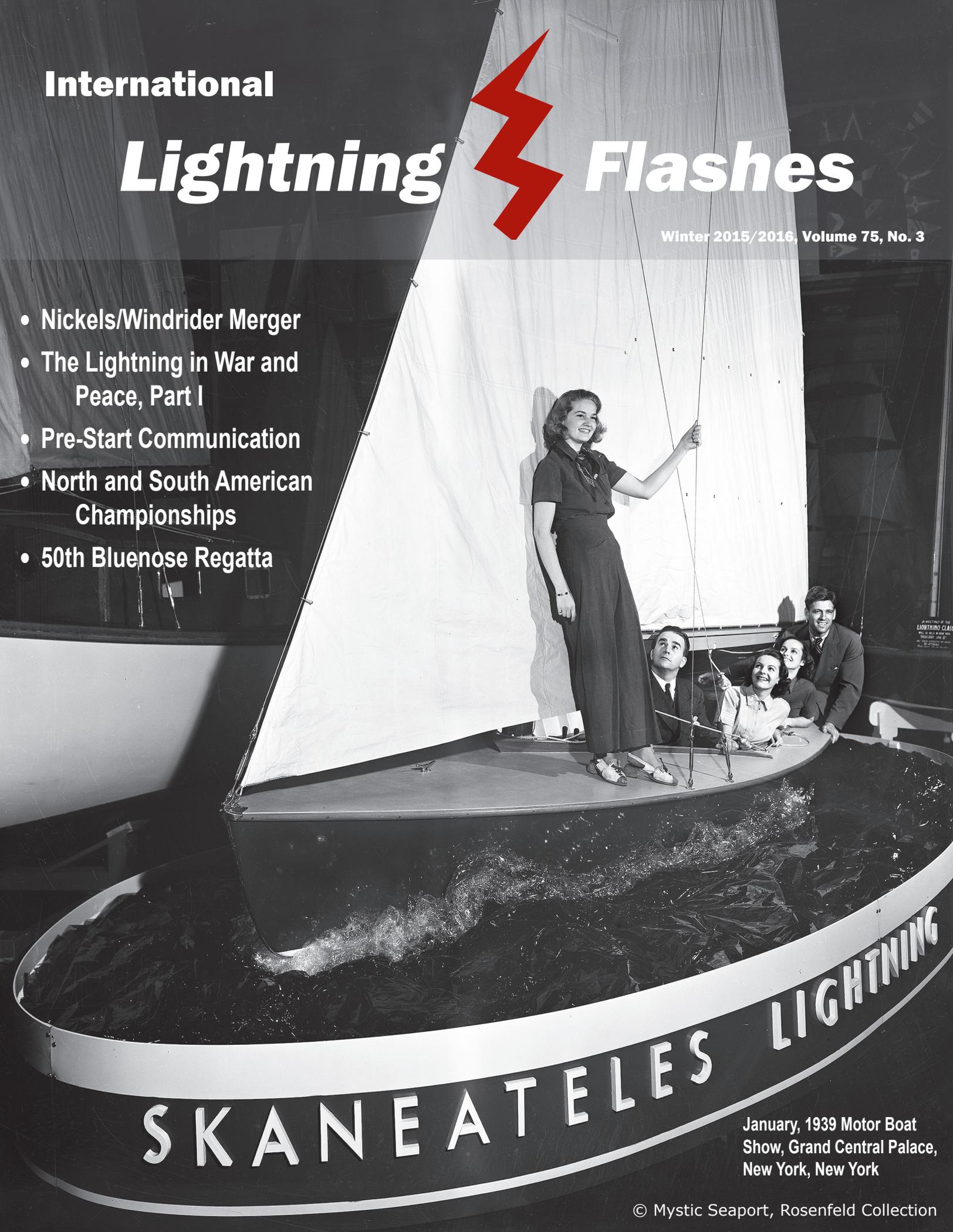


International

Lightning **Flashes**

Winter 2015/2016, Volume 75, No. 3

- Nickels/Windrider Merger
- The Lightning in War and Peace, Part I
- Pre-Start Communication
- North and South American Championships
- 50th Bluenose Regatta



SKANEATELES LIGHTNING

January, 1939 Motor Boat Show, Grand Central Palace, New York, New York



Get Ready for the Samson Rope 2016 Lightning North Americans in Rochester This Summer

**August (Friday-Sunday) 12, 13, 14
Womens, Juniors, Masters**

**August (Saturday-Sunday) 13, 14
Measurement, Registration,
Practice Race North Americans**

**August (Monday-Friday) 15-19
Race Days for North Americans**



SAMSON

THE STRONGEST NAME IN ROPE

Rochester Yacht Club is looking forward to hosting Lightning sailors in August. Lake Ontario is a short sail out from the club on the Genesee River. Sailing conditions on warm, fresh, uncongested body of water are the best this time of year. The club facility will be open to all sailors and their families, including pool, tennis courts, snack bar, dining room and bar.

A Kids Camp for kids five and older is being planned for the North American race days. RYC's Junior Sailing and Pool staff will run activities, including sailing, swimming, paddle boards/kayaks during the day so parents can race, knowing their kids are well taken care of and having fun.

During the WJMs, there will be some special social events geared towards the Juniors- Pizza night/Volleyball, Pool Party and Friday night to Seabreeze Amusement Park. Housing for Juniors in members' homes or boats will be provided for those who request by July 1. Please e-mail requests to:

lightningnas2016@gmail.com

Races will be run by Rochester local, Hank Stuart, who has a terrific track record (and many fans) of running races locally and all over the world. Hank is assembling a terrific team of volunteers to help deliver excellent racing.

Start making plans now to attend. Qualifying ratio is 1:1, so all you need to do it register for your Districts! Notice of races are posted now: WJM, North Americans. Registration will be live by the end of March, click here to add your boat to the list of "[Who is Coming](#)"

Recommended Hotel listing is now posted on-line. Don't delay make your reservations today!

**Look in the NOR for information about registration reimbursement from the
Limbaugh Fund for teams under 30 years of age.**



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



The 2016 Lightning Youth World Championships will take place July 23-27 at the Salinas Yacht Club in Salinas, Ecuador. The NOR is posted on the ILCA website. The link is noted below. All slots have been confirmed. Countries are asked to get the names of their competitors into the Class Office as soon as possible. On-line registration will be live soon.

Slots Confirmed: 20 of 20

ARG: One Confirmed Slot

BRA: Two Confirmed Slots: Felipe Rondina, Jose Hackerott

CAN: Three Confirmed Slots: Robbie Robinson, Maggie MacDonald, Max Balanevsky

CHI: Two Confirmed Slots: Cristobal Molina, Roberta Herman

COL: One Confirmed Slot

ECU: Four Confirmed (2 additional slots granted as Host Country)

FIN: Two Confirmed Slots

PER: One Confirmed Slot

USA: Four Confirmed Slots: Tanner Probst, Doug Wake, Abbie Probst, Chris Schon

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

The Southern Circuit was a great time! My family and I enjoyed meeting up with friends, and we got in some great Lightning racing. The Southern Circuit is one of our premier events, and let me tell you, it's also one of the hardest events to produce. Volunteers put their heart and soul into making it great.

Many things are going on with the Class right now and are headed by passionate Lightning sailors to which we are very grateful:

- The Executive Committee has reconvened a Southern Circuit Review Committee to make sure the Class is offering the best available opportunities for the Midwinter and Winter Championships and the Southern Circuit during these ever-changing times. Bill Cabrall from Colorado is the Committee Chair and is joined by Jody Starck, Jim Thompson, Valerie Holly, Steve Hayden and Class Secretary Laura Jeffers. If you have any thoughts or comments on the Southern Circuit, please contact any of the committee members or anyone on the Executive Committee. There will be a short survey sent out after the Circuit to 2016 participants and also a survey to those that have participated in the past few years but not this year.
- Ian Jones has been working closely with the organizers of the Youth Worlds, headed by Juan Rafael Santos, and to date we have confirmations from nine countries. The Salinas Team has been working hard to make sure this event will be a great experience for our young sailors!
- Membership revenue is our main source of income and is very important to the overall health of the Class. A great initiative has been taken by Larry MacDonald, who is working on a Membership Project with the District Commodores. If

you have not done so, already please make sure your membership is up to date and that your Fleet is also current with 2016 dues.

- The Class has a lot of historical information available, but we have never had the opportunity to put it to work for us—until now. Tim Scanlon is spearheading a project which will be evaluating Lightning sailing activity over the last ten to fifteen years. To help with gathering additional information, a survey will be distributed to Fleet Captains. Please be on the lookout for that survey link, and thank you in advance for taking the time to complete the survey.
- International growth is also taking strength in countries where the Class had disappeared. Peru, with the help of the ILCA, is putting together a couple of containers with boats from the US. This past December they sailed their first National Championship in decades. Following their great Pan American Gold Medal, Lightning sailing in Argentina is also growing.
- In regards to advancements to our boat specs, our sailmakers, along with our Measurement Committee, are currently discussing some sail design improvements that could make our sailing even better. Be sure to check out our Flashies. News to come very soon!

I would also like to take this time to thank all of our donors who keep supporting the Class with donations in addition to their membership dues.

Well, 2016 is shaping up to be another busy Lightning Year! Please be sure to get your regattas and events listed in the ILCA Calendar of Events.

Victor Lobos

The cover photo is a never-before published photo of Lightning #5, the first Lightning displayed by Skaneateles Boat Company at the 1939 New York Boat Show. Most notably, it is the work of Morris Rosenfeld, who is considered to be the preeminent yachting photographer of his day. This photo was uncovered in a search conducted by the staff of Mystic Seaport for the ILCA. A very special thank you to ILCA Class Historian, Corky Gray, for researching and writing these wonderful historical pieces and finding these amazing historical treasures!

NICKELS BOAT WORKS



NICKELS BOAT WORKS – WINDRIDER MERGER: WHAT DOES THIS MEAN?

Change is scary. The reason change is scary is because of the unknown. For thirty plus years Nickels has been a valued member of the Lightning family, and now there is a change. People are wondering: “What is going to happen with Nickels? Are the boats going to be the same? Will parts still be available? Who are these new people?” I hope to allay some of the fears by introducing myself and our vision for Nickels, WindRider and the Lightning Class.



My name is Robert Sanberg and with my father Dean, we own WindRider. Sailing and being on the water is our passion. While not historically Lightning sailors, we share the same ideals: promoting sailing across generations, making it accessible for people without large budgets, and enjoying the camaraderie that comes with sailing. Our tag line and mission is Go Sail™; that is something that the Lightning Class does very well.

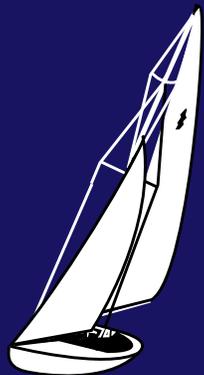
So what is going to happen at Nickels? Not much. One of the things that drew us to Nickels was its legacy of making quality boats, providing great customer service and ensuring that people have a great time on the water. This is a legacy we will continue. The staff at Nickels will continue to build the boats to the high level that is expected. We are also going to start integrating them into the customer service side of things. We think that the people that know the boat best should be the ones answering questions. Have a question about rigging? Email Bobby@windrider.com. If you want to know about the layup schedule or fiberglass repair? Email sharri@windrider.com.

Additionally, we want to further enhance customer experience online. You will find all the parts you need at www.windrider.com. We are now in the process of adding pictures for all the parts and we will be adding additional rigging diagrams and information so if you are rigging or restoring an older Lightning, it will be easier to do.

Finally, we want to support and grow sailing. We believe the best way to do this is at the local level. One way we do this is through our program Go Sail Give Back. We donate 6% of sales to local sailing organizations of the individual's choosing. By buying parts on windrider.com you can support your local club or the ILCA Boat Grant Program. If you want to know more about Go Sail Give Back, go to www.windrider.com and click on the Go Sail Give Back logo in the upper right.

If you have any questions, or want to talk more about the merger, your Lightning or sailing in general, please email me at robert@windrider.com or call me at 612-735-5540.

We look forward to the future of the Lightning Class and our participation in it.



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

From the Desk of the Class Historian

by Corky Gray

The Lightning in War and Peace

Part One

1939 — A Year of Firsts



Thursday, January 12, 1939, dawned a cold day in New York City. The temperature was already at freezing, and it was forecast to get colder and snow by Saturday, the last day of the annual National Motor Boat Show at the Grand Central Palace. More than a boat show, it was a time the boating industry and public boating associations would hold annual meetings, often dinner dances with emphasis on fun. The Snipe Class would have one tomorrow night at the Hotel Shelton with Ernest Ratsey as the featured speaker. The Comet Class will meet for their party at the Hotel Belmont Plaza. Tonight would be biggest of them all, the open to all Dr Seuss Admirals Ball thrown by Essomarine fuels.

On the main floor of the hall a knot of men from Skaneateles, New York, were finalizing plans for an organizational meeting that day for a Class Association of owners of their new Lightning Class Sloop. The Lightning displayed here for the first time was at the Skaneateles Boat Company booth. She was a tall, modern looking nineteen footer from the boards of Sparkman & Stephens. With a strong chin, she was long legged and looked fast. Her glossy red (?) topsides reflected the sea of blue cellophane on which she sailed. Clear cellophane made for the splashes of her hull. Sporting a new set of Ratsey sails with a red #5 on the leach, she made an eye-catching exhibit. Offered at \$495, she was a lot of sailboat for the money. Most unusual was that for \$15 the design of the boat was open to all, both home builder and professional, not just Skaneateles Boat Co.



In fact, here on the main floor were other builders that would add the boat to their line. Hubert Johnson and A. R. True were two, another, Red Bank Marine had already purchased plans for Lightning #7 after seeing the boat in the magazines in December. The big Thompson Company from Peshtigo, Wisconsin, had purchased #6. The Dunphy Boat Company would see the boat and planned to have one on display next year.

The boat displayed here was paid for by Drake Sparkman of S&S to be displayed after the show at the S&S showroom on City Island as dealers for Skaneateles Boats. The meeting attendees would be the Barnes brothers and the gentlemen from Skaneateles Country Club who had signed for and were responsible for paying the design fee. Rod and Olin Stephens had the S&S booth on the third floor and would come down. Rod had already volunteered to head the technical committee for the new Lightning Class Association. Herb Stone, editor of *Yachting* and an early promoter of the Class, would attend.

Coming, too, would be some members of the nearby Cedarhurst Yacht Club led by John Koehne, elected Class Vice President in 1940, who had as a group purchased the first fleet of Lightnings, boat numbers 13–18 from Skaneateles. Other numbers had been issued widely in response to the early articles: Number #2 to Nantucket Sound, #3 to Rhode Island, #4 to Maine, #8 to Savannah, Georgia, #9 to Greenwich Connecticut, #11 to Racine, Wisconsin, and #10 and #20 to Barnegat Bay. A slate of temporary officers was elected, and plans were made for a meeting in April to ratify a constitution and rules. Permanent officers would be elected then.

A nationwide pattern was developing. Despite the snow, the show was a success for Skaneateles. The company sold twenty-two boats at the show. The hope was that at the meeting in April there would be a ‘mortgage burning’ by paying off S&S and assuming full control of the design, a first for an American centerboard class. Builders set up to produce the first boats. Skaneateles would take the lead building half of the first twenty boats and would for many years be the most productive builder. The first homebuilt to measure in, #4, would be built in Portland, Maine. Lars Olsen would bring the boat to Barnegat Bay.

By April Skaneateles would run an ad saying that 100 boats had been registered, most built by the company. The scheduled meeting was held in April in Skaneateles where 117 registered boats were represented. The constitution and bylaws, modeled on the Snipe Class, were ratified. The first elected officers of the Lightning Class Association were Lindsey Nicholson, President and in time first Life Member, Gilbert Wolfe, Vice President and Gordon Cronk, Secretary/ Treasurer. In time, Judge Stuffer Oliver would be named the first Chief Measurer. Dues were set at \$3. Fleet charters would now be granted. The hoped-for ownership of the design would come in summer. The copy of the contract in the Class files shows that on June 28, 1939, Sparkman & Stevens would sell the design to the Lightning Class Association for \$ 200 and would retain the commissions on the plans sold to that date—approximately 200 boats @ \$15 or \$3000. The Class executed the deal on July 1 and became the owner of the only S&S design ever sold. Should the Class fold, the rights would return to S&S. It was an expensive risk for those who had committed to the project. To put it in perspective, at a 3.78 inflation rate, \$3,200 had the buying power of \$53,671 in 2016 dollars.

Fleets were forming for the coming season. Skaneateles Country Club was first, but Fleet #2 at Cedarhurst Yacht Club, with the coming spring and boats being delivered, would hold the first racing in the Lightning Class. Located on the south shore of Long Island on a floating barge, it would become the largest fleet, with nine boats in 1939. Fleet #2 would be the first to travel, with most members going up to Larchmont Yacht Club for race week, where they were beaten by young Drake Sparkman III, sailing boat #5 now named ‘Rumble.’





Bay Head Yacht Club would become the home to Fleet #3 on Barnegat Bay. In May, Fleet #4 would form near Rome New York. Fleet #4 would have the distinction of hosting the first District Championship in the Lightning Class. On July 12–13 the Central New York Districts were held at the Lake Delta Yacht Club. In the midwest, Fleet #5 would form in Chicago at Chicago Corinthian Yacht Club. Long Island would begin its long history as a bastion of Lightning racing with the formation of Fleets #6 at Housatonic Boat Club and Fleet #7 at Riverside, Connecticut. Philadelphia would be the home of Fleet #8 at Delaware River Yacht Club. On eastern Lake Ontario, Crescent Yacht Club at Chaumont Bay would be the home of Fleet #9. Back in the Finger Lakes, Fleet #10 at Onondaga Yacht Club would join the Central New York District in the first year. New Jersey would find its second fleet, #11, forming at Red Bank. One of the most venerable Lightning fleets, Fleet #12 at Buffalo Canoe Club, began with Tom Jones buying Lightning #28. Fleet #12 would have a rocky start when the first boats were lost in a boathouse fire but would soon rebound. In the Adirondacks Mayfield Yacht Club would be the home on Fleet #13. The Lightning Class was taking shape.

By summer of 1939, the Class had grown sufficiently to warrant a national championship. Fleet #3 at Bay Head would step up to host the regatta, scheduled for September 9–10. The original Class rule called for a limit of two entries for fleets of ten boats or more, and one entry from fleets with less than ten boats. With so few fleets chartered, this rule was waved and all were welcome. Based at the fine old yacht club building, the Yacht Club would entertain the participants with dinner and dancing. Fourteen boats registered, eight from Barnegat Bay, three from Long Island, one from Washington DC, one from Skaneateles, and longest traveling time was one from Maine.

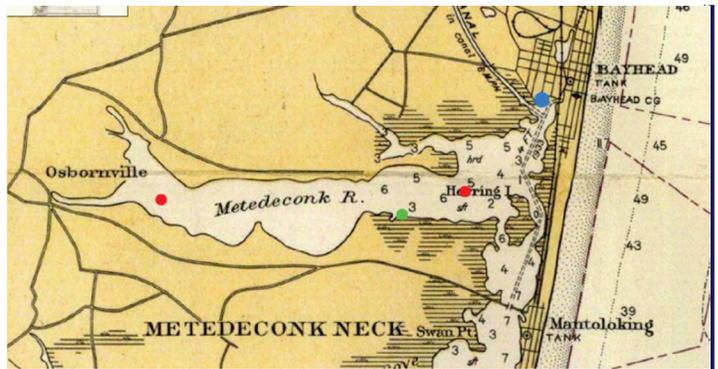


Figure 6 The then current chart for 1939. The blue dot is the BHYC. The Green dot is the MRYC home of today's Fleet #34. The Two red dots is the probable "7-mile" racecourse, starting near the present day eastern shoal and up the length of the river and back. (Source: NOAA Historical Charts)

BARNES'S BOAT FIRST IN BAY HEAD REGATTA

Leads Bentley Craft in Lightning Class Title Series

Special to THE NEW YORK TIMES.

BAY HEAD, N. J., Sept. 9.—The first annual national championship regatta of the Lightning Class was held today under the auspices of the Bay Head Yacht Club, fourteen crossing the starting line on the Metedeconk River off Barnegat Bay.

John S. Barnes of Skaneateles, N. Y., "founder" of the class, finished nearly three minutes ahead of Peter Bentley 4th of Red Bank, N. J. Dr. John C. Hirst and his brother, Barton C. Jr., of Philadelphia, placed third.

Today's test, over a seven-mile course, was the first of a series of three. Two races are carded tomorrow.

THE SUMMARIES

FIRST RACE

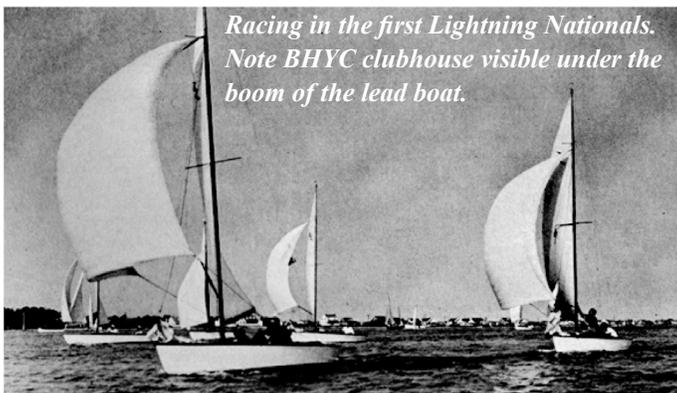
Start, 3:45. Course, 7 Miles.

Boat and Skipper	Finish. Pts.
Unnamed, J. S. Barnes	5:24:25 14
Taypot, Peter Bentley 4th	5:27:13 13
Any Hoo, Dr. J. C. Hirst	5:27:30 12
Blue Chip, A. K. Smithwick	5:28:45 11
Unnamed, E. D. Parrish	5:29:18 10
Me Too, L. S. Oliver	5:32:58 9
Rufus II, O. M. Ragsdale	5:33:23 8
Folly, William Sproul	5:33:47 7
Saucy Sal II, R. S. Koehne	5:35:35 6
Vigilante, H. O. Wood 3d	5:35:45 5
Javelyn, J. W. Orelup	5:37:22 4
Vayu, G. T. Buchan	5:39:58 3
Cuckoo, J. H. Ijams	5:42:20 2
Mariou, Louis Tranger	5:47:58 1

Clubs Represented

Unnamed (Barnes), Skaneateles; Taypot, Red Bank; Any Hoo, Mantoloking; Blue Chip, Portland, Me.; Unnamed (Parrish).

From the New York Times, the first score card for a Lightning Class Nationals race.



Racing in the first Lightning Nationals. Note BHYC clubhouse visible under the boom of the lead boat.

By the end of 1939 almost 400 numbers had been issued. The design fee to Sparkman & Stephens was paid, and the Class owned the rights to the design. Interest in new fleets was found everywhere. The next National Motor Boat Show was coming up in January, 1940, where the second annual Class meeting would be held. Dunphy was ready with their Lightning for display. Skaneateles again would have a Lightning displayed in a "sea of blue cellophane" (New York Times), and for 1940 a blue spinnaker was added, inflated with an electric fan. This parachute spinnaker was emblematic of the advanced design of the Lightning, the first centerboard class to carry one so large. However, not everybody in the Class was happy with it, preferring the more conventional triangular sail. In the next year this would grow into the Lightning Class' first argument. More to follow...

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.

Thank You to Our 2015 Donors

ILCA Fund

BENEFACTOR LEVEL

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Wawasee Youth Clinic

James Force

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History Fund

Steve Chavez

Timothy Millhiser* -

John Parker

Aroldo de Rienzo

In Memory of Mary

Thomas Schuyler

Clayton Gray

Huntsman

David & Jody Starck

Jack Huntsman

Martin Mulhern

Boat Grant Program

Nabeel Alsalam

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John & Becky Sawyer

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Joan & Gary Hurban

Jeff Schmahl

William Black

Kelly Jordan

Larry Schmitz

Jack & Anne Borland

Mary Keppel

Thomas Schuyler

Steve Chavez

Robert & Sarah King

Michael Seibert

Michael Constants

Richard Leonard

Christopher Shipman

Justin Coplan

Kathy Lindgren

Kevin Smith

Brian Cox

Larry & Julie-Marie

Anthony Staples

Aroldo de Rienzo

MacDonald

David & Jody Starck

Richard Dishaw

Patrick McDonald

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Michael Darrah

Ray Peters

Henry Davoli

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Deborah Probst

Joshua Goldman

Christopher Shipman

Jack Huntsman

Richard Warren

Patrick McDonald

Liz Williams

Because of you, we are able to provide programs, such as the International Fleet Development Program, Lightning Labs and the Boat Grant Program. Programs like these help to keep the Class strong and a leader amongst other One Design sailing classes. The Fleet Development Initiative has assisted Fleet growth in Peru and Greece. The Boat Grant Program is celebrating its 10th Anniversary this year and continues to exceed our expectations. To date, 27 teams have been introduced to the Class, and eight recipients have purchased their own Lightning. Thank you for your additional support!

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** \$ _____

* Card Number:

* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

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

International Lightning Class Association
1528 Big Bass Dr
Tarpon Springs, Florida 34689

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.

2015 Boat Grant Experience: Chris Segerblom



I want to express my gratitude for all that you provided me with this year through Boat Grant Program. I am sad that it is time to give up the Lightning; however, I want you to know how good the boat and everyone from the Lightning class has been to us this year. By "us" I mean myself and the six of my friends who sailed with me over the course of four regattas. During that time, we experienced the full spectrum of racing conditions and met so many fun, helpful people.

The adventures began in April when Chris Hamilton from Charleston graciously trailered the boat up to North Carolina so that Brooks Clark, Tim King and I could race in the SELD Championship. Chris got us race ready and offered some on the water coaching during our maiden voyage. Unfortunately, the race committee was only able to complete two races at the SELD champs due to lack of steady wind, but the weekend was by no means lost. We learned a



good amount about the boat, including how to tune it and that double-tacking to clear your lane doesn't quite work like an FJ. Also, the weather was warm, and the BBQ dinner with live music on Saturday night was a ton of fun.

The next event was the Dixie District Championship in Annapolis, for which I again had Brooks Clark to trim the jib and this time John Kempton in the middle trimming the spinnaker. John also sailed for Yale in college and now lives in Washington, DC, but since graduating in 2010, he has had limited opportunities to get back out on the water. He openly expressed his appreciation for the opportunity that the boat grant indirectly afforded him. In fact, he enjoyed it enough the first time to sail with me again at the Atlantic Coast Championship.

At the Dixie Champs, we saw mostly light winds and lots of chop. This time Chris Hamilton wasn't there to rig our boat for us, but there was no shortage of competitors who offered their advice and support in the boat yard. Geoff Becker was particularly helpful with tuning, as well as explaining to us how to properly adjust the jib wire and cloth tension when sailing upwind. Our comfort in the boat improved as the weekend went on, and after five races we managed to finish 4th overall.

In July, John and I drove up to Southampton Yacht Club for the Atlantic Coast Championship, picking up Marlena Fauer, another recent Yale sailing alum, along the way. At the ACCs we faced the biggest fleet that I would race against all year. It sounds like it was a smaller-than-usual turnout on account of the World Championships starting one week later, but it was great racing, nonetheless, with beautiful conditions. We finished up sixth overall at the event; however, I must point out that we would have finished third overall had they finished us at the last leeward mark in the final race. A poor tactical decision cost us more than five boats on the last beat, which is a testament to the closeness of the racing.

Finally, last month I competed at the Frigid Digit Regatta with a crew of all new faces. Chris Stessing and Gordon Wolcott graduated from the University of Virginia in 2013 and 2014, respectively, and were both members of the dinghy racing team there. Despite never having sailed together before and none of us having sailed the boat in over ten knots—the winds were 12–18 knots most of the weekend—we figured out a way to finish third overall, just behind the recent World Champion and Pan-American silver medalist. Okay, we were a lot of points behind them, but still.

As a matter of fact, Chris and Gordon enjoyed sailing the boat so much that they have expressed interest in applying for the 2016 Boat Grant. I encouraged them to submit an application, and I can personally attest that they would be excellent candidates.

Chris Segerblom, John Kempton, Marlana Fauer - ACCs



On that note, I have and will continue to recommend the Lightning Class Boat Grant Program to many of my friends. It has been a great experience which enabled me to sail far more this year than I

otherwise would have and also convinced me that the Lightning is a boat that I wish to continue racing for the rest of my life. My only regrets are that I was unable to race the North Americans due to a work conflict, and I do not have the financial means to purchase a boat at the moment. Nevertheless, the grant program has introduced me to so many new people, many of which have already offered me opportunities to sail with them this year and in the future. Jon Guth, our mentor, was especially kind and helped me to meet other members of the Class, organize boat logistics, and sail the boat better. I am grateful for the chance to crew for him in a regatta early on, which most definitely helped me learn the boat faster.

I am proud to have been a recipient of the Boat Grant and hope to one day own a boat of my own and potentially serve as a mentor to future boat grantees. Thank you so much for this opportunity, and please let me know how I can help the Class moving forward!

Sincerely,

*Chris Segerblom
2015 Boat Grant Skipper*

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2015 Boat Grant Experience: Sarah Somes



Thank you all for such an amazing summer!

The Lightning boat grant program was an invaluable experience. During my summer, I learned many new skills, explored new clubs and cities, made great new friends, and found a class of sailors that I feel connected to and am excited to compete against in the years to come. To all of you who challenged and taught me, I am so grateful! I truly had a fantastic summer and was overwhelmed by the warm welcome from everyone on and off the water.

A big thank you to Kevin Morin! Kevin was my mentor this summer, and he really made this experience unique and unforgettable. Having a mentor like Kevin was critical in the success of the grant for me because he helped keep me focused, organized, engaged with the Class, was really great at making sure I could race in as many events as possible, and always made each experience fun. Thanks Kevin!

Also, huge thank you to my awesome crew: Marcie Levey, Jim Thompson, Julie Howe, Lisa Okasinski, Austin Colpaert, Spencer Colpaert, Troy Morowski, Liz Wallace, Elizabeth Chambers, Kevin and Matt Morin, John McCree, Amy Simonsen, and Ron Utz. I couldn't have made it through the summer without you!

First off, I can't recommend this program enough. As someone who just graduated from undergrad, I was worried that I would lose track of the sport until I was more established in my career. I have to be honest, I didn't know how to organize myself and take the first steps in running my own sailing program. I had grown up used to the support system



of junior and college sailing and the task ahead felt daunting. The boat grant program gave me the support I needed to not only enjoy a summer packed with racing and fun, but also understand what type of sailing experience I want to pursue and how to begin planning and organizing my schedule and funds to meet those goals.

There are so many great moments this summer that stand out. The first day when I picked up my boat from Nickels Boat Works was one of the most exciting moments. I have always aspired to be a skipper, learn from my mistakes at the helm, and build a team. The reality that it was all truly happening for me started that day.

Lake Lansing's Tune Up regatta was my first event. We won third place and met many wonderful people who quickly became a big part of my support system throughout the summer.

Pymatuning Yacht Club was one of my favorite venues because of the beautiful sailing, great party, and unique trailer accommodations in the woods. I'll definitely be back!

I will never forget that hilarious moment at Bay City when I realized that I was left with no choice but to learn to drive a manual transmission, with a Lightning in tow, all the way home—only stalled once as we pulled into the parking lot at the end of the trip!

Camping on Higgins Lake was definitely a highlight! Two of my favorite activities in one, I couldn't have been happier. This was a great event on and off the water.

Women's NAs at Tawas Bay Yacht Club was such a thrill! Not only was the regatta run so well, but the involvement in the level of sportsmanship and competition was so rewarding.

Racing NAs in New Orleans was a great challenge. I enjoyed every moment! The conditions were different from what I had experienced most of the summer, and I still had a lot to learn about tuning the rig. I was really fortunate to have Kevin and Matt as my crew. They really gave me a sweet opportunity to see how much I had learned and what my capabilities were.



Team Somes - Womens North American Runner Up

We rounded off the summer with the final event in Nashville for the Bluenose 50th anniversary. There were some challenges along the way, but my summer culminated at the Bluenose when I was among great friends, feeling most comfortable at the helm, humbled by my successes and fumbles throughout the season, and beyond grateful for this opportunity.



Sarah at the Bluenose

I have a lot of work ahead of me, and while I know I will not be able to compete in as many events in the following couple summers, I look forward to building up my experience. I'll be making my way over time to compete outside of the Michigan District, race will you all again, and visit new places.

Finally, I cannot thank all of my hosts enough. You are an absolutely critical piece to the success of this program and helped me accomplish a huge goal this summer. Your hospitality goes unmatched, and I enjoyed getting to know all of you.

See you again next summer?! Big thank you: Drew and Jenessa Hilger, the Levey family, the Linden family, Bruce Richards, Cheryl Miller, and Conner Corgard.

Cheers to a great year of sailing! See you on the race course soon.

Sarah Somes



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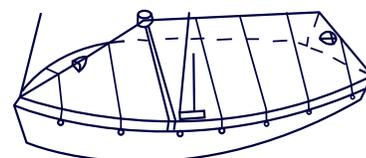
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Lightning Family News

Welcome New Member, The Kinders

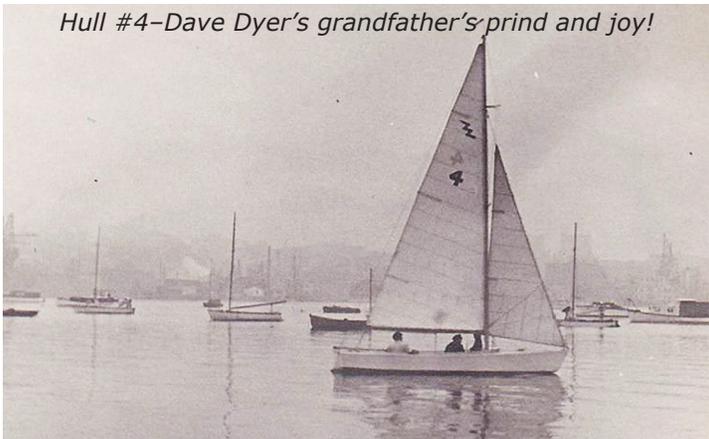
Rick & Midge Kinder and daughter Wynne



My love of small boats and sailing goes back to racing as a teen on a camp Snipe on Walloon Lake in Northern Michigan. After college, Midge and I married and began our progression of crewing, owning, racing, and cruising, starting with a Cal 20, Ranger 26 in MORC, and C&C 35 Mark I, one-design and PHRF, on the Great Lakes out of Detroit. We drew our family into the sport at a very early age.

With a corporate transfer to Lancaster, Pennsylvania and the mid-Atlantic, we spent the last twenty-five years cruising our Baltic 38 and current Sabre 402, listed for sale in Annapolis, on Chesapeake Bay and Northern New England waters. Nine live aboard summers in Maine and New Brunswick. While we have spent considerable time on the water, racing the Lightning represents a new and exciting challenge for us, requiring fun, in-depth reading of books and articles on racing tactics and rules. Family involvement in the Lightning will continue.

Hull #4-Dave Dyer's grandfather's prind and joy!



Just Launched—Ridge Reid Linden



Ridge Reid Linden was born December 26, 2015, to parents Meghan and Rob. They have recently moved from Columbus, Ohio, to Indianapolis, Indiana, as part of a job relocation. Ridge's favorite blanket is the one adorned with anchors. They are looking forward to an action-packed summer

of introducing their new crew to all of their sailing friends. This is the first baby from Boat Grant recipients! Just another way the Boat Grant Program keeps our Lightning family expanding!

Just Launched—The Allan Twins



Evelyn and Julia were born on December 12 to proud parents Jamie and Victoria Allan. Jamie can't wait to bring them to their first Lightning event. The twins felt bad that Jamie couldn't get down to the Southern Circuit this year, so they are helping him build the Lightning model he received 20 years ago for his 20th birthday!



8 Bells

Lal Burridge: 1930–2016

It is with sadness we share the passing of Lal Burridge on Saturday, March 26, while in hospice care after a brief fight with aggressive lymphoma. He has crossed the finish line and is awaiting us at the hoist and bar!

He bought his first lightning, #7503, in 1966, looking for a relaxing endeavor to take his mind off of trying lawsuits. At that time he did not know you could race boats, and his natural competitive streak became satisfied with roaming the country and later the world competing in Lightning with youngsters. He sold his last Lightning in 1997, #14229, to try Laser sailing but continued to take part in the ILCA circuit crewing or manning a mark set boat until the 2009 US Sailing Championship of Champions held in Lightnings at Carlyle Sailing Association.

Besides being a VP of ILCA for 15+ years, he was also editor of the yearbook, the Masters Champion in 1985 and District Champion in 1987, winning all the races in a borrowed boat. He also competed in the 1981 and 1987 Worlds, crewing for me and later in 1989 with Bob Smither. Lal also served on the International Jury for the 1977 Worlds and famously sailed with Bill Faude on his inaugural sail in a Lightning in St. Pete. Lal and I enjoyed time in the boat, on land and the hours of dashboard time that came with chasing Lighting regattas all over North America and elsewhere.

In much the same style as his great friend Jim Carson, Lal sought talented youth and focused on having fun while racing well. Terry Burke, Rick Bernstein, Dan Moriarty, Scott Zerban, David Jones, Meredith Jones, Ned Sher, Marc and Ian Shillebeeckx, Bart Snyder, Tobi and Stacy Heisler, Greg Florian and Betsy Allison were all part of teams that Lal cobbled together, along with me over the years. There are so many stories of mid-night break downs by the side of the road that his metal vice on the trailer tongue became a regular stop on the circuit for many years.

Please drink a toast to the spirit of Lal, and thank you all for having been such a positive part of his life.

God Bless the Lightning Class,
Matt Burridge, 14834 – Yeti

In upcoming days, the Post-Dispatch will have his obituary and notice of an upcoming memorial service at St. Michael and St. George on Wydown.

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How I Won The 2015 NAs In New Orleans

Bertie Werley-Pymatuning Yacht Club Fleet 36



First, let me congratulate Jody Starck, Ian Jones, and Jody Lutz on their first place finish in the 2015 North Americans in New Orleans. They sailed a great event, and it was a much-deserved win. Congratulations on a great regatta, team! Having said that, I believe I totally won the North Americans. Let me explain...

Many years ago I met my husband, John, on the regatta circuit, and we have raced together ever since. After we had our children, first Tim and then Katie, we would sometimes ask each other, "What if they don't like sailing when they grow up?!" Although it was a scary thought, we continued on and raised them with sailing as a central part of their lives. Tim began crewing for us when he was about eight, and Katie also began racing with us at a young age. Thankfully, they both love sailing as much as we do, and we even bought a second Lightning so they would have a boat to race on their own.

For several years now, we've been campaigning these two boats. We're so blessed to have shared so many experiences together, raced against each other, and been able to tell countless stories on the way home—whether from PYC or from regattas—about who did what on the course, the interesting regatta friends we'd made, etc. Yet, one day I realized that Tim, Katie and I had never sailed together, just the three of us, and that was an experience that I really wanted to have—while they'd still have me on the boat!. So I began looking for an opportunity, and voila—the 2015 North Americans in New Orleans appeared!

Thanks to Katie's wonderful friend Clerc Cooper and her family, we would have a place to stay in New Orleans, so I broached the subject with my "primary skipper" John. He was a good sport about it, and was amenable to being shore



crew/hydration specialist. So Tim, Katie and I began making plans. As it turned out, Tim and I were able to do the Sodus Bay regatta together—I highly recommend it to all for next year—but in fact the three of us weren't able to get on the boat together until the first race of the NAs.

I won't recount all of the races, as that is the prerogative of the real regatta winners, but we did round the first weather mark of the first race in second place, right behind Jed Dodge and team! What I will say is that we had six races, varying conditions and long legs, and yet there was never once a harsh word on the boat. We sailed hard, told stories, laughed at our own jokes, and generally had the most wonderful time. We had memorable dinners, shared great times with old friends, and made new regatta friends—Hi, Bill! We enjoyed outstanding hospitality from the Southern Yacht Club and all its members and appreciated great work from the Race Committee. We ended up 16th on the results board, but I can say with absolute certainty that I won the 2015 North Americans in almost every sense of the word.

So as I accept my self-awarded 1st place trophy, I start with a note to all of my friends who sailed at this event: our great good friend George Fisher would often assert at trophy presentations that the regatta had been "a crew's regatta" and compliment his crew on being critical to the ultimate finish the team achieved. However, I assert that this regatta was really a skipper's regatta. The driving was very challenging for even the best among you, and you are all to be congratulated for a great job.

Of course, George would be correct as well, as the front crews were challenged with constant trimming and keeping the boat in the best breeze, and the spinnaker was at times quite finicky. And if you were really lucky, you too had a shore crew who worked hard to keep everyone hydrated and off Bourbon Street!

Perhaps there are other family boats who feel, like me, that they too won the NAs. I hope so, and I welcome you to the "winner's" podium. And now to my thank-yous: thank you to my husband John for making this all possible. Thank you to all of the members of the Lightning Class, both past and present, who have helped to create an environment that fosters this kind of family experience and class camaraderie. And above all, thank you to my two wonderful children for a fantastic experience. It was even better than I had dared to hope!



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Pos	Bow/Sail	Boat	Skipper	Yacht Club
1	04 / 15545		Jody Starck, Jody Lutz, Ian Jones	Buffalo Canoe Club
2	01 / 11011	Ojo de Lince	Tito Gonzalez, Trinidad Gonzalez, Alberto Gonzalez	Aculeo Lake
3	16 / 15296	Silver Girl	Geoff Becker, Josh Becker, John Loe	Severn Sailing Associ
4	49 / 15449	Dazzler	Allan Terhune, Katie Terhune, Lesley Cook	Annapolis Yacht Club
5	05 / 15181		Matt Fisher, JoAnn Fisher, Stu Fisher	Hoover Sailing Club
6	39 / 15390		Todd Wake, Kristine Wake, Doug Wake	Sheboygan Yacht Club
7	52 / 15202	Slam dunk	Eric Oetgen, Clerc Cooper, Will Jeffers	Savannah yacht club
8	51 / 15532	All y'all	Tanner Probst, Jenna Probst, Debbie Probst	Buffalo Canoe Club
9	47 / 15475		Jeff Coppens, Tom Goddard, Matt Burrige	Mission Bay Yacht Clb
10	02 / 15502		Jed Dodge, Elizabeth Dodge, Bill Dodge	Sodus Bay Yacht Club
11	32 / 15495		Larry MacDonald, Julie-Marie MacDonald, Julianne MacDonald	Buffalo Canoe club
12	09 / 9		Thomas Allen, Shelby Allen, Elizabeth Wolaver	BCC
13	11 / 15211	Bandit	Lawrence Frost, Paul Barnes, Watt Duffy	Southern
14	24 / 15471		Ryan Flack, Emily McManus, Jim Thompson	Lake Fenton Sailing Club
15	07 / 15470		George Sipel, Chris Snyder, Marcie Levey	North Cape Yacht Club
16	50 / 15000	Jack's Boat	Tim Werley, Bertie Werley, Katie Werley	Pymatuning Yacht Club
17	56 / 15456	I Can't Bear It	Josh Goldman, Samantha Parisi, Jon Guth	Cedar Point
18	20 / 15265		Steven Davis, John Faus, Ian Sanderson	Denver Sailing Association
19	57 / 15557	Pretty Girl	Lenny Krawcheck-GM, Laura Douppnik, Oliver Humphries	Carolina Yacht Club
20	06 / 15306		Jeanne Herman, Kate Buras, Cal Herman	Southern Yacht Club
21	30 / 15309		Bryan Bahler, Brad Wagnon, David Corcoran	Wawasee Yacht Club
22	61 / 14737	SteamRoller2	Bill Draheim, Mary Anne Hopper, Billy Self	Rush Creek Yacht Club
23	21 / 15566	Topflash2	Terrence Burke, Bryan Burke, Ian Moriarty	Carlyle Sailing Association
24	03 / 14895		Adam MacDonald, Beau Morse, Maggie MacDonald	Buffalo Canoe club
25	43 / 15543	Still Running with Scissors	William Wiggins, Scott Gise, Karl Felger	Lake Norman Yacht Club
26	13 / 313		Sarah Somes, Matthew Morin, Kevin Morin	CSYC
27	22 / 15137		Steven Adamski, Heather Robertson, Michael Laing	Windjammers Sailing Club
28	31 / 15310	Foiled Again	Sean Bradley, Caitlan Crann, Ryan Bradley	Metedeconk River YC
29	46 / 14866	Something Good	Bill Mauk-GM, Lori England, Jim England	CRYC
30	12 / 15512	Flying Circus	Mark Allen, Beth Groesbeck, Mark Whatley	Pontiac Yacht Club
31	62 / 15262		Whitney Kent, Cate Muller, Bailey Dolson	Sail Sheboygan
32	29 / 15329	Jethro Hull	Thomas Meric, Hartley Crunk, Thomas Meric	Southern Yacht Club
33	25 / 15257	Hers	Joan Hurban-GM, Gary Hurban, Charlie Singer	SSA
34	23 / 13991	Fog Horn Leg Horn	Joel Humphrey, Molly Hopkins, Rachel Taylor	Pontiac Yacht Club
35	17 / 14174	In Lieu	David Sprague-GM, Debbie Jones, Ann Rouget	Boulevard Club
36	28 / 15285		John Sawyer-GM, Becky Sawyer, Jack Sawyer	Carolina Yatch Club NC
37	55 / 15455	Ramrod	Steve Harris, Michelle Harris, Eric Harris	Houston Yacht Club
38	48 / 14748	Gen 5	Fisk Hayden-GGM, Pauline Kaiser, Amy Simonsen	LMSA
39	08 / 15308		William Killebrew, Michael Osborne, Anthony Passafiume	Harbor Island Yacht Club
40	36 / 14136		Ben Herman, Roddy Stieffel, Dustin Brenna	Southern Yacht Club
41	19 / 14191	Budget Dust	Greg Florian, Colin Florian, Kay Ward	Commodore Decatur YC
42	27 / 14964	Portugee Jr.	Chris Shipman, Dean Shipman, Jr., Michael Manning	HYC-EYC
43	10 / 15510	Australia	Ian Edwards, Lindy Edwards, Patti Harris	Northbridge Sailing Club
44	65 / 14065	Plan B	Carl Panetta, Joshua Panetta, Lynn Jones	DSA
45	26 / 15485	Mystique II	Gary Schwantz-GM, Alexandra Payne, Stefan Boettcher	Lagos Yacht Club
46	18 / 15180		Pamela Burke, Jim Burke, Joshua Burke	LLSC



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R 1	R2	R 3	R4	R5	R6	Total
3	1	6	[9]	2	3	15
4	5	1	10	1	[47/ UFD*]	21
6	6	8	1	[13]	1	22
[14]	7	3	2	9	2	23
2	3	4	5	[10]	10	24
7	9	[18]	8	6	8	38
12	12	7	3	[14]	5	39
10	4	[17]	12	7	7	40
8	18	14	[21]	3	4	47
1	13	[30]	13	21	6	54
20	20	2	11	4	[47/ UFD*]	57
13	21	5	4	17	[47/ UFD*]	60
[43/ SCP]	16	12	6	20	11	65
11	2	23	18	[24]	15	69T
16	14	10	[20]	12	17	69T
5	[27]	20	17	18	12	72
[35]	10	24	16	16	9	75
24	22	9	[31]	5	16	76
17	[30]	15	15	11	23	81
27	[31]	16	14	15	20	92
9	8	[47/ DNS]	30	22	28	97
23	34	26	7	8	[47/ UFD*]	98
19	[28]	21	27	25	14	106
22	36	[40]	19	28	13	118
36	17	[37]	23	23	27	126
18	11	[35]	34	31	34	128
26	19	[36]	36	19	29	129T
25	[35]	27	22	30	25	129T
32	[37]	22	26	33	18	131T
30	23	25	[32]	27	26	131T
[43]	25	28	24	37	24	138
21	26	31	29	35	[47/ UFD*]	142
38	33	13	[43]	41	19	144
28	[41]	33	28	34	22	145
31	32	11	41	[43]	35	150
29	24	34	[39]	32	32	151
33	15	[39]	35	38	31	152
15	38	32	40	[42]	30	155
37	29	42	33	26	[47/ UFD*]	167
[47/ DNC]	47/ DNC	29	42	29	21	168
42	[44]	19	38	36	37	172
41	39	38	25	[45]	33	176
39	40	[43]	37	40	38	194
40	43	[44]	44	39	39	205
44	42	[45]	45	44	36	211
45	45	41	46	46	[47/ DNS]	223

2015 Lightning NA's Q&A

This year, I had the opportunity to sail with Jody Starck and Ian Jones in the North American Championship held in New Orleans back in October. Although I started sailing Lightnings as crew for my brother Jay, I have focused mainly on skippering in recent years. Having the chance to sail with Girl Jody, me being Boy Jody, which is how we distinguished ourselves, and Ian gave me an opportunity to see how another successful team puts together and performs at a major event. I've always felt that in any boat I have sailed, it's a major advantage for each team member to know the others job and what it takes to be good. This was my chance to showcase my middle crew abilities—or lack thereof—while also doing some reconnaissance on what makes these sailors so good.



Jody Lutz: What type of personal preparation do you both do for a major regatta like the North Americans?



Jody Stark: I put a premium on time in the boat. A level of comfort in the boat needs to be established; physical movements and boat maneuvering need to be second nature. Practicing with my team is always my first choice, but anytime in the boat is helpful.



Ian Jones: My goal is to be fit, which includes doing long hikes, sit-ups, push-ups and lightweight training with high repetition.



If you are integrating a new team member into the mix, how do you prepare, not only yourself, but also the "new" person for the event coming up?



This is not an easy task from both the crew and skipper standpoint. When joining an established team, ask what is expected. Then listen, observe, and try to contribute without duplicating the other teammates' talents. Beware of giving too much input until you understand the team dynamics. As a skipper with a new teammate, it's important to help them understand their role and draw on their strengths. The skipper needs to divide the tasks and talents to cover all bases. When done well, it can be a fun day on the race course.



Get he/she involved in our silliness early on—daily weather forecast months in advance, research on best restaurants at which to dine, fun things to do around the regatta site, best place to stay relative to the yacht club, etc.



You both are an accomplished helmsmen yourselves, but please give us some insight into what you think makes a good helmsmen and how they go about consistently being in the top group?



A good helmsman, first and foremost, needs to steer the boat well. However, equally important is managing the team.



First, just time in the boat on a regular basis. Then starting well, but also focusing on getting a lane after a bad start. You have to understand the principles of sailing and you stick to them, keeping it simple, keeping your head out of the boat, keeping the boat sailing fast and definitely avoiding drama.



Can you both give us some insight into your daily pre-race preparation for a major event?



Prior to getting to an event, I like to make sure my boat and gear is regatta ready. Once at the site, I want to get out on the water as fast as possible. I am not a fan of hanging around parking lots. I just want to get out on the race course area and spend time sailing. If I am sailing with a new teammate, the time is used to organize the routine on the boat. If I'm sailing with a regular team, we spend the time gathering information about the race area.



All teammates have their jobs, and they get them done in a similar fashion every day. Getting to the boat early and making sure we're ready to go. Leaving the dock earlier than the vast majority of the fleet to be one of the first boats to the race course. Sailing the entire weather leg, just like you would as if you were racing. Continuing to take wind shots from the time you leave the harbor until just before the race. Continuing to take compass readings on port and starboard until just before the start of the race.



Girl Jody, one of the observations I would make after sailing with you is that you and Ian take great pains to make sure you are sailing on the lifted tack. Maybe to some reading this, that would sound obvious, but we all know it's easier said than done. Can you tell us about this and how you go about accomplishing it?



This is an interesting observation. Ian is the most talented compass reader with whom I have ever sailed. When the breeze is oscillating five degrees, he will find a two to three-degree shift, which will get the one to two boat lengths needed at the end of the leg to cross a group of boats. Coming off the starting line or around the leeward mark, I count on "Ya" to put us on the lifted tack ASAP. While other teams are focused on sorting out boat handling or getting up to speed, we focus on getting on the lifted tack in search of the next shift. However, his talents don't always agree with a hunch or the feeling the breeze is shifting before the compass shows the shift. At

that point, the skipper has to make a decision, based on all the information, not just the compass. It's not uncommon for me to say, I know we are down, but we are going to continue on this tack. In this situation, be prepared to defend your decision or admit guilt if and when it goes wrong!



Ian, you are widely considered the best "hiker" in the Lightning Class. Having sailed with and against you, I can attest to that fact. You have some tips and techniques to help you hike. Can you share them with us?



Sail with the tight hiking strap. You don't want your legs to float because that creates more muscle fatigue. It really helps if you're in shape in order to have greater endurance.



Girl Jody, you talk a lot while skippering, especially upwind. Although you mumble most of the time, what I did pick up was that most of your talk was centered on how the boat felt and overall speed. Tell us what you are trying to convey to the team that would help make the boat go better?



I like to have a relatively quiet boat. However, when a new teammate is sitting next to me, I try to give them lots of feedback until we get the hang of sailing with each other. I do not have the physical strength to work the main-sheet as it should be done. Instead, I rely heavily on the middle person to work the cunningham, back-stay and traveler to power up and down. I try and give plenty of feedback so this person knows when I think the boat is too loaded or not loaded enough, which in turn equates to boat speed.



Ian, you're a dedicated compass reader and you sail with some "seat of the pants" sailors like Jody Starck. How do you balance the tactical decisions when reading a compass with this type of sailor?



Sailing by the seat of your pants is what makes the difference. Compass readings are great, but they're just one ingredient in understanding what's happening on the race course. The real difference is the intuitive skills of the helms person and others on the boat, and that comes from years of experience and time at the helm.



Girl Jody, you have sailed with Ian Jones a lot. Tell us, in your opinion, what makes him such a great teammate and so successful on any boat he sails?



Ian's success comes from his level of commitment. He gives 110% all the time. Whether it's on race course, de-rigging, practicing, or planning logistics, he gives his fullest effort. He is always prepared, extremely organized and leaves no detail unattended. "Ya"



sets the standard very high when it comes to great teammates.



Lastly, you both have a routine within the warning signal of the whole team taking a swig of mouthwash. Is that something you have been doing for a while, or should I take offense to you thinking my breath was bad?



This stems from growing up in fresh water and then spending many years sailing in salt water. It started as a way to wash the salt taste out of my mouth!



We tend to be a little superstitious, so the Listerine thing helps us keep it fun and not too serious. We've been doing it for a long, long time. It's really nice to sail with teammates in such close quarters that have fresh breath.

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



Champions: Jody Starck, Ian Jones, Jody Lutz



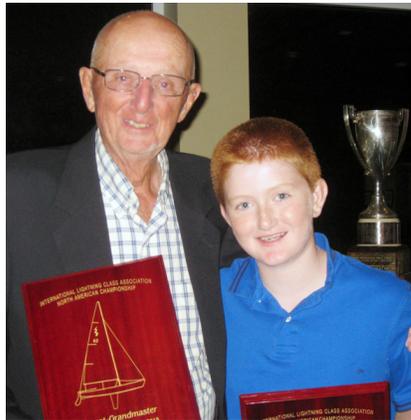
Jack Elfman Trophy presented to Josh Goldman, Highest Placing Master who also competed in the Master NAs



Thermis Trophy is awarded to the top scoring skipper racing in the championship series for the first time and the Swanson Trophy is awarded annually to promote and encourage women sailors at the national level—both presented to Jeanne Herman



Fleet 36 Award presented to Tanner Probst for the Highest Placing Junior Skipper



Great Grand Master Award presented to Fisk Hayden and the Davis Youth Award presented to Joshua Panetta, age 11 from Memphis, Tennessee



Regatta Co-Chairs Larry Frost, Cal Herman with VP of NAs Josh Goldman



Team Dodge!



ILCA Life Members: David Sprague, Anne Allen, Gene Willett, Fisk Hayden, Tom Allen, Steve Davis, John Faus and Debbie Probst





Chilean National Championship

Yacht Club de Chile - Valparaiso, Chile

January 7-9, 2016



Lugar	Embarca-cion	Timonel / Trimmer / Proel	nro proa	R1	R2	R3	R4	R5	R6	R7	R8	R9	Ttl S/D	Desc	Ttl C/D
1	Ojo de Lince	Alberto Gonzalez Alberto Gonzalez, Trinidad Gonzalez	11	1	1	5	1	3	1	1	2	DNS	32	17	15
2	Memphis	Victor Lobos Sebastian Lobos, Alvaro Varela	15	5	5	1	8	6	3	2	1	3	34	8	26
3	Aserrucho	Tomas Middleton Rodrigo Robles, Miguel Perez	47	2	4	8	2	1	11	3	6	5	42	11	31
4	El doctorado	Felipe Robles Andres Guevara, Pablo Lorca	28	8	2	2	6	5	5	7	5	2	42	8	34
5	No desesperes	Cristobal Perez Alfred Sherman, Rodrigo Ducasse	7	10	6	10	4	11	2	4	3	7	57	11	46
6	Pejerrey	Diego Gonzalez Ignacio Moraga, Patricio Seguel	1	6	10	3	9	4	7	6	4	9	58	10	48
7	Rat Pack	Francisco Perez Cristian Perez, Pablo Cerna	31	13	9	4	13	2	4	9	8	1	63	13	50
8	Terroristas	Roberta Herman Cristian Herman, Paula Herman	2	3	7	6	7	7	8	12	7	10	67	12	55
9	Piolin II	Mario Fumagallo Franz Rompeltien, Harold Novoz	20	12	14	12	3	8	9	11	13	4	86	14	72
10	Foxtrot	Alejandro Perez Edmundo Perez, Ignacio Ducasse	38	14	3	9	15	12	6	8	BFD	8	92	17	75
11	Albatros	Juan E. Reid Sebastian Larrain, Pedro Larrain	72	4	13	11	10	13	10	14	10	6	91	14	77
12	Pale	Jose I. Lopez Pablo Ramirez, Nicolas Lopez	57	9	8	7	14	9	12	10	9	DNF	95	17	78
13	Linda Maquina	Exequiel Grez Jens Kuhlenthal, Pedro Vera	9	7	12	14	5	10	BFD	5	DNF	DNS	104	17	87
14	Chillout	Felipe Gonzalez Tomas Montt, Matias Botto	40	16	11	13	11	16	14	15	14	12	122	16	106
15		Gary Castillo Maximiliano Ahumada, Ignacio Perez	3	11	16	16	16	14	13	13	11	13	123	16	107
16	Ferrari	Nicolas Ferrari Rodrigo Gonzalez, Agustin Gonzalez	10	15	15	15	12	15	15	16	12	11	126	16	110

Along with his family as crew, Tito Gonzalez once again won the National Championship. With his son Alberto and daughter Trinidad, the multiple World Champion won the regatta, organized by the Yacht Club de Chile in the waters of Valparaiso bay. The venue proved to be excellent with conditions ranging from six knots to fifteen knots.

By the completion of the nine races, the Gonzalez Team totaled fifteen points, with one drop, and did not even have to sail the ninth race. In second place came Victor Lobos with his crew of Sebastian Lobos and Alvaro Varela with twenty-six points, while Tomas Middleton with Rodrigo Robles and Miguel Perez closed the podium in third place with thirty-one points.

This national championship was attended by three young crews: Gary Castillo, Max Ahumada and Ignacio Perez from Antofagasta, Roberta, Paula and Cristian Herman (this last one not as young!) Higuierillas, and Exequiel Grez, Jens Kuhlenthal and Pedro Vera from Algarrobo. The Chilean fleet is very excited to have the Herman sisters and Exequiel, Jens and Pedro preparing for the next junior worlds in Salinas. As an international guest star, Mario Fumagallo, from the Rosario fleet in Argentina, also sailed in the regatta, finishing in 9th place.

The Chilean fleet will sail again in the waters of Higuierillas in March, and the next nationals will be in Rapel Lake, close to Santiago. As always we invite everybody to come and sail this event with us.

Victor Lobos



Champions: Alberto Gonzalez, Alberto Gonzalez, Trinidad Gonzalez





South American Championship

Club Náutico El Portillo

Tominé, Colombia

December 3-4, 2015

Pos	Proa/ Bow #	Pais/ Cntry	Patrón/Skipper Tripulación/Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Final
1	111	CHI	Felipe Robles Andres Guevara, Pablo Lorca	2	(17.0 /OCS)	1	4	2	1	6	4	2	39	22
2	17	COL	Santiago Uzcategui Jochen Raute, Johann Uscategui	1	1	7	3	4	5	1	(10)	1	33	23
3	78	COL	Julian Ramirez Felipe Castillo, Alejandro Abisambra	5	(10)	2	5	1	6	5	1	5	40	30
4	50	BRA	Claudio Biekark Gunnar Ficker, Marcelo Batista	4	(17.0 /OCS)	6	2	6	2	2	3	8	50	33
5	79	COL	Phillipe Jacob Loreana Jacob, Rodrigo Mora	3	5	4	1	(7)	3	7	7	4	41	34
6	1	COL	Sergio Delgado Delio Delgado, Felipe Puentes	6	2	9	7	5	7	(14)	2	3	55	41
7	88	COL	Paula Douat Nicole Paul, Luisa Mora	(13)	7	3	11	8	4	8	5	10	69	56
8	81	COL	Gustavo Tamayo Javier Delgado, Juan Gabriel Sanchez	8	4	8	8	3	9	9	8	(11)	68	57
9	41	COL	Rafael Tamayo Camila Isaza, Julian Bright	7	6	10	6	10	(13)	4	12	9	77	64
10	85	COL	Mauricio Valenzuela Alberto Valenzuela, Tomas Valenzuela	10	3	(15)	9	11	8	10	9	14	89	74
11	32	COL	Andres Herkrath Guillermo Sanchez, Federico Gutierrez	12	9	12	12	13	10	(15)	6	13	102	87
12	10	COL	Antonio Rojas Mauricio Pradilla, Lorenzo Rojas	(14)	12	13	14	9	14	3	13	12	104	90
13	99	PER	Jaime Calderon Juan Carlos Herkrath, Flavia Gaviño	9	13	14	10	12	12	13	(16)	7	106	90
14	3	ECU	Ernesto Martinez Joaquin Martinez, Gonzalo Martinez	11	8	11	13	14	11	11	11	(16)	106	90
15	14	PER	Nestor Zuñiga Maria Belen Canales, Claudio Rotondo	(15)	11	5	15	15	15	12	14	6	108	93
16	97	PER	John Rodriguez Victor Linares, Luis Gonzalez	16	(17.0 /OCS)	16	16	16	16	16	15	15	143	126

Champions: Felipe Robles Andres Guevara, Pablo Lorca



Runner-Ups: Santiago Uzcategui Jochen Raute, Johann Uscategui



2nd Runner-Ups: Julian Ramirez Felipe Castillo, Alejandro Abisambra





Asociacion Peruana De Veleros Campeonato Nacional 2015 y Selectivo Sudamericano Bogota, Colombia October 31–November 1, 2015



Pos	Fleet	Boat	Sail#	Club	HelmName/CrewName	R1	R2	R3	R4	R5	R6	Total	Nett
1	265	DESENCUENTRO	14461	CRU	Jaime Calderon Juan Carlos Herkrath, Flavia Gavino	(5)	2	1	1	1	1	11	6
2	265	DRAGON	12514	CNCN	Nestor Zuniga Ma. Belen Canales, Claudio Rotondo	1	1	(3)	2	2	2	11	8
3	265	TNT	11611	YCP	Augusto Navarro Carlos Navarro, Duilio Banchemo	2	3	2	3	(4)	4	18	14
4	265	ONDINO	13464	CNCN	John Rodriguez Victor Linares, Sebastian Dondero	3	(5)	4	4	3	3	22	17
5	265	PLAY	12519	CUD	Cristian Covarubias Fernando Leon, Thibaud Mathelot	4	4	(6)	5	5	5	29	23
6	265	GASIL	11505	CNCN	Giancarlo Polar N.N., N.N.	6	6	5	(7 DNS)	7 DNS	7 DNS	38	31



Pre-Start Strategy and Communication

Zeke Horowitz

Team Fisher #15181 with a good start in Race 1 of the 2015 Intl Masters. Team Santos from ECU just above Team Fisher won the race with Fisher in 2nd.



How do you characterize a good start? Is it winning the favored end? Is it being punched out at the gun? Or is it being free and clear two minutes after the start?

I think most of the top sailors in the Lightning fleet would agree that the ultimate goal of the start is not where you are at the gun, but where you are when it is time to make the first move on the chessboard that is the first beat. The start itself is a means to an end. There are no points for port tacking the fleet, or forcing someone else over, or even winning an end. The only thing that ultimately matters is controlling your own destiny in an effort to set your team up for a successful first beat.

But how do we accomplish that? We can all achieve this goal by creating a repeatable pattern for a “pre-start ritual” where everyone on the boat understands their job, does and says only a finite number of things, and keeps the big picture in mind.

Lightning sailing is a team sport all the way around the track, and the pre-start is no exception. Like most team sports, the teams that generally execute plays the best are the ones that run the play the same way every time. This way everyone knows their own responsibilities as well as where their teammates are and what they’re doing.

Sailing with Greg and Jo Ann Fisher is a constant reminder that boat speed is paramount. I think we can all agree that the Fishers know a thing or two about boat speed, and that comes with years—I think it’s like 60 or 70 by now for Ole Greg—of experience. But making sure the boat is set up right and feeling fast is always the first part of our pre-start ritual. So about five or ten minutes before a warning signal, we go upwind on both tacks to be sure we have the wire set correctly for the conditions, our hiking straps are adjusted the way we want them, and we have the optimum amount of pre-bend for the conditions.

There is a constant dialogue between Greg and Jo Ann about all of this tuning stuff. As the middle crew, it is my job to be constantly analyzing the race course while they make sure we are going fast. So I look at the compass and figure out the range of headings on each tack and how the headings are changing as we sail into different pressure. I like to enter every start knowing what numbers are good and bad on each tack to help make the first tactical decision once the race starts.

I also continually look upwind and analyze the various sections of the race course to try to predict what might happen on the first beat. This analysis gives me an idea of where we would like to be on the race course, assuming the line and course are square. Once Greg and Jo Ann are confident we have the boat set up correctly, we sail back down towards the committee boat and all three of us now look up the course and make sure that we are all seeing the same thing and are in agreement for a general game plan. Now it’s time to drink water, have a snack, and tell jokes on the way back to the line.

As soon as the line is set and we know the bearing, we sail to the committee boat and set up in a place to check the next two items off the list—finding out the favored end and getting a line site. To figure out if one end of the line is further upwind than the other, we take the heading of the wind direction and subtract 90 to figure out what the course should be sailing from the boat end to the pin. Then we sail down the line, making sure we are directly on it, and get the heading. We already know which way we want to go on the race course, so unless there is a big bias, more than ten degrees, we agree to set up on the third of the line closest to the side of the course we want to go.

The other thing we do while sailing down the line is get our line site(s). When our bow is even with and right next to the flag on the RC boat, we look down through the pin and find something on land

that lines up. We know that if we are in the middle of the line and we look through the pin and see this object, we are right on the line.

After we have the object that represents being right on the line, we look up the shore line to windward to find more objects that represent the "safe zone." The further the object is up the shore, to windward, the further behind the line we are. These line sites are even more important than the one directly on the line. We know that if we are looking through the pin at one of these from the middle of the line, that we are behind the line. We can then assess how far from the line we are and decide when to pull the trigger in the last twenty seconds of the sequence. The goal is to be going close-hauled at full speed by the time the gun goes off. So if you are already all the way up on the line in the last twenty seconds, that means you have to wait until the gun goes off to trim in and go, giving the competition a head start. Having the safe zone means we know how far from the line we are and allows us to be sure we have ample runway to start going upwind before the gun goes off.

At this point, we have collected all the data we need to make a good decision about where to start, and now it is all about execution. So now we are just about to go into the starting sequence and with one last look upwind, Greg will say, "Where do you want to be?" Relying on all the info we gathered about the course, the angles, the pressure, and the favored end, we will decide on a third of the line to start in. We will never call to win an end, because that is not a conservative play. Remember, our goal is to make repeatable patterns with a high success rate, and that means being conservative. So if we really feel we need to be toward an end, we will call for "10% down from the boat," or "just under the pack at the boat." When dealing with a pin end start, we will say, "pin third, taking it if it's open." That means that we know we want to be toward the pin end, but we are not going to go all the way down to the end unless it is wide open for us. If there is a crowd, we will stay way out of the crowd and live to fight another day.

Now we are in sequence with a general plan for where we want to be when the start goes off. Nine times out of ten, we do a port tack approach. That means that somewhere between about 1:30 and 1:00, we are approaching our targeted area on port tack and deciding exactly where to tack into our hole for our final approach to the line. Depending on where the end goal is, we may be sailing back and forth outside the pin end, or circling somewhere in the middle of the line.

There are typically lines of boats reaching back and forth on the starting line, so staying sharp with speed and handling is crucial. Greg and Jo Ann are constantly talking to each other about sail trim. If we are sailing up to the boat in front of us too quickly and don't want to overtake them, Greg will ask her to luff the jib to burn some speed, and he may do a couple of big rudder movements to slow

the boat down a bit. Once we decide to get back to full speed, that too is communicated, and Jo Ann goes back to trimming the jib accurately.

As the middle crew, it is my job to be calling the time, looking at the traffic, and keeping the boat flat. In this time range of 5:00 down to about 2:00, it is very important to try to avoid being closely overlapped with other boats. The minute you get overlapped, your options become limited and now someone else could be dictating your next tack or gybe. That is why the communication of boat speed and traffic is so key.

At about two minutes, we try to be on port, reaching towards the area of the line we want to start in. We try to make our last tack or gybe to port fairly close to the boat in front of us and with a big gap behind us once we get onto port. This ensures that we will be free to tack back to starboard whenever we want without being pinned.

Greg and Jo Ann are still talking about controlling the pace of the boat, and I am now beginning to look towards that spot on the line and trying to find the ideal spot to tack into. I keep a close eye on the boat that may be following us too, and I let Greg know whether or not we have the option to tack. By about 1:30, I look at the packs of boats still coming at us on starboard and decide where would be a good place to tack starboard with a bit of space. If we are getting closer to 1:00 and there is a big pack coming at us, I will call to tack "beneath this pack," or "right under bow # #." Or, if it's a small pack coming towards us and there is a lot of traffic behind us, I'll say "continue past this pack and tack under bow # #." In either case, the end goal is for our tack to starboard to be right underneath a windward boat so we have some space to leeward.

As soon as we are starboard, both Jo Ann and I start to look for our line site. If we can see it, then we will immediately relay the info to Greg about how far off the line we are. That helps him decide how downspeed he wants to get. Now I go back to making sure the boat is flat while Jo Ann stays ready and active with the jib. From here, my eyes bounce between three places—my watch, my line site, and threats. Threats are other boats that are a bit later getting to the line and are sailing behind us, either



Zeke's crew at the Wild Oyster, Greg/Jo Ann Fisher and Emmy Stuart. Note...Greg was just a stand in on Sunday (no racing due to lack of wind) for the trophy presentation...Jo Ann And Emmy did all the work on Saturday when there was actually racing!

on port or starboard. As I see them approach us, I'll say, "bow ## is a threat." Greg's immediate reaction is to turn the boat down, and Jo Ann's reaction is to trim the jib slightly to help the bow come down. I move my weight to windward, as well, to help turn the boat down. We do this to discourage the threat from going to leeward us. If we see the threat and react early enough, then usually that boat will be forced to either go to weather of us or tack far enough to leeward that they can't really hurt us.

If no one is threatening our hole, then I repeat the time and, "no threats" as Greg and Jo Ann continue to talk about sail trim to keep us in our spot. The last thing we have to do before the gun goes off is decide when and how to pull the trigger. This is why it is so important to have the line site. If we have gotten down to about fifteen seconds and we can still see a lot of our safe zone, then it is OK to call for an early acceleration on a pretty upwind angle. This sort of slow speed build ensures that we are not giving up any space to leeward and have enough time to get up to full speed on a close hauled course. Most times, this allows us to squeeze off the boat directly to weather of us.

At some point in this situation, we will know that we are far enough away from the line with so little time left in the sequence that there is no way we can be over. I will call out, "racing," if that is the case, but if we see that we are already pretty close to the line in the last twenty seconds or so, then we will call,

"we're close," which means we need to wait a bit longer and then accelerate on more of a reaching angle.

When this is the situation, we break the acceleration into two parts, the speed build on a reaching angle and the turn up to go close hauled. From the position of luffing and "we're close," I'll say "go" which means accelerate down the line on a reaching angle, and then, when we are confident we are not exposed and are behind the line, I'll say "up," which means to turn up and trim for close hauled. I try to make sure that the "up" call comes at least a second before the gun goes off, unless I think we are over. Being the first in your pack to get to close hauled is often times the difference between getting punched and getting burned.

It is our goal to approach every start with this same outline and to keep each individual on the boat in charge of the same tasks. If we use this approach, there are no surprises, and it provides a really good platform for us to continue to learn and improve our execution. Using this repetitive model means that we are left with very few variables, and it just comes down to execution. So generally, if we have a mistake in the pre-start, it due to misjudging time and distance or pulling the trigger half a second late, but, hopefully, never because no one called the threat that came and stole our hole. It gives us a conservative way to stay in control of our own destiny, which is the ultimate tool to having a good race.

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50th Anniversary Bluenose Regatta Harbor Island Yacht Club – Fleet 262 Nashville, Tennessee November 7–8, 2015



Pos	Sail#	Skipper	Nett
1	15296	Geoff Beck, Mike Mann, Madeleine Schroeder	7
2	15172	James Taylor, George Auer, Stan Cummins	21
3	15364	Gerry Paoli, Roselynn Hazzard, Marc Schillebeeckx	35
4	15470	George Sipel, Mike Scott, Jim Thompson	36
5	15555	Dick Hallagan, John Steiner, Tom Shroeder	40
6	15332	Patrick Considine, Tim Corkell, Steve Diaz	42
7	313	Ryan Flack, Kevin Morin, Josh Hevron	45
8	15146	Gary Sowden, Grant Hilger, Cara Longshore	47
9	14533	Robert Mattix, Jan Mattix, John Coolidge	49
10	15430	John McCree, Julie Crane, Maureen Ferries	55
11	15265	Steven Davis, Jan Davis, Laura Jeffers	56
12	15078	Duane Hatch, Denis Colby, Bruce Richards	57
13	14176	Becca Hofmeister, Kevin Bradley, Karl Allen	57
14	15308	Bill Killebrew, Mike Osborne, Molly Leitch	61
15	15206	Mandy Hofmeister, Pauline Kaiser, Don Kaufman	65
16	15309	Brad Wagnon, Dave Corcoran, Bryan Bahler	65
17	15515	Bobby Flack, Jody Kjoller, Brian Goldberg	68
18	15512	Mark Allen, eth Groesbeck, Stephen Valenzuela	69
19	13719	David Young, Ross Young, Leif Asgeirsson	74
20	14952	Tom Varley, Jon Varley, Matt Buchanan	80
21	15513	Trey Rose, Mike Garza, Allison Frantz	80
22	15125	Bill Ziegler, Kevin Ziegler, Joel Hofman	84
23	15406	Sarah Somes, Marcie Levey, Amy Simonsen	85
24	15201	Robert Bernhardt, Tori Strut, Mark Arndt	92
25	14933	Terry Hart, Jamie & Kiel Vanderhoval	104
26	14007	Hans Graf, Jonathan Means, Kierra Randall	106
27	14065	Carl Panetta, Joshua Panetta, Keith Councill	119
28	15180	Pam Burke, Jim & Joshua Burke	120
29	15206P	Anthony Passafume, Caleb Hart, Laura Twigg	132
30	11241	Ben Murphy, Chandler Hill, Ian Coyne	150
31	14969	Chandler Owen, Julie Barringer, Carol Owen	152
32	11386	William Baxter, Jr., Rich Hall, Cherry Cherry	153
33	14433	David Samanich, Joe Christopher, Don Fagguy	160
34	14666	Crit Currie, Clair Halahan, Tim Ryan	169
35	14338	Lynn Jones, Guy Loe, Sarah Gridner	170
36	14191	Mark Florian, Colin Florian, Bryan Burke	183
37	15477	M. Tim Grady, Ania Gorska, Andrew Bouganski	186
38	15100	Brad Currie, Anna Linn Currie, Alexander Lavelle	195



50th Anniversary Bluenose — By Geoff Becker

Not many classes have been around long enough to have a 50th Anniversary Edition. The Lightning Class' Bluenose Regatta, which got its name from a 1900s Canadian Racing Workboat, was first held in 1965, making the 2015 event the 50th running of this long-standing regatta. Competitors from all over the country converged at the Harbor Island Yacht Club in Old Hickory, Tennessee, to compete in the nearly forty-boat fleet for the final regatta on the 2015 Lightning Class schedule.

This was my first time attending the historic Bluenose Regatta, and I wish I had attended one sooner. My team included fellow Annapolis fleet members, Mike Mann and Madeleine Schroeder. This was their first big Lightning regatta sailing outside of Annapolis. Mike and Madeleine own an older Lippincott and are enjoying getting their feet wet in the Class. It was great to sail with them and look for them more out on the race course.

The hospitality of the local members and sailors was second to none, and everyone in attendance was made to feel like part of their family. We sailed six races in two days in great sailing conditions, but the weekend would have been as enjoyable just being around the clubhouse with all the other sailors and club members. If you are a Lightning sailor and have not yet attended an annual Bluenose Regatta, you need to attend next year!

Per the forecast, sailors were expecting a somewhat chilly weekend but one that also included good wind predictions on both Saturday and Sunday. Racing began on Saturday, and the sailors

were met with cloudy skies and excellent 8–14 knot northerly winds. With the wind from the North, parallel to the direction of the lake, the normal shifty and puffy conditions gave way to a more stable breeze than what others had warned me to expect. Of course, there were wind shifts, big and small, which can only be expected on a small lake in the middle of the country. In the end, Saturday's conditions allowed Captain Hof (Bill Hofmeister) and his team to complete four races in both fair and challenging conditions.

Saturday evening after racing, the regatta participants were treated to an excellent feast of bacon wrapped filets and all the fixings! The clubhouse was filled with the smoke of the meat cooking on the grill outside, making the anticipation grow for this outstanding meal. Club members and volunteers made feeding this large hungry group look easy, and no one in attendance left hungry—a more than perfect way to warm up and recharge after the long and a little chilly day on the water.

Because the Bluenose attracts so many out of town sailors, Sunday started and ended a little earlier so drivers could be on the road by the early afternoon. Sunday morning brought similar chilly temps, but nothing but sunshine in the sky. Sailors also arrived to 10–16 knot winds from the northeast, which meant we might see a few more shifts than the day before. Big puffs and even bigger shifts were the story of the racing, but Captain Hof was able to run two good races in the more challenging conditions to complete the six races on the schedule. Nicely done Captain Hof and all the HIYC Volunteers!

Nashville 2015 — By John McCree



The 50th Bluenose regatta started with an invitation from my old friend Bruce, connecting his journey to Tawas to sail with William Hofmeister (Hof) and my friend John Dent, to the memories of classic fall sailing at Harbor Island on the Cumberland. And it worked. Thirty eight boats travelled from Florida, Colorado, Annapolis, Chicago, Wisconsin, Ohio, New York and Michigan, including past class presidents and

secretaries, and new champions, to join old friends from Nashville. Travelling from BCYC, Gary Cara and Grant; Terry Jamie and Kiel; John Julie and Maureen.

There was talk of making this the last Bluenose regatta, and Bruce welcomed competitors with an opening ceremony that was part eulogy of the long history and traditions that have become this regatta. HIYC was my model for the YiP program, and I spent more time this year talking with the young Molly Leitch, HIYC social director, learning about their Vanguard 15 program which continues to attract enthusiastic young sailors—with events like Super Sunday, unregattas without formal scoring and trophies, and seventeen teams that range from first-timers to thirty-year veterans and club commodores. But at the same time, Nashville reflects many Midwestern Lightning fleets—a small core of traditionalists that have kept events going for a decade or three, but are slowly aging or passing, to be remembered one day as names on trophies. The regatta ended with Hof attempting to engage participants in a discussion about changing the timing of the Bluenose to better reflect the new demographics and class regatta schedule, but by Sunday after-



noon, all we wanted to do was bask in the glow of one of the finest Bluenose regattas in many years.

There's always a long drive through Indianapolis, or Cincinnati, this time the back-up was on I-65 so we took a little detour through Franklin and Edinburgh, arrived Nashville in the early darkness of "standard time" for fine hors d'oeuvres and a finger of Kentucky bourbon or Tennessee sipping whiskey, then down to Legends on Broadway for one beer with Julie and Maureen and Terry and Caleb. Back at the Richard's home, Isaac's electric car race track was the entertainment for the evening for Trey and Mikey.

Early start on Saturday, to rig a boat for a 9:30 harbor gun, scrambled up to the club to catch Bruce's ode to the Bluenose and the traditional intentions for the day from William. Followed by the launching of the fleet, and four races, in an overcast NNE 5-12 with long oscillations and occasional puffs. Somehow a clearing tack in the first start of the day worked better than it usually does; a couple of tacks to cover the fleet and round top mark in first, which is generally a good thing, but in this fleet we're vulnerable to showing our inexperience as a team. Held off a fleet full of District champions and this year's World Champion for a run, gave up George Sipel with a poorly timed split halfway up the final beat. Other than that, just another day at the races, ran over the offset mark, launched a twisted chute, gybed away to re-round a weather mark after coming in too low on a hugely crowded layline, tacked on old friends as we struggled to squeeze through a starboard-favored finish line that was a touch short for a closely matched forty-boat fleet. We ended the day in a respectable 6th place, made a few comebacks on the run and final beat, and completed the day without any 20+ finishes on our score line, which turned out to be a rare accomplishment.

Jim Milliman's steak dinner was better than ever, and Duane, Bruce's long-time crew, occasional helmsman, and proud new father was one of several with a birthday, so there was super chocolate cake with the ice cream. Took a while to settle the dinner and work up to a second walk up and down Broadway and an evening at the Blue/Second Fiddle, and our team humored me by giving up on the entertainment after the first set.

Another early start on Sunday, I was up at dawn, which isn't all that difficult in central time zone in

November. Only casualty of the evening was the Ninja shifter, but Mikey assured Trey it was repairable. We arrived at a crowded parking lot in sunshine and cool—and wow was it cranking in the harbor, a day that was to become a bit of a trial-by-fire for our young team, with puffs into the 20s. Put away the light-air jib and pulled out the practice spinnaker, made famous by shrimping Pymatuning and swimming Bayview, and after a mediocre start we twisted it up tightly in our first attempt at the gybe set, on a course with much starboard on the beat and port on the "run"—but somehow we still kept 20 boats on our transom. Struggled to find a lane, after three attempts at the final race of the 50th running of the Bluenose, another nice comeback at the top near the finish, but we fumbled the last chance to score a "keeper", and conceded a few places to our friends who were able to put up pairs of good scores—a not uncommon reversal of fortune on day two.

Kind words at trophies, with the usual gentle Southern humor from Hof. Packed and on the road by early afternoon on a beautiful fall day, split the team so Grant wouldn't have to drive home alone, chose poorly in a lane split for construction watching a sunset over Kentucky hills with engines off while crews cleared the wreckage, pushed the arrival in Bay City back to 2:06 AM, with a short detour through the Bridgeport commuter lot to say a quick good night to Julie and Maureen and Grant, clearing frost from the windshields under a clear cold Michigan sky.

2016 Regatta Calendar!

Please enter your 2016 Regattas into the [ILCA Calendar of Events!](#) Please contact the [Class Office](#) if you have any questions or trouble.

CLASSIFIEDS



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

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), faired 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. Photos

5280 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@cdstimson.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 mast-step), 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 of 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@chsinc.com

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. Start or expand your fleet with this boat AND 11784 Lippincott (listed below). 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

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).

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. Randwyld@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)

14485 Nickels. "deux poissons et un chat"-Loaded and proven fast! White w green stripe. Nearly new North sails...main/jib/spinnaker. Stainless steel centerboard, rudder/mast/trailing covers included. Great road trailer. Paddle/spinnaker pole/compass. Originally built for Bob Wardwell, so you know it was built well! Loaded...dual controls, centerboard led jib and retractable spin halyard, deck controlled jib lead cars \$7,500 - Contact Ron at 804-399-2668

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; robruffus@yahoo.com

14278 Allen. Navy blue sides, white bottom and top-sides. 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 Glenside, 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 piles of other stuff. Spreader has a bend 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 brook@mailworksusa.com or call 201-303-1596. Bill Cook

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.

13909 Nickels & Holman Ltd. - Maroon 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.

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.

12868 Allen. White fiberglass hull, stainless steel centerboard, spinnaker pole. 3 Mains (1 VSP used only 20 times), 2 jibs in fair condition, 3 spinnakers (1 VSP used 10 times, plus 1 light air, 1 spare). Heavy boat cover, compass, all control lines and rigging updated. Trailer is in poor shape. Located in Red Bank, NJ. Asking \$1,500. Contact 732-284-1444.

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 rfiskhayden@gmail.com or 407-947-7994

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; Haarstick spinnaker in good condition. Newer bailers. 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 Photos

11784 Lippincott. Start or exp and your fleet with 11784 AND 15047 Nickels (listed above). Located in RI. Make offer. Contact Rev Symeon at 401-603-3523.

11655 - 1970 Eichenlaub. Fiberglass over wood boat plus new floatation. 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 wooded 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 Lightning. Very solid early fiberglass hull. Boat is complete and ready to sail, though could use some TLC to return mahogany seats, combings, 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 wooden 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

10626 - 1967 Lippincott, with olive green fiberglass hull, white deck, teak & mahogany seats, cockpit coaming and rubrail. Club competitive, clean and well maintained. Some rigging upgrades over the years, but with exception of wood spars, still have all the original parts if someone wanted to restore as a classic boat. Includes original Murphy and Nye sails (with lugs/tracks), 2004 Shore/North sails, two spinnakers and road-worthy trailer. Asking \$2,800. Bill Jaeger (NJ) 732-741-3679 wpjaeger@verizon.net

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 Lightning. 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, coamings 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 Storer 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 grapple anchor, chain and rode also go with the boats along with associated odds and bits of hardware in a tool box. An elderly Teenee 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 Harkrider. Original deck has been replaced with new Nickels deck to allow for current rigging—all controls to the side decks and fore-deck. 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.

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 markkneene@gmail.com

unknown number - 1964 wooden Lightning. \$2000 with 5hp 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, alum. 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

7497 Vintage Wooded Lightning - 1957. The boat is in excellent condition and ready to sail. Mahogany deck, pine flooring, cedar planking on oak frames. Sails were new in 2011, main, jib and spinnaker. The hull is wrapped in fiberglass cloth with epoxy resin. Kick up rudder and mild steel center board. She has a 28 foot tall Spruce mast and all rigging new in 2011. Excellent trailer with new axle and wheels/tires. Full Sunbrella cover and rope pockets. I am looking for a owner who can give her a proper home. Willing to consider offers, including reduced price with delivery to East Coast. Asking \$4,000. Located in Vancouver, Washington. Contact Ralph for more information: crouse40@msn.com or 360-798-3871

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

7286 Wooden Lightning built in 1959 made by J 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

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 clear 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

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.

Quarter Size Lightning for Baby Homan

Tim Grady (15477)

In the Summer of 2015, one of Tim's sailing buddies and his wife were looking forward to the arrival of their first baby. The idea of a bassinette/cribble that looked like a sailboat came up, and after awhile, I agreed to help, as I have the shop, tools, and boat building experience.

The result is a quarter-size lightning with some modifications. First I re-lofted by scaling the table-of-offsets and had a full set of plans—profile view, plan view, and body plan. From the body plan I made the frames which I mounted on a backbone I had made for the project.



I made a stem and a transom, cut the bottom out of plywood as well as the deck. I made a keel, but the bottom and deck both were flat, i.e., no radius. I added a skeg as well. The topsides are 6-milimeter plywood as is the deck. The aft deck is the one compromise. It is shorter in length than a true quarter size because I wanted the cockpit to be as big as possible. There is no centerboard, so that made the cockpit a nice size. The splash boards are true to scale. The topsides and bottom are painted the same blue as my full-size lightning. The deck is finished bright, and the cockpit is a soft yellow and is water tight.

I made a mast and boom. The mast is removable and also swings out of the way for easy access.



To support the boat and make the height adjustable, I built a davit which contains a pully system. This allows the parent to set the height of the boat at whatever is convenient. Assisting in the build were daddy Matt and his regular crew Dwayne Wright.



Emmett Timothy Homan was born to Matt and Suzanne Moeser Homan in October.

He loves his cradle and can even rock himself by moving his arms.



My Search for a New Ride

David Van Cleef



After sailing several different boats this summer, I reluctantly listed my Thistle for sale. My wife and I met racing the Thistle, so it was a special boat for us, and selling it this fall was with mixed emotions. Soon after the sale, Stanton and Danielle Bost invited me to crew with them at the Wild Oyster Regatta in Charleston, South Carolina. With forty-one boats and great breeze on Saturday, there was plenty to talk about after the races, and I began to learn about the boats and the Lightning family.

Stanton and Danielle again offered up their boat so my wife and I could race with Margaret Bost for the Midlands Regatta at our home club. We housed three of the five crews at our home and soaked up all we could about the boat and the Class from Bill, Angie and Jordan Wiggins.

We were hooked. The boat is a new challenge, offering International competition, class and regatta history, well documented and searchable, and the Lightning family has been more than welcoming. On a call to the Class Office to talk all things Lightning, I had the great fortune of speaking with Laura Jeffers. The Class is so lucky to have her involvement. By the end of our conversation, Laura offered her boat, her knowledge and housing at the Kettle Cup in Sanford, Florida. We heard from the last two regattas how much fun this would be, so we were excited at the opportunity to learn more.

Saturday morning of the Kettle Cup, we quickly got the boat put together and had three races 1,11,1. We were pretty happy with our results in the first race but, unintentionally, tried to push the limits of our roll jibes in race two. Until this moment I was skeptical that you could flip and fill a Lightning full of water, then just sail it out, but that is exactly what we did. I am still amazed it is possible. I am sure at this point Laura was wondering what she

had gotten herself into. Newbies! Have they ever sailed before? While we ended the day with all ones, race two wasn't exactly the impression we wanted to leave with Laura. Nor did we want to leave her with the Drowned Rat Award.

During the awesome dinner, we met new friends and asked lots of questions. Again the breezy conditions of the day left plenty to be talked about, and the Lightning group could not have been more helpful sharing their knowledge and experiences. We had the pleasure of staying with Kip and Ruth Hamblet. What an awesome couple, and talk about great Lightning conversation that carried well into the night.

Sunday's goals were simple, keep learning, have fun and keep the boat upright! We ended the day with three more tight races 3,4,1. Sailing in was a wild ride, and we recounted all the races of the weekend, what we could improve on, and where to go next with our journey in this new class. Until results were read at the trophy presentation, we had no idea that we had broken a tie breaker to win our class. What a surprise!

I have asked tons of questions and received more than just answers from everyone I talk to. From information, to borrowed boats and housing, the people of the Lightning Class are friendly, competitive and progressive. The Lightning Class has become one of the most welcoming classes I have ever entered and is a great sign for new growth in years to come. Big thanks to Stanton and Danielle, Laura, Kip and Ruth, Bill and Angie and my wonderful wife for putting up with my boat obsessions and my need to find a new boat. After all the help and encouragement, look for us on the water soon once we find our new ride "C'Mon Man."

2015/2016 Florida Triple Crown/Winter Series

The 2015/2016 Florida Triple Crown/ Winter Series delivered three fantastic regattas complete with great racing, super social fun and twenty teams participating!

The first regatta was the Kettle Cup sailed on Lake Monroe in Sanford December 5–6. David Van Cleef won on a tie breaker with Steve Hayden. It was very close racing as the top four teams were only two points apart. The second regatta, the New Year Regatta January 23–24, was again hosted by Lake Monroe Sailing Association and won by Jeffery Hayden, with the top three boats separated by one point.

Sanford provided great small town hospitality and great sailing conditions. A big thank you goes to Tim Grady for arranging things in Sanford with help from the LMSA, the Hayden's and Kip Hamblet.

The Florida Winter series then moved to St. Pete as part of the NOOD regatta February 12–14. For the second year in a row, St. Pete delivered ideal sailing conditions, and the social events were first class. It was great to meet sailors from a variety of classes and show them how the Lightning preformed!

The regatta was won by Michael Zonnenberg, and again the racing was close, with the top three boats within three points after NINE races!! Another big thank you to Laura Jeffers for coordinating with the NOOD regatta hierarchy and to Karen Park for hosting a Lightning Pizza Party on Friday night!

Congratulations to the 2015/2016 Florida Triple Crown/Winter Series Winner—Michael Zonnenberg!

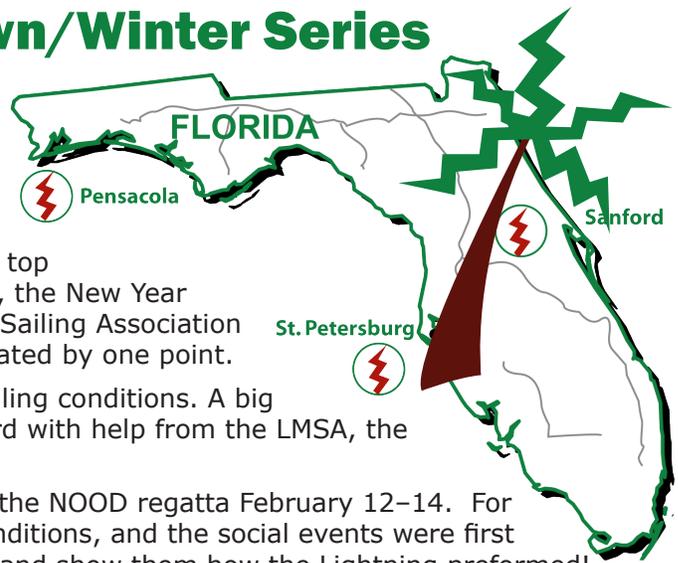
Remember next year will be even better. Think about having your boat in sunny and warm Florida during the winter and coming down for great Lightning racing and camaraderie ahead of the Southern Circuit.

Editors Note: A special Thank you to Florida District Commodore Bill Mauk for getting the Triple Crown Regattas back on the calendar and for the overall organization of the series!

FINAL RESULTS!!

<u>Position/Name</u>	<u>Regattas Entered</u>	<u>Triple Crown Score</u> **
1. Mike Zonnenberg (FL)	2	14
2. Steve Hayden (FL)	2	23
3. Mark Allen (MI)	3	30
4. Bill Mauk (FL)	2	33
5. Jeffery Hayden (FL)	2	35
6. Bill Wiggins (SC)	2	38
7. Fisk Hayden (FL)	3	47
8. Kip Hamblet (FL)	2	47
9. Neil Willetts (SC)	2	47
10. Pam Burke (GA)	2	64
11. Jim White (FL)	2	86

**Based upon top four races in two best regattas



Michael Zonneberg with crew
Wendy Reuss (LF) and Darby Smith (RT)

SCORING FOR THE DROWNED RAT

Laura Jeffers has been declared the WINNER!! Ask her about her adventure.

LIGHTNING POKER ()= Number of Cards

1. Pam Burke (21), 2. Fisk Hayden (18), 3. Mark Allen (12), 4. Kip Hamblet (11), 5. Jim White (11), 6. Neil Willetts (11), 7. Bill Wiggins (11), 8. Jeffery Hayden (9), 9. Bill Mauk (9), 10. Michael Laign (8), 11. Stanton Bost (8), 12. John Buziak (8), 13. Rebecca Hofmeister (7), 14. Steve Hayden (7), 15. Mike Zonnenberg (6), 16. William Hofmeister (6), 17. Steve Davis (5), 18. Eric Oetgen (4), 19. Bob Savoie (4), 20. David Van Cleef (3)

Best 5 card draw hand to win a bottle of rum. Game to be played in St. Pete. Must be present to win.

Give Me A Break — Fortunately, no winner this year.

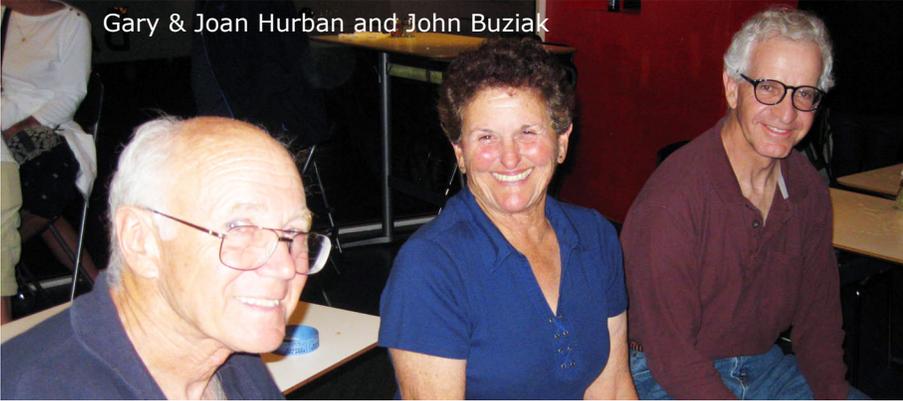
New Year Regatta - January 2016



It was a litte windy!!



Gary & Joan Hurban and John Buziak



Kip Hamblet,
Angie Hayden,
Mark Grinder

Florida Kettle Cup



Neil Willetts

Go Pro shot from Jim White's Boat



Mark Allen,
Chris Vann,
Mandy
Merritt



Fisk, Steve
and Jeff
Hayden



Jeff Hayden, Luis Pawlowski, Tom McNally
1st Place New Year Regatta

2015 Regatta Winners

Kitsilano Invitational, Pacific Coast Championship

Kitisano Yacht Club/Fleet 90–Vancouver, British Columbia
Darrell Peck, Sky/Lori

Stump Buster Regatta

Indian Lake Yacht Club/Fleet 23–Russells Point, OH
James Taylor

International Master Championship - Grand Master

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada
Fisk Hayden, Steve Hayden, Jeffrey Hayden

International Master Championship - Grand Master

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada
Ched Proctor, Jamie Ewing, Meredith Killion

International Master Championship

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada
David Dellenbaugh, Jeff Eiber, Jay Lurie

World Championship

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada
Geoff Becker, Jimmy Barnash, Laura Beigel

Evans Regatta

Windjammers Sailing Club/Fleet 112–Green Bay, Wisconsin
Craig Pomeroy, Crystal Pomeroy, Zach Meredith

Midwest District Championship

Windjammers Sailing Club/Fleet 112–Green Bay, Wisconsin
Todd Wake, Kristine Wake, Ben Wake

Higgins Lake Regatta

Higgins Lake Boat Club/Fleet 110– Higgins Lake, MI
Mark Allen, Jody Kjoller, Heather Judd

European Championship

Espoo, Finland
Angelos Vasilas, Kafetzigakis Evangelos, Vasilis Giorgos

Women's North American Championship

Tawas Bay Yacht Club/Fleet 152–Tawas, MI
Meghan Dieball, Jody Starck, Sabrina Starck

Juniors' North American Championship

Tawas Bay Yacht Club/Fleet 152–Tawas, MI
Tanner Probst, Jenna Probst, Maya Weber

Masters' North American Championship

Tawas Bay Yacht Club/Fleet 152–Tawas, MI
Don Barrett, Donna Barrett, David Corcoran

One Design Regatta

Mission Bay Yacht Club/Fleet 194–San Diego, CA
Bob Martin



Old Salts Regatta

Buffalo Canoe Club-Fleet 12–Ridgeway, Ontario, Canada
Dick Aubrecht, Billy Neal, Diane Schnoebelen

Brotz Regatta

Sheboygan YC/Sail Sheboygan/Fleet 187 - Sheboygan, WI
Todd Wake, Kristine Wake, Doug Wake



15th Annual Duck Challenge

Havre de Grace YC/Fleet 192–Havre de Grace, Maryland
G. Becker, MacKenzie, Becker

Campeonato Centro Naval del Peru

La Punta, Callao, Peru
J. Calderón, A. Navarro, N. Gaviño

Ed Hinds Memorial 1-Day Lightning Flash Regatta

Bow Lake/Fleet 493–Strafford, NH
Garr Corcoran, Brendan Malloy, Katalin Kovacs

Skaneateles One-Day Regatta

Skaneateles Country Club/Fleet 1–Skaneateles, NY
Landy Atkinson

Augusta Lightning Invitational

Augusta Sailing Club/Fleet 257–Augusta, GA
Lenny Krawcheck



White Cap Invitational Regatta

Pontiac Yacht Club
Fleet 54–Keego Harbor, MI
Taylor, Auer, Lake

Bare Bones Regatta

Mansfield Sailing Club/Fleet 150–Mansfield, OH
James Taylor, Carl Taylor, George Auer

Red Flannels

Chicago Corinthian Yacht Club/Fleet 5–Chicago, IL
Todd Wake, Kristine Wake, Douglas Wake

Colorado Governor's Cup

Denver Sailing Association/Fleet 488–Denver, CO
Steve Davis, Jan Davis, John Faus



Bruce Goldsmith Regatta

Devils Lake Yacht Club /Fleet 31–Manitou Beach, MI
Mike Thomas, Billy Thomas, Natalie Thomas



PRSA President’s Cup

Potomac River Sailing Association/Fleet 50–Alexandria, VA
Nabeel Alsalam, Jess Harrington, Tom Huttons

Apple Harvest Regatta

Sodus Bay Yacht Club/Fleet 108–Sodus Point, NY
Jimmy Barnash, Skyler Munger, Kelly Jordan

Caz One Day

Willow Bank Yacht Club/Fleet 164–Cazenovia, NY
Federico Meira, Alex Marshall

Fall Lightning Regatta

Erie Yacht Club/Fleet 24–Erie, PA
Jimmy Barnash

Florida District Championship

Lake Monroe Sailing Association/Fleet 526–Sanford, FL
Jeff Hayden, Stewart Taylor, Steve Hayden

Atlanta Cup

Lake Lanier Sailing Club/Fleet 348–Atlanta, GA
Marcus Moehlman, Elizebeth Hundt, Eli Putnam

Connecticut Governors Cup

Niantic Bay Yacht Club/Fleet 85–Niantic, CT
Charlie Proctor, Duncan Swain, Liz Keys

62nd Annual Hoosier Regatta

Wawasee Yacht Club/Fleet 154–Syracuse, IN
Todd Wake, Kristine Wake, Doug Wake

Fall Blowout

North Cape Yacht Club/Fleet 42–LaSalle, MI
Mike Welch, Fred Blaclmer, William Blackmer



North American Championship

Southern Yacht Club/Fleet–New Orleans, LA
Jody Starck, Ian Jones, Jody Lutz

Pennsylvania Governors Cup

Susquehanna Yacht Club/Fleet 253–Long Level, PA
Justin Coplan, Danielle Prior, Barbara Gold

Michigan High Point

Michigan District
Team Morin

Frigid Digit

Severn Sailing Association/Fleet 329–Annapolis, MD
Justin Coplan, Danielle Prior, Ian Sanderson

Cowan Fallin Regatta

Cowan Lake Sailing Association/Fleet 303–Wilmington, OH
Taylor, Auer, Brandt

Wild Oyster Regatta

Carolina Yacht Club/Fleet 329–Charleston, SC
Eric Oetgen, Will Jeffers, Laura Jeffers



Peru National Championship

Jaime Calderon, Juan Carlos Herkrath, Flavia Gavino

50th Anniversary Bluenose Regatta

Harbor Island Yacht Club/Fleet 262–Nashville, TN
Geoff Becker, Mike Mann, Madeleine Schroeder

Lightning Southeastern District Traveling Circuit Championship

Eric Oetgen

Turkey Regatta

Mission Bay Yacht Club/Fleet 194–San Diego, CA
Bob Martin, Brian Genovese, Becca Genovese

South American Championship

Club Náutico El Portillo, Tominé - Colombia
Felipe Robles, Andres Guevara, Pablo Lorca

Kettle Cup (Florida Winter Series)

Lake Monroe Sailing Association/Fleet 526–Sanford, FL
David Van Cleef, Allison Van Cleef, Laura Jeffers

Greek Regatta

AOV – Voula, Greece
Stamatiadis Dimitris, Mazos Nick, Papamichael Chrysanthos

Hot Rum Regatta

Mission Bay Yacht Club/Fleet 194–San Diego, CA
Jeff Coppens, Tom Goddard, Stephen Bailey

Lightning Family Fun!

Wild Oyster



Hoosier Winners



3 Class Secretaries:
Laura Jeffers,
Jan Davis,
Karen Johnson



At the Wild Oyster



Santa Sails



Bill Jones
at the
Wild
Oyster



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



Fruit of the Loom 12 oz. Hooded sweatshirt, athletic gray —
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**Perfect Gifts
for Mother's or
Father's Day!**



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



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



6-foot Lightning Dog Leash. Measures 1 1/4" wide —\$20

Larger and smaller lengths are available by special order through the Class Office.

New Items



Lightning Dog Collar, 1 1/4" wide, adjustable from 15" to 25" —\$17

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
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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The Sailors' Tailor, Inc.

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 1480 W. Spring Valley-Paintersville Rd.
 Spring Valley, Ohio 45370



International Lightning Class Association

1528 Big Bass Dr
Tarpon Springs, Florida 34689 USA



Regatta Information

2016 Atlantic Coast Championships
Carolina Yacht Club
Wrightsville Beach, NC
July 15, 16 and 17, 2016

The 2005 and 2013 ACCs were successful and we anticipate providing the same facilities, race management and hospitality.

We will coordinate with the ILCA and anticipate the following schedule:

SCHEDULE OF EVENTS:

July 15th (Friday)

- Arrivals – Boats and trailers may be stored in the boat lot at the club.
- Lightning Clinic and practice races
- Registration / Check in
- Competitors Meeting
- Lightning Class social

July 16th (Saturday)

- Late Registration / Check in
- 1200 First Race - 3 races planned
- 1930 – 2100 Buffet dinner at CYC

July 17th (Sunday)

- 1100 First Start – 2 races planned
- Awards at CYC main room immediately after sailing

**Ocean sailing at
its finest!**

CAR PARKING: Once the boats are dropped off in the designated area, cars will be required to park on public streets and public parking areas. One parking pass, effective for the duration of the regatta, will be provided for each visiting boat.

BOAT LAUNCHING / HAULING: Boats will be hoist launched. There will be regatta volunteers to assist in the launching and hauling of boats. One hoist and a crane with an experienced operator will be provided

RACING AREA: Races will be sailed in Atlantic Ocean on the East side of the CYC access to the racing area is through Masonboro Inlet , a 30 to 45 minute sail.

VENUE INFORMATION:

The following links offer a view of our town, club and sailing venue:

<http://www.lightningclass.org/racing/results/2013/acc/acc.asp>

http://www.onedesign.com/One%20Design%20NA/tabid/23032/Default.aspx?news_id=4503

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