is \$450 as is. Measurement certificate available. Boat is located in Califon, New Jersey. hove@comcast.net

8690 Built by Saybrook Yacht Yard in 1965. In storage for over the last 15 years; Allen Boat Works low-bunk trailer; metal mast and boom, Fisher sails plus second set; updated hardware and lines. Great wood boat in great condition. \$2,900 obo. Boat located in Pennsylvania. 617-834-8535 or markkeene@gmail.com

unknown number - 1964 wooden lightning. \$2000 with Shp motor or \$1500 without. Includes 2 wooden masts and booms. All bronze hardware. Needs some deck work. Includes trailer. Email for more info. jimfoyyfarrier@aol.com

7678 Single-planked Cedar; ca 1960 David Beaton & Sons. Good to excellent condition, fully restored w/ additional FWD struts. Teak flooring + 1/2" King blank. Mahogany Seats & Coamings. Sails: New, renumbered (except Neil Pryde Spinnaker) + Full rigging and parts. Spars- SITKA Spruce, original and in Excellent Condition. (No trailering-gallows yet available.) Includes: title; new 2010 trailer, 2011 Sunbrella Cover, work log copy and documentation, all fittings bronze & stainless, extra parts. May require proper jib rigging @ Bow. She sails beautifully after putting \$2,500.00 and 160 hours into this beautiful craft. "COSETTE" presently sits on transverse bunks, on trailer, but did not leave the driveway, this year. I would like my best restoration, ever, to have a good home, and to be sailed. I will be sorry to see her go, but I fear I would not have the time to give to her sailing deservence. Please feel free to make your best offer, knowing the price of spars, best provisions and fittings are accumulatively worth over \$6,000.00. Boat located in Toms River, NJ. David M. Olney 732-664-2294

7606 Probably the fastest wood Lighting available. Eichenlaub built in 1961, sister to his Bull I, 1 of 4 "outlawed" boats, but legal. Trailer, alarm. spars, cover, 2 suits of sails, newer North main & jib, PCC, NWD, champ, top 10 in NA's in '63 & '64, countless wins & places over the years. I was original owner, sold in '70s and re acquired in the mid 90's. Restoration 1 year old. \$4,500.00 or BO takes. Located in San Diego. Howard Macken 575-937-2810 or htmacken@gmail.com

7286 Wooden Lightning built in 1959 made by J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7312 - 1959 Wooden (Nickles & Holman). Its wooden parts include hull, mast, boom, spinnaker pole and rudder. The sails include: 1 main sail, one spinnaker that are both in good condition and 2 two jibs that need work, they are made of fabric that some animals got into to. A Custom made trailer. It comes with life vests and a couple of paddles. The boat has been primarily dry sailed at Keuka Lake in New York since 1977 when I purchased it. It has also been sailed on the Chesapeake Bay and off the coast of Maine in the 1980s. It is between good and is in fair condition. It needs some clean up and painting and it will be ready to sail. Everything is structurally sound. It was last sailed on Keuka Lake in 2006 and has been stored inside except for the 2013- 2014 winter. Where it was stored outside covered. The asking price is \$1500 for everything. Lcated in Branchport, NY. Contact Peter Gamba -315 595 8899, pgamba1007@aol.com

Classic 1957 Wooden Lightning underwent year-long stem to stern restoration in 1999 by an obsessive Newport boat builder who rejected three pieces of Brazilian mahogany (all shipped stateside) before finally settling on the board for the boat's transom. Complete documentation of all work can be provided. Boat meticulously maintained since the original restoration. Mast completely refinished last season. Non-skid deck; mahogany rubrails and cockpit, deep green hull finished with a tough, long-lasting urethane coating. Two sets of mainsails and jibs included along with solid, roadworthy trailer. Boat can be viewed at Dickersen's Marina in Apponaug, RI. Asking \$13,500. Please call for additional information: 401-424-1805.

6348 - 1956 Wooden Lightning for sale. Built by Old Greenwich Boat Company in Old Greenwich Ct. Boat is complete with mast, boom, rudder, tiller, serviceable main and jib and older trailer. Has been in museum collection since 1999 but has been sailed within the last three years. Overall condition is good. Asking price is \$2000. Located in Newport, RI. Please contact Jay at jpicotte@iyr.org

4173 Wooden Lightning. Built in Toronto (builder unknown). Boat is in very good condition. 80% restored. Ribs are oak; the hull is wide-board cedar cedar (gaps between planks have been routed and cedar shims epoxied in place to form a very stable and strong uni-hull). The hull has been West System epoxied; the mast and boom are sitka spruce - fully refinished; the stern, rudder and centreboard trunk are Honduran mahogany and have been refinished; new floorboards have been made of cedar. The cockpit coaming, deck canvas, seats and rigging have yet to be finished - many original parts, original cotton sails (very good condition) and newer main, and new wide deck canvas are included but no trailer. Located in Ottawa, Ontario Asking \$800. Contact Alan: 613 839-2991 or jowett@rogers.com

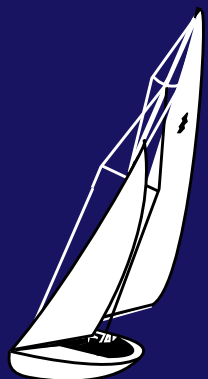
2833 Classic 1947 Skaneateles Wooden Lightning. Everything original except for a partial rebuilt in 2003 as follows: new centerboard trunk; new cockpit area sawn white oak floor timbers; new stainless steel mast rig tangs fabricated to original 1938 design drawings, new standing rigging stays fabricated by West Marine; new canvas deck; new West System single layered fiberglass bottom for preservation (could be removed to original cedar bottom which is still in place); new navigation lights, anchor light, switch panel, and battery; refinished original Sitka spruce mast and boom; original refurbished sails, main and jib with running rigging; full boat cover by Sailor's Tailor. Professional Survey (2004) indicating Market Value: \$6,000.00 and Replacement Value: \$14,000.00 - \$16,000.00. EZ Loader Boat Trailer (2006) in excellent condition. Current 2015 condition is excellent: Fresh topside Interlux Premium Yacht Enamel white paint and varnish on boom, rub rails, transom, floorboards, centerboard trunk, seats, and rudder. Location: Portsmouth Boating Center, VA. Asking Price: \$5,000.00 or best offer. Contact John: (757)-374-4024 or j.suhre@verizon.net

758 Built by Skaneateles Boatworks in April 1942. Original bronze equipment and fittings, including 2 winches (1 straight, one tapered), and 5 belaying pins. Wooden mast and boom. Light duty trailer. Boat was discovered outside for 25 years in a Colorado backyard, and is currently inside. Free to anyone interested in serious restoration work. Photos available. Contact Bill Cabral at wcabral@msn.com

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.



Classic

Lightning

Bob Astrove — astrove@hotmail.com

http://groups.yahoo.com/group/wooden_lightning

From the Desk of the Class Historian

by Corky Gray

SKANEATELES

Part II

CHANGE: 1933 – 1938

In late winter of 1933 John Barnes reflected on the changes in his life in the last year. A series of events had lead to him and his younger brother George becoming owners of an old-line boat building company in Skaneateles, New York. At twenty-seven years old and his brother only twenty-three, they were unusually young to be in such a position, but these were unusual times. Five years earlier, when he had the Skaneateles Boat and Canoe Company build for him a fourteen-foot racing sailboat, the national economy was booming. The owners George Smith and James Ruth had built the company from the ashes of the old Bowdish Company after purchasing it after a fire. Noted for exceptionally fine construction, the line sold well. That would change with the collapse of the economy with the coming Great Depression. The market for expensive small boats shrank. Ironically, the plant would again burn in 1930. Ruth died fighting the fire, leaving Smith to rebuild the plant. With business bad and at eighty-six years old, the old Scotsman was ready to retire. Arrangements were made for the Barnes to buy the business, with him staying on as superintendant until the boys learned the ropes.

As the new president of the company, John Barnes faced a dilemma. His hope was to turn the old company into something never tried, a company devoted to building small racing sailboats. The fourteen footer he loved was proving too expensive to compete with the new wave of cheap and easy-to-build, hard chine boats. He had been fortunate to have Herb Stone of *Yachting* publish a four-page piece he had penned extolling the virtue of the what he dubbed the "International 14" and

one-design racing. The article caused a bit of a stir when the magazine published pieces challenging young Barnes place to call what was a Canadian class 'International.' Even a letter from England was published pointing out that the real International 14 was being developed there as a much more advanced sloop compared to Barnes' old fashioned gaff rigged boat. Right or wrong, he had gained national exposure for his boats that he had been advertising for sale. He changed the rig to the new Marconi style, but sales lagged. The local Skaneateles Country Club would dutifully order a fleet, but over all only a few dozen boats were sold. *Rudder* magazine's Snipe design by Bill Crosby was selling at unheard of numbers. The Snipe had provided Skaneateles with much needed work. The future of his company would depend on building to the new market for hard chine boats.

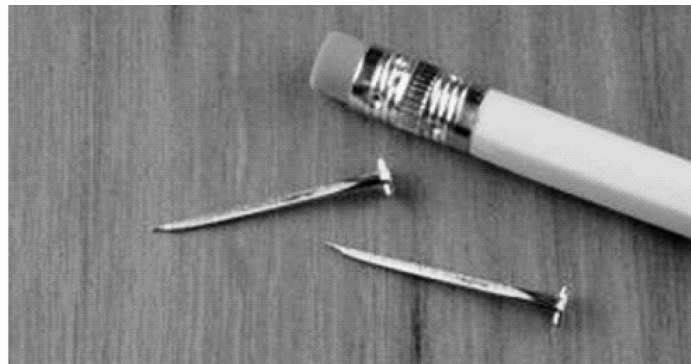
The publishing industry was the driving force in bringing sail racing to the nation. Stone at the helm of *Yachting* would be a most important contributor. Focused on a more upscale, northeastern market, it was the publication Barnes needed exposure in to succeed. *Rudder's* success with the Snipe prompted Stone to find his own small sloop to promote. He had published the plan of a Chesapeake Bay sloop billed as the 'Star Junior' designed by a Star Class champion. A pretty little sloop, she had the good looks of the Star in a small package. At the 1933 New York Boat Show Stone had arranged to have a model of the boat on display at the *Yachting* booth. It caught the eye of members of the Stone Harbor Yacht Club from New Jersey, and they chose it as a new class for the club. In February of that year, Stone called for meeting

at the magazine's offices to form a class association like the Snipe Class. At the request of the Star Class a different name was selected; it would now be known as the Comet. The boat appealed to Barnes, and the boat was added to the line. In time the Comet would become the backbone of the company's line; over a thousand would be built by Skaneateles. The arc bottom of the Comet was more difficult to build than the flat paneled Snipe. Barnes would develop a building method allowing for quick and easy construction. This method would prove critical to the success of the Lightning.



Herbert L. Stone, editor of Yachting magazine, is due a great deal of credit for the early success of the Lightning. Taking a personal interest in the boat, he made the trip up to Skaneateles with Rod Stephens for the first test sail of the Lightning. In his article in the magazine introducing the Lightning, he called it "a class of great promise." Over the years he would feature the Lightning on the covers many times.

By 1935 the national economy was improving, and boat sales followed along. Skaneateles competed head to head with much larger firms in the business. Two Wisconsin boat-building companies were their largest competitors. Dunphy in Oshkosh and the venerable Thompson Canoe Co. in Peshtigo both offered the Comet and Snipe. Thompson had even opened a plant in nearby Cortland, New York. Hard chine boats are built over their own framing, eliminating a mold. However, on a production scale, each boat having to be set up was not efficient. Boats would be built in 'runs' or 'cuttings' of a few dozen at a time. Each boat would require traditional single planking requiring caulking. Canoe production was quite different. Solid molds were used over which the ribs and planking could be assembled, allowing for faster production. Higher sales numbers, made possible by the lower cost of production, could only justify the tooling cost and floor space. Barnes reasoned that the same results could be realized in the production of the Snipe and Comet. It was a gamble that proved successful. In 1871 a canoe builder in Rice Lake, Ontario, Dan Herald, developed and patented a system of building a canoe of two layers of cedar nailed together over a solid mold with metal bands installed to clinch the tacks holding the shell together. The inside layer of cedar planks ran side to side, and the outer planking ran fore and aft. This 'Heralds Patent' canoe resulted in a hull that was light and



Brass canoe tacks have a long wire point that when driven through the layers of planking into a metal-sheathed mold will turn and self clinch.

watertight and required no caulking. Using this approach, Barnes developed molds for the sailboats incorporating cut out slots to receive the frames, and centerboard trunk. With all the parts made up ahead of time, the hull could be built in a day. So successful was the process, Skaneateles was able to sell boats cheaper than competitors and possibly at greater margin. After a year of building in this manner, Skaneateles would exhibit a 'half a boat,' a cutaway hull showing the construction method at the 1938 Boat Show.

The Snipe Class had grown to the thousands and the Comets in the hundreds by 1937. These were numbers never thought possible before. The ease of construction, availability of the plans and, for the amateur builder, the new compact power tools for home shops made this possible. The little Moth Boat class, developed in North Carolina in 1930, was growing exponentially with the publication in 1933 of the hard chine 'Skimmer Moth' version in *Rudder*. These smaller boats were done well, and many people believed there could be a nation-wide market for a similar approach in a larger, family-size boat. Crosby's older eighteen-foot Seagull was available but had never caught on like the Snipe. Sailors in the newly formed Interlake Sailing Association at Sandusky Sailing Club in the Midwest had the designer of the Star, Frank Sweithguth, draw a boat to this end. The eighteen-foot Interlake would become popular regionally but would not attract national interest. In 1936 Bill Crosby would design a seventeen footer based on his Snipe. Published in *Rudder* in 1937 the National One Design was hoped to become this boat, but to little success. At this time a group of sailors, members of the Skaneateles Country Club, discussed the possibility of a boat that would meet this need.

The group at Skaneateles Country Club was proposing an approach to develop a design with national appeal like the Snipe. Ease of construction at reasonable cost would be a primary element in the design. Unusual at that time and rarely done since was that the design would be owned by a class organization that would sell plans to all

comers, both amateur and professional. The group asked Lindsey Nicholson of Syracuse to head up the effort. In time, the new Lightning Class Association would name him 'Father of the Lightning Class' in honor of his efforts.

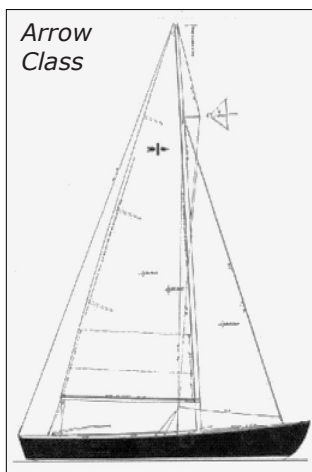


Lindsey Nicholson, named 'Father of the Lightning Class,' spearheaded the Skaneateles effort to develop the boat.

The Barnes were giving the group an insight as to how the design could be built with the most efficient use of materials and most important would encourage to them use the best design firm possible. By 1937 Skaneateles Boat Company had grown its sales to the point it needed to expand its capacity. They had in hand contracts to build

ILRA Interlakes, a 34-foot Lake class auxiliary cruiser/racer, also for the ILRA, and, most important to the future Lightning, twenty-two Arrow Class sloops designed by Sparkman & Stephens. Arrangements were made for Skaneateles to assume operation of the Rochester Boat Corporation, a builder of expensive motorboats. The bad economy had hurt the Rochester company's sales, and its president, Volney Lacy, was in failing health. The move would give the Barnes the floor space and staff to grow. The brothers had met Rod and Olin Stephens of S&S in 1935 at an Americas Cup event at the Columbia Rope factory in Rochester. John Barnes recalls discussing the design of a larger family size boat to add to their line. The two companies would develop a working relationship in 1937 when Skaneateles was chosen by the Rumsford, New Jersey, Y&CC to build twenty-two of their Arrow Class keelboat design, a commission by S&S. Having the new space in Rochester, Barnes would be able to set up the boat and work with S&S on the details. In the rig design we find the first part of the future Lightning design created. The plan called for mast with a twenty-four-foot hoist on a ten-foot boom for around 175 square feet of sail. Using the 'Marconi concept,' it would be a tall slender mast with a sophisticated shroud/stay system incorporating a 'V' strut, somewhat resembling the new Marconi Wireless radio antenna towers. The mast section would depart from the common round mast found in Star, Snipe and Comet. The section would be a hollow box with the greatest dimension fore and aft to best take the load of the rig at the lightest possible weight. This progressive rig was drawn by Rod Stephens, who was rarely at the boards. Rod was the "rigger" for S&S. His time was often spent in the field work-

ing with the builders to develop systems for their new construction, the rig being foremost. The next year, when the Lightning was being developed, it was obvious the Arrow rig could be worked into the Lightning, saving having to engineer mast hardware and fittings. It was off the shelf at Skaneateles, giving the company an edge when the Lightning was introduced to an open market. And, most important for the Lightning, the two firms could easily work together on the new design.



Barnes would suggest to the group that S&S, while known to be expensive, would be the best choice for the boat they were now calling the Lightning. Olin Stephens was now seen as the progressive designer of choice for fast racing boats. He was also a favorite of *Yachting's* Herbert Stone, which would make promoting the boat in its pages easy

to arrange. It would be a promotional advantage to have Stephens to do the design with his reputation for speed. A question was would S&S take the unusual step to relinquish the design to the Class Association, forgoing any future income from the design. It would be a first in the world of small boat racing for the owners to have full control of the class design and a first, and last, time S&S would sell its work. The design plans would remain S&S property until an agreed-to number were sold to satisfy the design fee. The group decided to proceed with a possible arrangement with S&S and asked Nicholson to sign the agreement as sponsor as S&S recorded their clients in their records. At S&S Drake Sparkman probably had the most interest in Design #265, Lightning. His job with partnership was to sell the boats and design contracts. His long held policy was to sell a first-time client any boat, no matter how small, to get them in the S&S customer base, with the hopes that they would trade up with the company. This was this was how he had worked with the elder Mr. Stephens, planting the seed for the future partnership with Olin. A nice little centerboarder would fit the bill. He would later commit with purchase of Lightning #5. Rod would naturally be interested in working up the rig and arrangement with his friends up in Skaneateles. Olin would later confide that he had the least confidence in the Lightning's success. No other boat had achieved the success of the Snipe, which this group from Skaneateles hoped to do. This possibly made it easier for him to agree to sell the design to the Class, a decision

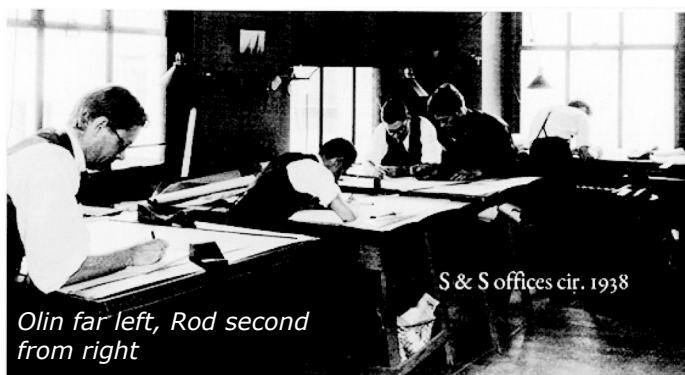
he would later rue. The Lightning would prove to be the boat everyone was looking for.

With an agreement worked out with S&S, the group would turn to the boat itself. It was agreed that what was wanted was a big-boat feel in a small centerboarder. The other contenders at seventeen and eighteen feet still felt like a big Snipe, not a small yacht. A slightly longer boat would scale up to a disproportionately bigger boat, giving that desired feel. A builder would caution to keep the length to fit standard length lumber to maximize yield. A Sheer plank for an eighteen-foot Interlake and the nineteen-foot Lightning both came from a standard twenty-foot piece of cedar. A twenty-foot boat requires a longer board. So nineteen feet is the most cost efficient length from a builders perspective. For Skaneateles Boat Company an arc bottom would favor their building method. By specifying a standard ten-foot arc framing system, the parts could be efficiently cut from standard stock. The savings are in the details. The boat would incorporate the latest thinking in small-boat design, long waterline, tall rig, deep centerboard and the startling large new parachute spinnaker. The Lightning would be a cutting-edge design.

At the time the Lightning commission was received, S&S was still a small firm with a growing reputation. The design loft in Manhattan was equipped with bare bones drafting boards set up on sawhorses. A small staff of draftsman did the yeomen's work of drawing by hand the sheets of the design assigned to them. It was a buttoned-down shop with all in shirts and tie, with occasionally the exception of Rod in his working overalls.

Olin would lead the discussion of the client's needs and look at their past work to see where they could start. They would use Rod's Arrow rig that Skaneateles already had worked up. A big rig in a smaller boat should be fast. With a hard chine design chosen, they would look at a boat they had drawn earlier in the year. S&S Design #256, Corinthian, a twenty-foot hard chine keelboat done for the Corinthian Sailing Club in Texas had use basically the same rig.

To get a long waterline and, as important, a longer sailing length, they would give the Lightning's bow



Olin far left, Rod second from right

S & S offices cir. 1938



the chin and steeper transom angle seen in the Corinthian. The Lightning has the same waterline length as the larger Star. A constant ten-foot bottom arc with fairly high chines, a little rake to the top-side and a sweet sheer completed the concept. Olin's genius was in visualizing easy lines and would start the design process by laying them down on paper. Self described as an average draftsman, the drawing would be assigned to a staff draftsman for calculations and final plans to be reviewed by Stephens. A basic set of offsets would be sent to Skaneateles to be laid down full sized and faired. From this the Barnes would take off the dimensions and set up the framing. The first boat being a prototype was planked up conventionally and a deck /cockpit arrangement was worked out. On October 18, 1938, the planning group met at Skaneateles Country Club's docks with Rod Stephens to test sail the first Lightning. Most important Herb Stone made the trip up from New York to see first hand this new promising design. A blustery breeze from the west provided for thrilling rides, and all came away impressed with their creation. Stone could see a boat as promising as his Comet. He would pen a review for the December issue of *Yachting*. Gordon Gronk, who had volunteered to lead the promotional part of the project, stepped up and sold himself the first boat.

In November a young man working as a staff S&S draftsman was given the assignment to draw the final plans for the little centerboarder everyone was so excited about. He would draw the body plan, half breadths and profile. With

October 18, 1938—First sail on Skaneateles Lake



drawings coming from others for spar hardware he, would complete the task with the sail plan. Inked in was Plan No. 265 Lightning Sparkman & Stephens New York, and he would initial it with his initials J.C.C. Time has forgotten his full name, but the design would prove timeless.

Classic Lightning Regatta



After a very rainy June and early July in the Finger Lakes, the sun finally shown on Friday, July 9, the day before the 47th annual Champagne Regatta at Keuka Lake, a most scenic part of western New York, smack in the middle of New York wine country. This was the second year in a row where the Classic Lightning group held our annual regatta jointly with the very hospitable members at Keuka Yacht Club, Fleet #252, for a two-day event.

<http://www.keukayc.org/>

The sunny weekend forecast helped to ensure a great turnout, with twenty-seven boats in total participating: thirteen classic Lightnings, which can be woodies or any Lightning over forty years old, and fourteen modern boats.

David Chernevic, Keuka Yacht Club Lightning Fleet Captain, Bob Astrove, ILCA Classic Group, and the other members at KYC did a fantastic job planning the regatta, launching, race logistics with two fleets, onsite camping and ensuring great food and trophies! Once again, Doug Dixon made some beautiful wood trophies for the Classic group; however, after a slight mishap on his boat, we may need to send them back to him so he can fix the hole in the bottom of #584!

Even though the winds were quite light on Saturday, we were able to complete two races. Sunday winds were much more cooperative, as an earlier start was planned before the mid-July doldrums set in later in the day.



The Classic fleet consisted of a diverse collection of wood and glass boats from 1938 to 1978, with David Little bringing his 1978 home-built, wood Lightning, #13156. The annual Classic Rally, or regatta, is probably more about showing off our boats and sharing ideas on rigging and refinishing than it is racing, but a few of us do take the racing quite seriously, as the classic boats can still sail fast when rigged properly and with newer sails, especially on the fluky winds of the Finger Lakes! Bob Astrove repeated as Classic champion after two solid bullets on Saturday.



Ed Wightman attended with the museum boat, #167, and has been very busy on the Finger Lakes Boating Museum project in Hammondsport, New York, which is ten minutes south of KYC. I was amazed at the transformation in just one short year. The museum put on a very nice reception on Friday evening for the Lightning sailors, including a private tour. If you have never visited, it is definitely worth checking out or becoming a member. The Finger Lakes collection consists of many classic power and sailboats from the days gone by.

www.flbm.org



Attendees for the Classic Rally were:

<u>Sail#</u>	<u>Skipper</u>	<u>Sail#</u>	<u>Skipper</u>	<u>Sail#</u>	<u>Skipper</u>
84	Bill Schickling (NY)	167	Ed Wightman (NY)	470	Marc Schieber (NY)
584	Doug Dixon (NY)	588	Rick Guli (NY)	736	Craig Thayer (NY)
5836	David Teller (NJ)	6343	Mike Seibert (VT)	7603	Bob Astrove (MD)
8004	Roger Slade (NY)	9057	Tim Grady (FL)	9235	Doug Axtell (NY)
13156	David Little (VT)				

We hand out plenty of awards at these events, and the winners were:

Racing – Classic Fleet

- 1st place: Bob Astrove (thank you Emily, Andy, & Mike for a great job crewing)
- 2nd Place: Roger Slade
- 3rd place: Doug Axtell
- 1st w' Wooden Mast: Tim Grady
- 2nd w' Wooden Mast: David Teller
- Best restoration and Maintenance: Rick Guli and boat # 588
- Highest finishing first[-time attendee: Tim Grady
(This is the winner of our much-coveted, hand crafted by prison inmates Lamp Trophy)
- Highest finisher with boat number < 1000: Marc Schieber
- Highest finisher who did not use a Spinnaker: Mike Seibert
- Furthest to travel for the event: Tim Grady (FL)

Racing – Modern Fleet

<u>Pos</u>	<u>Sail#</u>	<u>Skipper</u>
1	15502	Jed Dodge
2	15205	Robert Wardwell
3	14849	Clay Murphy
4	15255	Dick Hallagan
5	15164	Bob King
6	14478	Skylar Munger
7	15395	John Newell
8	15314	Ed Seyerlein
9	15156	Dave Chervenec
10	14949	Landy Atkinson
11	10318	Madeleine Schroeder
12	14799	Jesse Miller
13	14726	Tom Knapp
14	14240	John Brown



Tim Grady drove his motor home up from Florida for the event with the promise of a fully rigged Classic boat that he could skipper. I had purchased #9057 a year earlier, and it needed a little cosmetic attention prior to our regatta. The boat previously sailed on a lake in northern Wisconsin, but had not seen water in the past seven years or so. The previous owner of #9057, Bill Zabriskie, passed away in 2010, and his son Ken had promised his mom to find the boat a good home with other Lightnings after his dad's passing. Sailing and working on the boat had been one of Bill's favorite pastimes.

Bill had bought the unfinished Nickels and Holman hull in 1964 while they were living in Schenectady, New York. He spent the next 20+ years finishing the project while advancing in his career at GE, along with a few relocations that ended up taking him to Milwaukee.

Let's just say it was a lot of work to get some fresh paint and varnish on this boat during the rainy





weeks prior to the regatta, but with the help of the family, we pulled it off and it was great to see the boat sailing again! Tim had the ultimate responsibility to figure out how the boat went together as I had never had the mast up, but there was plenty of consulting to help to sort it all out. It is worth noting that Tim Grady built his own wood Lightning from the ground up a few years ago, and many probably saw "Peregrine" sailing at St. Petersburg in the winter championship races this past March.

Doug Axtell also proudly displayed his 1964 fiberglass Lippincott, #9235, that he rescued from certain death as a "landfill yacht," with a very nice restoration that he worked on over the past two years with his thirteen-year-old son Nathaniel, who also skippered most of the downwind legs. Doug sails out of Fleet #61 in Pultneyville, New York, on Lake Ontario. He and other members are rebuilding the Lightning fleet there, up to five boats now!

Also, rumor has it that a few members at KYC have pooled their money and purchased #7312 to enter in the 2016 classic rally. I'm sure the classic group has lots of restoration ideas for this new joint venture.

Looking forward to next year's event at KYC, I hope you can join us. This is a terrific family event in a beautiful setting, and also has very competitive sailing with others from the Central New York District.

Roger Slade – Geneseo, New York

Last summer Ken Zabriskie reached out to the ILCA looking to sell his father's 1964 Nickels and Holman Lightning #9057. The boat looked in good shape in the photos, so I took a chance and drove out to Indianapolis from Geneseo, New York—ten hour drive each way—and bought the boat.

Zabriskie's father William had passed away a number of years prior, and the boat had been sitting in the garage for the past four or five years. It had been sailed in Wisconsin, but Ken hauled it to Indy after his dad passed away after his Mom asked him to find a good home for the boat. William bought the unfinished hull new in 1964, and it took him approximately twenty years to finish to boat, as best I can tell, after relocating from Albany, New York, to Wisconsin before finally sailing it in the late 80s through 2009 on a Lake in Wisconsin.

One year later—see she is sailing again in upstate New York at the Classic Boat Get Together/Champagne Regatta that took place July 11–12. Fellow wooden Lightning sailor Tim Grady was looking for a boat to sail in the Classic Rally on Keuka Lake. I met Tim Grady at St. Pete in March, and he said he wanted to drive his motor home up for the rally, but he could not haul his beautiful home-built Lightning, so I told him he could skipper #9057, and it also motivated me to get some work done on the boat.

Another good story of an older Lightning getting back out on the water!

Roger Slade, #8004, 9241, 9057



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Lightnings Taking Flight in Peru—Literally!

August, 2015: Thanks to our friend Jaime Calderon in Peru for sharing these pictures of the first Lightnings coming into Peru after many years. It's great to see the Class getting reactivated. These boats were purchased



Navy Antonov at Tumbes Peru airport

in Ecuador, driven to the border to the town of Tumbes in Peru, and then airlifted to Lima—yes, airlifted—thanks to the Peruvian Naval Aviation Division! I guess if you are going to restart the Lightning Class in Peru, you should do it in style.



The first one!



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