

**International**

***Lightning***



***Flashes***

**Spring 2013, Volume 73, No. 1**

**Wawasee Yacht  
Club to Celebrate  
the 60th Hoosier  
Regatta**

**Southern Circuit  
Reports, Results  
and Photos**

**2013 Boat Grant  
Recipients**

**2013 Karl Smither  
Award**



**THE INTERNATIONAL LIGHTNING CLASS**

**CELEBRATING SEVENTY-FIVE YEARS**





75<sup>th</sup> Anniversary Celebration,  
Thursday, August 22, Cedar  
Point Yacht Club, Westport,  
Connecticut, during the North  
American Championship

## 1938–2013 75 Years of Lightning Sailing What has it Meant to You?

A few months ago we announced a special 75<sup>th</sup> Anniversary Photo Project. We combined your photos along with some from our vault and put together this amazing mosaic photo.

### ***What does it all have in common?***

It symbolizes 75 years of how together we are something big and powerful and lasting, that's made up of a lot of individual experiences and commitments, of families and new boats, and old boats and great friends no longer with us, and new babies who are now winning the North Americans. We're made up of memories of late nights in the boat house or behind the spinnaker curtains at the Spring Classic or fixing holes as big as your head overnight after a little crash—or of that 20-knot plane over nine-foot waves at the World Championship that will never be forgotten!

These photos make up the large main photo (see cover page) from the 2006 Youth Worlds in Finland, appropriate, since it is our youth that will be the ones that will take the Class into the future.

In addition to the poster, a special slide show has been created from all of these photos. [Click here to see the slide show!](http://www.lightningclass.org/photoGallery/photos2013/75th_anniv.asp) ([http://www.lightningclass.org/photoGallery/photos2013/75th\\_anniv.asp](http://www.lightningclass.org/photoGallery/photos2013/75th_anniv.asp))

A special thank you to Fleet 262 member Jan Mattix for putting the poster design together and to Sherryl Egy for putting together the slide show!

Extra posters are available in the [Class store](#).

## *Congratulation to Our New Champions*



2013 World Champions: David Starck,  
Jody Starck and Ian Jones



# Table of Contents

	<b>04</b>	President's Message	
	<b>05</b>	2015 Pan American Games Allocations	
	<b>06</b>	2012 Year-end Financial Summary	
	<b>07</b>	2013 Proposed Budget	
	<b>08</b>	2013/2014 Proposed Slate	
<b>10-16</b>		2013 Midwinter Governing Board & Winter Meetings Minutes	
	<b>17</b>	Lightning Family News	
	<b>19</b>	Return of Fleet 24	
	<b>20</b>	2013 Southern Circuit at a Glance	
	<b>22</b>	Southern Circuit Photos	
	<b>24</b>	First Southern Circuit	
	<b>26-33</b>	Southern Circuit Results	
	<b>34-36</b>	Southern Circuit Participant Write-ups	
	<b>38</b>	Southern Circuit On-the-Water Photos	
	<b>40</b>	2013 Karl Smither Award	
	<b>42</b>	Boat Grant Alumni Project Update	
	<b>44</b>	2013 Boat Grant Participants	
<b>46-47</b>		ILCA Membership Application & Donation Forms	
<b>48</b>		Cedar Point Yacht Club Hosting the 2013 NAS	
	<b>50</b>	Classic Lightning	
	<b>53</b>	Classic Lightning Rally	
	<b>54</b>	Classifieds	
	<b>56</b>	2013 Champions	
<b>57</b>		Wawasee Yacht Club to Celebrate the 60 <sup>th</sup> Hoosier Regatta	



*Full reports and photos from Italy will be in the next issue of Flashes*



2013 International Master Champions:  
Ched Proctor, Jamie Ewing and Jay Lurie



# President's Message

John Faus



I just returned from Charleston Race Week. What an amazing event this has become with Close to 300 boats of all shapes and sizes. It was really interesting to see close to 50+ Lightning sailors, both skippers and crew, at an event without any Lightnings!

I began a survey and quickly realized that we should pursue getting the Lightning invited to this event. With the strength and support of the Charleston fleet, this could quickly turn into one of the ILCA's major regattas. The timing is perfect! It is a few weeks after the Southern Circuit and before most spring regattas. Folks might even be able to leave boats down south after the Circuit to make the regatta logistics even easier.

Last year the Class participated in a similar multi-class regatta, the Bayview One Design Regatta in Detroit. We were the largest fleet! I have heard it was an excellent weekend. If you missed it, make plans to attend this year on June 1-2. I think by participating in these multi-class regattas we are able to showcase the strength and popularity of the Lightning. It also can act as a huge marketing tool for the ILCA. We have 75 years of history, we have very strong fleets, both nationally and internationally, we have funds to help market the Class and pay for innovative programs such as the Boat Grant Program and International Fleet Development Initiative. And finally, we are managed by the Class Association, not by a builder! The Executive Committee will keep you posted on how things progress with the Charleston RW organizers.

Spring is finally here, and I am excited to look at the "Who's Coming" lists and see that our numbers are definitely on the rise! Please take a look at the ILCA calendar and sign up for an event that you might not normally attend. I guarantee you will have fun!

On that note, PLEASE renew your ILCA dues for you and your crew! The ILCA can't survive without our membership dues. At the same time, PLEASE consider making a donation to one of our ILCA funds. Even a \$5 or \$10 donation helps. We are excited that many of our Boat Grant alums have entered the work force and are now making donations back to the ILCA! A special thank you goes out to Danielle Prior. She is managing a database of all of our Boat Grant alums and keeping us up to date on their whereabouts. You can read about what some of them have been up to on page 42. Thanks Danielle! I am also happy to announce that eight Boat Grant alums are currently Lightning owners! Please try to make an extra effort to support these younger sailors. There are many that are still looking for more Lightning sailing opportunities—consider asking some of them to crew for you or let them use your boat.

The Southern Circuit was yet another success. I encourage everyone to bring a friend next year. Our second 75th Anniversary celebration took place at the banquet in St Pete. Thank you to Corky Gray, Class Historian, for bringing an amazing display of Lightning materials. Jan Mattix helped compile photos that were submitted, as well as some from our archives into a beautiful mosaic poster as you can see on the cover of this Flashes. Sherryl Egy took these photos and organized them into a slide show that you can view on the ILCA website. It was a great evening recognizing our history and special people within the Class. Congratulations go to Bob Astrove, this year's Karl Smither Award recipient and Tommy Allen for receiving the George Fisher Sportsmanship Award. We can never say Thank You enough times to Terry Hamilton and Jo Ann Fisher for organizing this event. We have more good news to report. Kelly Crane has volunteered to assist the Southern Circuit committee next year!

The Class and various organizing authorities are diligently planning the World, Atlantic Coast, District and North American Championships. Finally, I want to thank Laura for continuing to multi-task and run the Class Office. It is an immense job! I hope to see you on the water at a fleet, district, national or international event this year.



## 2015 Pan American Games

The Lightning has been chosen by PASAF to be included in the 2015 Pan American Games that will be held in Toronto, Canada, July 10–26, 2015. Seven (7) total spots, including one by host country Canada, are open for mixed crews.

The Country qualifying regattas are listed below. Despite the requirement for mixed crews at the Games in 2015, countries will not be required to qualify with a mixed crew. Countries will be allowed to qualify with any combination of crew: mixed, all male, or all female.

### **LIGHTNING–MIXED CREW (Crew must be made up of at least 1 female and 1 male)**

2014 South American Championship 3  
TBD – Ecuador

2014 North American Championship 3  
Sheboygan Yacht Club - Wisconsin USA

Host Country (Canada) 1

TOTAL 7 Boats / 21 Sailors

*Please note:* schedule updated 5/21/13 to reflect current PASAF Rulings.

Event Website: <http://www.toronto2015.org/>  
<http://panamsailing.org/>

## 2013 MIDWEST DISTRICT

### RACE SCHEDULE

This is a open district to all who may want to join and have some great racing and meet great people.

**FOND DU LAC** JUNE 1 – 2  
( Lighthouse )

**GREEN BAY DISTRICTS** JUNE 22 – 23

**MILWAUKEE SAILING CTR** JULY 20 – 21

**GREEN BAY ( EVANS )** JULY 27 – 28

**SHEBOYGAN ( BROTZ )** AUGUST 24 – 25

**CHICAGO** SEPTEMBER 21 – 22  
( RED FLANNELS )

These are all open regattas, anyone and all are invited.

For more info. Please e-mail doug olson at:  
[deo10349@gbonline.com](mailto:deo10349@gbonline.com)

## 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 <b>NO UPCHARGE</b>	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



"Trailing-Mooring", Bottom, and Mast Covers above. We also make Skirted T-M, Boom, Mooring, Skirted Mooring, Cockpit, and Rudder covers.

Comprehensive Website [www.sailorstailor.com](http://www.sailorstailor.com)

**[www.sailorstailor.com](http://www.sailorstailor.com) (Order Covers On-Line or Call Toll-Free)**

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:  
**FREE** How to Choose the Right Style One-Design Sailboat Cover  
**FREE** Poly Army Duck and Acrylic fabric samples.  
**FREE** Diagram of what correct seams and hems look like.



**The Sailors' Tailor, Inc.**

Tel. 1-800-800-6050  
1480 W. Spring Valley-Paintersville Rd.  
Spring Valley, Ohio 45370

## ILCA Year-End - Summary — January - December 2012

### Ordinary Income/Expense

#### Income

Skipper Dues-North America	23,636.00
Skipper Dues-South America	2,925.00
Skipper Dues-Europe	3,285.00
Crew Dues-North America	6,769.00
Crew Dues-South America	960.00
Crew Dues-Europe	960.00
Associate Dues-North America	2,064.00
Associate Dues-South America	208.00
Associate Dues-Europe	130.00
Fleet Dues	2,450.00
Flashes Subscription	80.00
Flashes Advertising	645.00
Boat Royalties	1,600.00
Mast Royalties	1,200.00
Sail Royalties	16,789.72
Merchandise	9,443.75
Classified Advertising	210.00
Regatta Income-S. Circuit	1,650.00
Regatta Income-NAS	2,750.00
Interest Income	2,658.24
Yearbook Printed	1,704.00
<b>Total Income</b>	<b>82,117.71</b>

#### Total Income

#### Expense

Executive Secretary	37,999.92
Travel/Education	995.70
Flashes	11,610.09
Advertising	700.00
Credit Card Fees	2,244.11
Depreciation Expense	2,350.00
Communication Expense	3,174.49
Office Supplies	2,022.09
Organization Dues	1,243.61
Postage and Delivery	1,639.35

Recognition Awards	3,871.61
Store Merchandise	4,357.81
Professional Fees	948.75
Office Support Services	629.00
Website Upgrade	3,723.00
Lightning Lab	641.70
Promotion	476.00
Regatta Expenses	4,202.74
Yearbook	3,808.44
Miscellaneous	20.00
<b>Total Expense</b>	<b>86,658.41</b>
<b>Net Ordinary Income</b>	<b>-4,540.70</b>

### Other Income/Expense

#### Other Income

#### Donations

#### ILCA Fund

ILCA Fund Income	8,839.50
ILCA Fund Expenses	-2,563.20
<b>Total ILCA Fund</b>	<b>6,276.30</b>

#### Limbaugh Fund.

Limbaugh Fund Income	786.00
Limbaugh Fund Expenses	-880.00
<b>Total Limbaugh Fund.</b>	<b>-94.00</b>

#### History Fund.

History Fund Income	471.00
History Fund Expenses	-221.00
<b>Total History Fund.</b>	<b>250.00</b>

#### Boat Grant Program

Boat Grant Income	4,286.22
Boat Grant Expenses	-4,308.42
<b>Total Boat Grant Program</b>	<b>-22.20</b>

#### Total Donations

#### Total Other Income

### Net Other Income

### Net Income

<b>Total Donations</b>	<b>6,410.10</b>
<b>Total Other Income</b>	<b>6,410.10</b>
<b>Net Other Income</b>	<b>6,410.10</b>
<b>Net Income</b>	<b>1,869.40</b>



**The Southeastern District  
Fleet 511 and the Carolina  
Yacht Club in Wrightsville  
Beach, North Carolina  
invite you to the Atlantic  
Coast Championships July  
27-28, 2013**

The NOTICE OF RACE is posted on the ILCA website. Please note, a special ACC participants meeting has been announced for Saturday evening. Attendance by all skippers registered for the regatta is needed. Decisions will be made to change the date for future ACC Championships.



### Lightning Lab with Greg Fisher - Friday, July 26

10:00 AM – Greg will be available in the boat parking lot to assist with rig tuning

11:00 AM – Gather for Greg's talk on changing gears, upwind and downwind balance, boat handling tips, and expected drills on the water

12:00 AM – Launch & Sail (allow 30-40 minutes) out to the ocean

1:00 PM – On the water clinic with drills, practice starts, & practice races

5:00 PM – Video critique & Debriefing by Greg

Please e-mail Pierce Barden ([piercebarden@hotmail.com](mailto:piercebarden@hotmail.com)) if you intend to participate in the Lightning Lab.

# ILCA 2013 Proposed Budget

	Proposed 2013	Actual 2012	Actual 2011
<b>Ordinary Income/Expense</b>			
<b>Income</b>			
Skipper Dues-North America	28,800.00	23,636.00	31,019.00
Skipper Dues-South America	3,250.00	2,925.00	1,620.00
Skipper Dues-Europe	3,300.00	3,285.00	3,105.00
Skipper Dues -AAO	650.00		
Crew Dues-North America	7,000.00	6,769.00	7,175.00
Crew Dues-South America	1,400.00	960.00	940.00
Crew Dues-Europe	1,500.00	960.00	570.00
Crew Dues - AAO	100.00		
Associate Dues-North America	2,500.00	2,064.00	2,866.00
Associate Dues-South America	260.00	208.00	364.00
Associate Dues-Europe	250.00	130.00	338.00
Associate Dues - AAO	104.00		
Fleet Dues	2,650.00	2,450.00	2,850.00
Flashes Subscription	1,800.00	80.00	0.00
Flashes Advertising	3,500.00	645.00	5,520.00
Boat Royalties	1,600.00	1,600.00	1,400.00
Mast Royalties	1,400.00	1,200.00	1,532.00
Sail Royalties	15,500.00	16,789.72	13,514.00
Merchandise	12,500.00	9,443.75	11,616.98
Classified Advertising	250.00	210.00	390.00
Yearbook Advertising	2,000.00	0.00	2,000.00
Regatta Income-S. Circuit	1,400.00	1,650.00	1,340.00
Regatta Income-NAs	4,000.00	2,750.00	2,850.00
Regatta Income-Worlds	1,250.00	0.00	750.00
Interest Income	2,700.00	2,658.24	1,996.17
Miscellaneous Income	50.00	0.00	30.02
Yearbook Printed	2,000.00	1,704.00	585.00
<b>Total Income</b>	<b>101,714.00</b>	<b>82,117.71</b>	<b>94,371.17</b>
<b>Expense</b>			
Executive Secretary	38,000.00	37,999.92	37,999.92
Travel/Education	3,000.00	995.70	497.15
Flashes	10,000.00	11,610.09	8,689.77
Advertising	1,500.00	700.00	700.00
Credit Card Fees	3,000.00	2,244.11	3,108.07
Communication Expense	3,400.00	3,174.49	3,381.32
Office Supplies	2,000.00	2,022.09	1,941.24
Organization Dues	750.00	1,243.61	-25.77
Postage and Delivery	2,000.00	1,639.35	1,830.46
Recognition Awards	3,600.00	3,871.61	923.09
Store Merchandise	5,000.00	4,357.81	4,684.83
Professional Fees	1,000.00	948.75	1,517.50
Office Support Services	750.00	629.00	94.31
Website Upgrade	4,000.00	3,723.00	2,465.00
Lightning Lab	1,000.00	641.70	641.79
Promotion	1,200.00	476.00	0.00
Regatta Expenses	6,000.00	4,202.74	3,883.24
Yearbook	13,000.00	3,808.44	13,298.38
Miscellaneous	1,000.00	20.00	0.00
Computer Supplies/Maintenance	1,500.00	0.00	823.88
<b>Total Expenses</b>	<b>101,700.00</b>	<b>84,308.41</b>	<b>86,454.18</b>
	<b>14.00</b>	<b>-2,190.70</b>	<b>7,916.99</b>



# 2013/2014 Proposed Slate

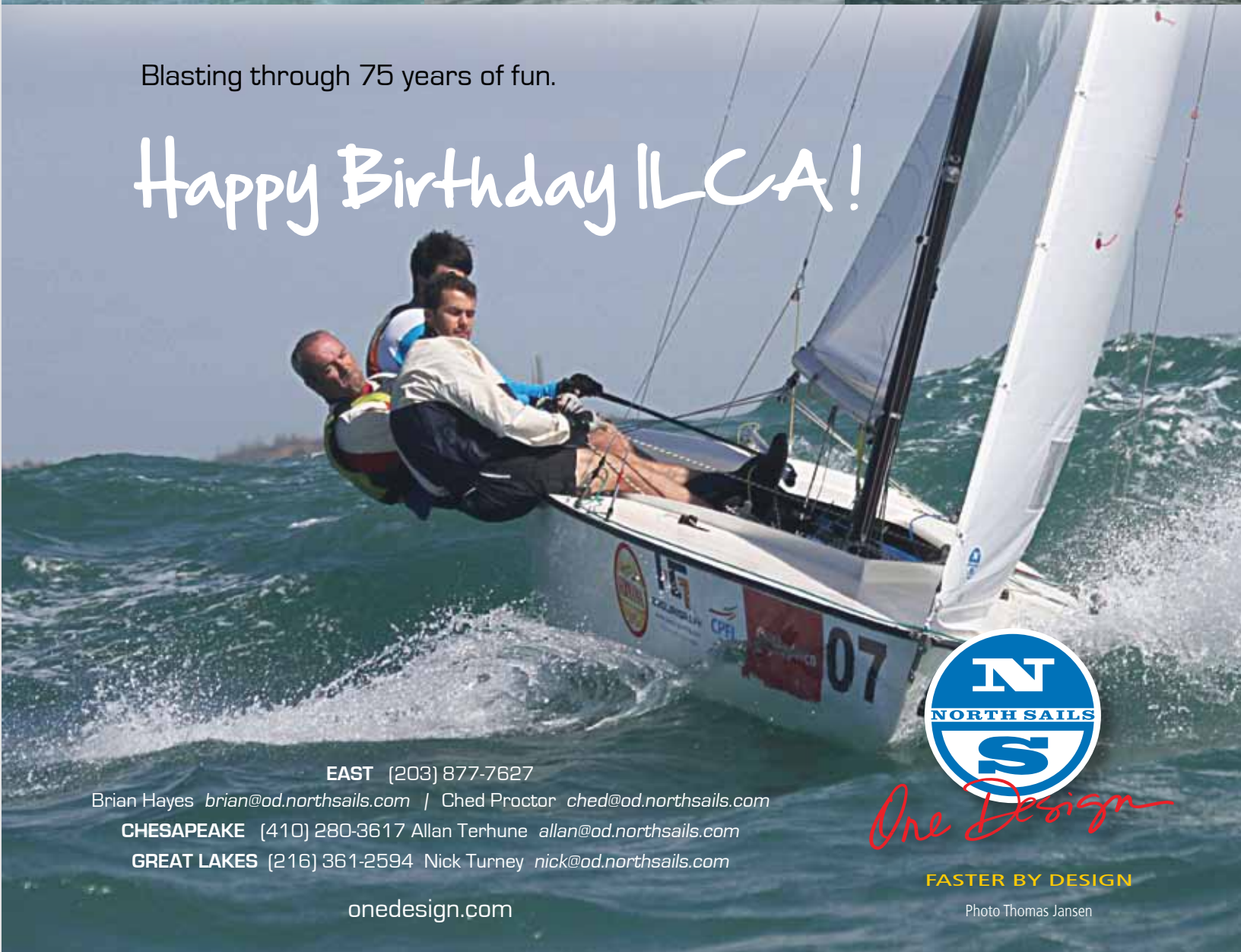
<b><u>Office</u></b>	<b><u>District</u></b>	<b><u>Name</u></b>
President	Central Atlantic	Mr. John Faus
Chief Measurer	Central Atlantic	Mr. Bill P Clausen III
Secretary	Chile	Mr. Victor A. Lobos
Treasurer	Lake Erie	Ms. Debbie Probst
Executive/Committee Member		To be voted on by the Governing Board at a later date
VP Assistant Measurer	Brazil	Mr. Nelson S. Schmitt
VP Assistant Measurer	Central Atlantic	Mr. James G. Carson
VP Assistant Measurer	Central Atlantic	Mr. Glenn E. Reitingner
VP Assistant Measurer	Dixie	Mr. Joe Buczkowski Jr.
VP Assistant Measurer	Ohio	Mr. Ryan Ruhlman
VP Classic Boats	Dixie	Mr. Robert Astrove
VP NA Championships	CT/RI	Mr. Josh Goldman
VP Rules & Regulations	Central Atlantic	Mr. Darryl Waskow
VP Advisory Committee	Ohio	Mr. Robert Ruhlman
VP Marketing/Promotion	Midwest	Mr. William G. Faude
VP Marketing/Promotion	CT/RI	Mr. Brian Hayes Sr.
VP Special Projects	Nigeria	Mr. Julian Calvin
VP- International logistics	CAD	Mr. Mark Schneider
VP - Promotion- International	Australia	Mr. Ian F. Edwards
VP - Technical	Lake Erie	Mr. Thomas Allen IV
VP Special Projects (District Coordinator)	New England	Mr. William J. Fastiggi
VP Special Projects (Boat Grant)	Central Atlantic	Mr. William G. Brown IV
VP Special Projects	Texas	Dr. Clarke D. Newman
VP Special Projects	Ohio	Mr. James P. Taylor
VP Special Projects	Lake Erie	Mr. David Sprague
VP- Lightning Labs	Michigan	Mr. George Sipel
VP Special Projects	Midwest	Mr. Todd Wake
VP Special Projects (Boat Grant)	Met	Mr. Justin Coplan
VP Area Championships	US@Large	Mr. Steven H. Davis
VP World Championship Regattas	Lake Erie	Mr. David Starck
VP Special Projects (ACC's)	Dixie	Mr. Allan Terhune
VP Special Projects	VACANT	VACANT
VP PanAms	VACANT	VACANT
VP Argentina	Argentina	VACANT
VP Brazil	Brazil	Mr. John Stuart Bennett
VP Canada	Central Canada	Mr. Richard M Walsh
VP Canada	St Lawrence Valley	Mrs. Valerie Holly-Tardif
VP Chile	Chile	Mr. Victor A Lobos
VP Colombia	Colombia	Mr. Gustavo Tamayo
VP Ecuador	Ecuador	Mr. Paco Sola Tanca
VP Finland	Finland	Mr. Lauri Hemming
VP Greece	Greece	Mr. George Andreadis
VP Italy	Italy	Mr. Franco De Regis
VP Switzerland	Switzerland	Mr. Urs Wyler





Blasting through 75 years of fun.

# Happy Birthday ILCA!



**EAST** (203) 877-7627

Brian Hayes [brian@od.northsails.com](mailto:brian@od.northsails.com) | Ched Proctor [ched@od.northsails.com](mailto:ched@od.northsails.com)

**CHESAPEAKE** (410) 280-3617 Allan Terhune [allan@od.northsails.com](mailto:allan@od.northsails.com)

**GREAT LAKES** (216) 361-2594 Nick Turney [nick@od.northsails.com](mailto:nick@od.northsails.com)

[onedesign.com](http://onedesign.com)



*One Design*

**FASTER BY DESIGN**

Photo Thomas Jansen

# **Minutes of the 2013 Midwinter Governing Board Meeting International Lightning Class Association**

March 14, 2013 – St Petersburg Yacht Club

## **Call to Order**

The Governing Board Meeting was called to order by President John Faus at 9:36 AM

Roll Call; In Attendance: John Faus, Debbie Probst, Bill Faude, Bill Clausen, Victor Lobos, Rob Ruhlman, Brian Hayes, James Taylor, Ian Edwards, Todd Wake, Jo Ann Jones, Terry Hamilton, David Starck, Valerie Holly-Tardif, Tom Allen Jr., George Koch, George Sipel, David Sprague, Kip Hamblet, Josh Goldman, Jan Davis, Steve Davis

Reading of the Minutes from the last meeting

Brian Hayes made a motion to dispense with reading of the minutes; it was seconded by George Koch, and unanimously approved.

## **Reports of Officers**

### ***President's Report – John Faus***

President Faus started off by thanking Jo Ann Jones and Terry Hamilton, Southern Circuit Co-Chairs, for organizing another successful Southern Circuit. These ladies have done an amazing job. Things are busy in the Class Office with members gearing up for a busy summer sailing season here in the US and also for the World Championships coming up in June. Thank you to Laura Jeffers for helping to make things run smoothly.

This fall US Sailing is hosting their Championship of Champions regatta in Colombia, South Carolina. The event will be sailed in Lightnings. The organizing committee is looking for boat owners that would like to help support this event. US Sailing will help with the transport of the boats.

### ***Treasurers Report – Victor Lobos***

Treasurer Lobos gave an overview of the 2012 year-end financials compared to 2011 figures. North American dues (Skipper, Associate and Crew) were down more than 23% or \$8,500.00 USD. South American dues were up 80% (\$1,305.00 USD) over last year. Europe was up 5% over last year's significant increase. Fleet dues were also down overall, about 14% or \$400. Flashes advertising continued to decrease. Sail and boat royalties were up for the year. Mast royalties and store merchandise sales were slightly less.

Expenses, for the most part, were all held lower than 2011. Flashes, website upgrades and regatta expense line items all saw a slight increase from 2011. Most notable was the increase in Flashes expense due to the return of the printed Flashes and it being mailed to all previous skipper members going back five years. The response to this mailing has been good, which can be seen in our 2013 figures. Currently for 2013, income, namely membership dues, are trending better than last year at this time. Please remember to encourage your fleet members to renew their dues.

Discussion ensued. Brian Hayes noted deep concern for the significant decrease in overall memberships. President Faus explained that Bill Fastiggi has taken on the task to work with the District Commodores in North America to communicate with each District to see how the Class can lend its support and to encourage increased participation in the ILCA. Other suggestions included developing a dues phone tree reminder system, sending paper reminders, increasing annual dues and collecting more fees from the top 10% users in the class (Southern Circuit, NAs and ACCs participants). Brian Hayes made a motion for the Executive Committee to explore a potential dues increase and report the findings back to the Governing Board prior to the next meeting so the Governing Board can review and provide further input regarding a potential dues increase proposal. David Sprague seconded and the motion was approved. The 2013 budget was deferred to the evening's Winter Meeting.

### ***Chief Measurers report – Bill Clausen submitted written report:***

I would like to thank Clarke Newman for a fantastic job of organizing the measurement team last summer in Houston. They were well prepared for the lineup of boats and sails to be measured in a somewhat high temperature environment. The measurement was thorough but moved smoothly.

I have published a ruling that I made last summer which says that for sanctioned Lightning regattas black numbers on a dark blue panel of the spinnaker are not permitted. This ruling came about because PRO's mark rounding boats and boats taking finishes could not read the numbers.

The simplified measurement control sheets that were used in Houston at the North Americans last year worked out very well, and I intend to use them this years at the Worlds in Italy, as well as the North Americans. I also want to thank all the boat owners for being available for and cooperative in the measurement process. I will have the class scale available throughout the regatta here, as well as calipers to check centerboard thickness.

In addition to the written report, Chief Measurer Clausen wanted to share a few comments that he has been hearing from various race committees. The first comment is that Lightning sailors typically don't protest and do not exonerate themselves (doing penalty turns) when rules are broken. We have rules, sailing is a sport. Please adhere to the rules. If this type of sailing continues, the Class may be forced to add on the water umpires. It was



also suggested by Kip Hamblet that the Class entertain a specific rule where a sailor could not throw out a DSQ or something else to help this issue. Ian Edwards suggested using the new pre-hearing option. Clausen concluded the warning to both sides, the sailor fouling and not doing turns or the sailor letting a foul occur and not protesting. President Faus added that he will contact VP Rules, Darryl Waskow, to see if he has anything to add regarding these rules discussions.

### **Secretaries report – Debbie Probst**

Secretary Probst made a call for more reports and articles of interest for Flashes, Flash Blasts and the Yearbook. She is in the process of documenting the roles and responsibilities of all Vice Presidents and Officers so future transitions will be easier.

### **Vice Presidents and Committee Reports**

**Boat Grant** – BG committee member Bill Faude reported that Justin Coplan and Will Brown are doing a great job leading this group. This year's recipients have submitted possibly the best applications received to date. Mitch Hall from Charleston, South Carolina, mentored by Chris Hamilton, and Colin Smith from Providence, Rhode Island, mentored by Jay Mueller, have been chosen as this year's recipients. Please welcome them to the Class when you see them about this summer.

Faude continued and noted that there have been some discussions about not getting enough applications to this program. While the number may not be very high, the strength of the applicants is. As a Class we have to realize that it is harder to keep an existing program going. We need the membership to help with suggesting and talking about this program in your local area. This type of grass roots approach is needed to help sustain this program. In addition the committee will be working on other avenues to spread the reach of this program, for example, have a Lightning available at a collegiate regattas for kids to see and possibly try, attend events such as the Orange Bowl where colleges and classes are showing up to market to young sailors. Another option is to look into offering special events for young adults to come and experience what the Class has to offer. The Snipe Class has a program like this that is working well. The committee may be asking for help to organize additional opportunities like this in the future. If anyone has any suggestions for the committee, please pass them along. Tom Allen Jr. added that the committee should consider letting younger foreign teams use the boat grant boats during the Southern Circuit or other off times to extend the reach of the program.

**VP Worlds** – David Starck reported that planning is going well in Italy for the June Worlds. He wanted to thank Rob and Abby Ruhlman for traveling over to Castiglione to preview the area and assist the local organizers with planning. He also thanked Tom Starck, Mark Schneider and Ian Edwards for their support with organizing the containers.

**The 2014 Youth Worlds** will be held at the Buffalo Canoe Club in Canada. The date has not been set yet, but it will be in July. Ian Jones is the chair for this event and the committee will be submitting a proposal to be voted on at the next meeting in Italy to increase the fleet size for this event.

**North Americans Report** – Josh Goldman reported that planning for the 2013 NAs is going well. They are planning for 80+ boats. The NAs in 2014 will be in Sheboygan, Wisconsin, and that regatta will act as the US qualifier for the 2015 World Championship that will be held at the Buffalo Canoe Club. The next two years should have a good showing. We will be announcing the call for 2015 bids soon. Discussion ensued around the topic of timing with the 2015 World Championship (BCC) and the 2015 NAs. Neither date has been set, but the organizers for the Worlds do not want to conflict with the NAs. President Faus asked Goldman to form a committee that would evaluate the length of the NAs and determine if a shorter time frame would be more desirable. If the timeframe was shortened, the qualifying system would also need to be addressed, possibly a way to qualify through your District championship or other District regattas. Goldman will put together a committee and report the findings back to the Executive Committee.

**Lightning Labs** – George Sipel reported that two labs have been confirmed so far for 2013, July 12 in the Central Atlantic District and May 25–26 in the Michigan District. Thank you to Jody Lutz and Ernie Dieball for leading these labs. There is a lot of other interest for labs, including Columbia, Lake Delta Yacht Club in New York, Vancouver Canada, Erie Yacht Club and San Diego Yacht Club. He is working on getting these confirmed and added to this year's schedule. A comment was made that these labs are very important for marketing efforts. Please be sure to take pictures and submit a short write up.

**Pan Am Games** – President Faus announced that the country qualifiers have been set for the 2015 Toronto games, and they will be posted on the ILCA website soon. The Lighting has been switched to the Mixed category, meaning there has to be at least one woman and one man on board. Faus appointed Special Projects VP, James Taylor, to act as the Lightning Class contact with US Sailing and to organize the US portion of the trials.

**Atlantic Coast Championship** – President Faus announced that the 2013 ACCs will be held in Wrightsville Beach on July 26–28. There has been a meeting notice posted and scheduled for this regatta. One of the agenda items includes the flexibility to change the dates for this regatta in the future.

**ILCA Fund Report** – Fund Committee member Steve Davis reported that the funds are currently held in multiple CDs that mature every three to four months. This allows for access to funds when they are needed. Committee member David Starck added that the committee is protecting these funds and therefore are making very small

interest. These are not high risk investments. Committee member Todd Wake added that some alternatives are being discussed where maybe we take more of a risk with a small portion of these funds in the future. Davis added that the committee is discussing the renewal of the boat container program and that it is fulfilling its mission of overseas growth. The committee is also open to other ideas.

**Limbaugh Fund Report** – Committee member Kip Hamblet reported that they are looking to promote this fund. The committee has not met in some time, and they will be getting reorganized soon.

**Marketing Report** – VP Marketing and Executive Committee Member At-Large Bill Faude submitted a written report:

As one of ILCA's two VPs of Marketing, I had opportunity to address the US Sailing One-Design Sailing Symposium in Cleveland in January. It was a great opportunity to meet sailors from more than thirty other classes and to share some of what we in Lightning sailing understand and programs/thinking we have been putting in practice for the past decade or so. At the end of the weekend, the Lightning came out looking pretty progressive.

Simply put, our job in marketing this Class is continually finding new news to provide the sailing public about our Class. To succeed in an improving economy where new classes are rapidly being launched, we must literally reintroduce our 75-year-old boat every year. We must always be finding ways to prevent the Lightning from appearing to be a traditional or a venerable or a time-tested class (AKA: Tame and lame in the minds of our most important target market).

Sailors who already have experience racing who are looking for an opportunity to improve their skills by enjoying some of the most challenging racing in one design sailing.

Key Proof Points:

- Big fleets.
- Tactical racing where speed advantages are small.
- Some of the best sailors in one-design sailing.

Our Class has a wealth of other strengths. Yes, we're a family class. We're really inclusive and welcoming. We have good resale value. We have fleet sailing distributed over more areas and still stronger than most any class in sailing. Our boats trail really nicely behind even a smallish car. We have lovely hard chines. We have an active classic boat tribe. The boat is a wonderful design that digs in upwind and feels like a bigger boat when you drive it. It also planes thrillingly.

All true. But after much consideration, none of these possible selling points are as important to communicate to the key target as the message and the proof points above. If you're doing a personal selling job, use any of the other points. But if you have time to cede just one thing, go with the single primary message.

If we all work consistently, the impact of our common language will be multiplied. If anyone has any questions or comments on this, let's discuss.

### **Future Thinking**

As part of our strategy of constant reintroduction, we're doing some visioning about how we can expand the opportunities for prospects to try the Lightning. The Boat Grant Program is a brilliant example. Teams not only get to sample the boat, they have a whole season to experience the small and large regattas and all the accompanying tribal aspects of Lightning sailing. The Championship of Champions is another sampling opportunity, albeit one that impacts a group of sailors already very loyal to other classes and, therefore, slightly out of our key target. Moving forward, we will be exploring how to augment these initiatives. One idea that's been advanced is an opportunity for sailors our members might identify in their areas, to bring one crew with them and sail a privately-provided boat in a "fleet within the fleet" at one of our best attended regional regattas. It's but a single idea, but it addresses our ongoing challenge—new news from the Lightning—always new news from the Lightning—the 75-year-old class that acknowledges but doesn't act its age.

**ISAF Report** – David Sprague commented that classes such as the Lightning pay about 30% more than National Authorities and that these classes do not have the same representation. He will be coming to the Executive Committee soon to work on some proposals to submit to ISAF.

**International Development** – Ian Edwards reported that there is some Lightning interest in the Middle East, specifically in Doha, Qatar. He will continue to work on this interest.

**Southern Circuit** – Terry Hamilton thanked the sponsors and participants for coming. We are happy to include a new sponsor this year, SOAK, LLC. This year we added a mentor program, and it has received good reviews. A special thank you to this year's mentors, Nick Turney, Todd Wake, Brian Hayes, David Starck and Dave Dellengaugh. This year we had forty-one boats in Savannah and forty-four in Miami. It is projected to be about fifty-one here in St Pete. Twenty-six boats are sailing in all three events. The dates for 2014 are Miami – March 16–18 and St Pete – March 20–22. We are also pleased to report the John Porter and the Savannah Yacht Club are planning to continue to hold the Deep South Regatta a week or two prior to the Circuit. We will have a questionnaire ready to distribute immediately after next year's Circuit to evaluate the two-venue circuit and make a decision on the format for 2015. This decision will be decided very quickly after next year's Circuit.



## **Charters Ratified or Revoked**

Secretary Faus announced that we have three fleets seeking re-activation. The first is in Erie, Pennsylvania, Fleet 24 "Erie Yacht Club." They have six registered skipper members. The second is in Grosse Isle, Michigan - Fleet 233 "Ford Yacht Club." The third is in Perugia, Italy - Fleet 453 "Flotta Del Trasimeno." The 2013 World Championships will be held here in June. Todd Wake moved to ratify these charters. David Sprague seconded, all approved.

## **Ratifications of Executive Committee Rulings**

President Faus reported that the Executive Committee has set the NA Ratio at 3:1; however, the organizing authority has requested we lower it to 1:1. The facility can handle 90+ boats, so they would like to encourage participation and allow for people to make summer plans. Even with a 1:1 ratio, skippers still must qualify by participating in their district championship regatta, where it is the committees hope that people will sail in their Districts. If, for some reason, they cannot make the regatta, a skipper may participate by registering for the regatta. Todd Wake made a motion to ratify the revised 1:1 ratio; Bill Faude seconded, all approved.

## **Unfinished Business**

President Faus wanted to review the 2012 NA's proposal that was submitted by the Texas District. Ian Edwards reported that ten, good-quality races were held. It was big fleet sailing, and there seemed to be two opinions. Some liked sailing in the large fleet, and others didn't prefer the large fleet. He continued and suggested Clarke Newman be part of the committee Josh Goldman is putting together. Discussion ensued. It was decided that we still need to work on the current rule and that Goldman's committee might be able to make some recommendations.

## **New Business**

### ***Italian District Request for more Worlds Entries***

Secretary Probst reported that the host country for the 2013 Worlds has requested additional entries into the Worlds. They have teams that didn't sail their qualifier because they were in school. VP of Rules, Darryl Waskow, talked with President Faus about his interpretation of the rule (Document Governing, Articles Governing all World Championships, Section V, Article 3 - Secondary Selection), which is as follows: If there are open slots available after all rotational requests have been made, then any country can request additional slots. These additional slots should be allocated on the same rotational basis as regular allocations. Countries requesting additional slots must first go through their qualifying regatta list first, before opening it up to additional requests. Discussion ensued. David Sprague made a motion to approve their request, Todd Wake seconded. Two members opposed, all others approved. Request granted.

### ***Interest in Used Boats***

Secretary Probst reported that she has received some interest from the Italian and Greek districts for older, lower-priced boats. Discussion ensued. If anyone has any ideas regarding these inquiries, please let Debbie know.

### ***Insurance for the ILCA***

President Faus announced that we are looking at getting insurance for the Class. We are getting a quote from Gowrie Group and also Allstate. If anyone has any ideas or would like to help with this issue, please talk to John.

### ***Legal Counsel for the ILCA***

President Faus asked the group if anyone had any contacts with legal council that would be willing to work with the ILCA on occasion. There is no immediate need, but the Executive Committee would like to be prepared for future needs. Rob Ruhlman reported that he could help, just let him know what is needed. A few other names were also suggested for the Executive Committee to explore.

### ***VP Position for the USA***

President Faus reported that there have been a few instances where decisions have had to be made on behalf of the US fleets. Within the current Class leadership, there is no individual position that is responsible for making these types of decisions. All other Countries have representation. He asked the group if there a need for a new Governing Board Position. Discussion ensued. It was recommended that if the current President was from the US then they should be able to make those decisions without increasing the size of the Governing Board. If a non-US President is in office, they can appoint a member of the Executive Committee to act in this capacity.

### ***New US Sailing Prescription to 2013-2016 Racing Rules of Sailing***

President Faus announced that the PRO here at SPYC would like to include the new rules that US Sailing has prescribed: Appendix T, section's X and X in the SIs here in St Petersburg. Discussion ensued. A motion was made to embrace these sections of Appendix T and incorporate these new rules in to as many regattas held in the US as possible and encourage others countries to consider adopting them as well. It was seconded and approved.

Next official meeting will be in June during the World Championships in Italy. We will also hold a special meeting during the North Americans in August.

Meeting adjourned at 12:28 PM.

**Minutes of the 2013 Winter Meeting**  
**International Lightning Class Association**  
March 14, 2013 – St Petersburg Yacht Club

**Call to Order**

The Winter Meeting was called to order by President John Faus at 6:14 PM

Roll Call; Fleets 1, 5, 6, 12, 34, 36, 42, 50, 51, 54, 62, 69, 71, 75, 77, 109, 126, 146, 150, 151, 189, 225, 226, 253, 266, 303, 329, 335, 429, 488, 499, 514, 519, 521

Reading of the Minutes from the last meeting:

Bill Clausen made a motion to dispense with reading of the minutes, it was seconded by Dave Werley, and unanimously approved.

**Reports of Officers**

***Chief Measurers report – Bill Clausen submitted written report:***

I would like to thank Clarke Newman for a fantastic job of organizing the measurement team last summer in Houston. They were well prepared for the lineup of boats and sails to be measured in a somewhat high temperature environment. The measurement was thorough but moved smoothly.

I have published a ruling which I made last summer that says that for sanctioned Lightning regattas black numbers on a dark blue panel of the spinnaker is not permitted. This ruling came about because PRO's mark rounding boats and boats taking finishes could not read the numbers.

The simplified measurement control sheets that were used in Houston at the North Americans last year worked out very well, and I intend to use them this year at the Worlds in Italy as well, as the North Americans. I also want to thank all the boat owners for being available for and cooperative in the measurement process. I will have the class scale available throughout the regatta here as well as calipers to check centerboard thickness.

***President's Report – John Faus***

President Faus started off by thanking Jo Ann Jones and Terry Hamilton, Southern Circuit Co-Chairs, for organizing another successful Southern Circuit. These ladies have done an amazing job. Things are busy in the Class Office with members gearing up for a busy summer sailing season here in the US and also for the World Championships coming up in June. Thank you to Laura Jeffers for helping to make things run smoothly.

This morning the Governing Board approved a 1:1 ratio for this year's North Americans. Sailors still need to participate in their district championships. The Lightning has been again chosen to participate as mixed teams in the 2015 PAN Am Games in Toronto. The Country qualifying regattas have been set and will be posted on the ILCA website.

***Treasurers Report – Victor Lobos***

Treasurer Lobos gave an overview of the 2012 year-end financials compared to 2011 figures. North American dues (Skipper, Associate and Crew) were down more than 23% or \$8,500.00 USD. South American dues were up 80% (\$1,305.00 USD) over last year. Europe was up 5% over last year's significant increase. Fleet dues were also down overall about 14% or \$400. Flashes Advertising continued to decrease. Sail and boat royalties were up for the year. Mast royalties and store merchandise sales were slightly less.

Expenses for the most part were all held lower than 2011. Flashes, website upgrades and regatta expense line items all saw a slight increase from 2011. Most notable was the increase in Flashes expense due to the return of the printed Flashes and it being mailed to all previous skipper members going back five years. The response to this mailing has been good, which can be seen in our 2013 figures. Currently, for 2013, income, namely membership dues, are trending better than last year at this time. Please remember to encourage your fleet members to renew their dues. Discussion ensued. Brian Hayes noted deep concern for the significant decrease overall memberships. President Faus explained that Bill Fastiggi has taken on the task to work with the District Commodores in North America to communicate with each District to see how the Class can lend its support and to encourage increased participation in the ILCA.

The 2013 budget was deferred to the evening's Winter Meeting.

***Secretaries report – Debbie Probst***

Secretary Probst announced that three fleets have been re-activated: Fleet 24, Erie Yacht Club, Fleet 233, Ford Yacht Club and Fleet 453 Flotta Del Trasimeno. It is great to see inactive Fleets coming alive again. Probst made a call for more reports and articles of interest for Flashes, Flash Blasts and the Yearbook. Yearbook reports recapping 2012 events are due now!

**Vice Presidents and Committee Reports**

***Classic Boats*** – Robert Astrove reported that the activity in older Lightnings is pretty strong. Activity on the Wooden Boat Chat Group is very active. This year the group is trying something different with their annual regatta. They will participate in the WJM NAs as a separate "classic boat" division. They are also planning to do an



organized cruise one day up the river. There has been a good response so far to this new event. It will be great to get the two groups, classic boats and current racers, together.

**Boat Grant** – BG committee member Bill Faude reported that Justin Coplan and Will Brown are doing a great job leading this group. This year's recipients have submitted possibly the best applications received to date. Mitch Hall from Charleston, South Carolina, mentored by Chris Hamilton, and Colin Smith from Providence, Rhode Island, mentored by Jay Mueller, have been chosen as this year's recipients. Please welcome them to the Class when you see them about this summer.

Faude continued and noted that there have been some discussions about not getting enough applications to this program. While the number may not be very high, the strength of the applicants is. As a Class we have to realize that it is harder to keep an existing program going. We need the membership to help with suggesting and talking about this program in your local area. This type of grass roots approach is needed to help sustain this program. In addition, the committee will be working on other avenues to spread the reach of this program, for example, have a Lightning available at a collegiate regattas for kids to see and possibly try, attend events such as the Orange Bowl where colleges and classes are showing up to market to young sailors. Another option is to look into offering special events for young adults to come and experience what the Class has to offer. The Snipe Class has a program like this that is working well. The committee may be asking for help to organize additional opportunities like this in the future. If anyone has any suggestions for the committee please pass them along.

**VP Worlds** – David Starck reported that planning is going well in Italy for the June Worlds. The organizing team is working very hard. He wanted to thank Rob and Abby Ruhlman for traveling over to Castiglione to preview the area and assist the local organizers with planning. He also thanked Tom Starck, Mark Schneider and Ian Edwards for their support with organizing the containers. The 2015 Worlds will be held at the Buffalo Canoe Club in Canada and the dates have not been set. They will most likely be coordinated with the PAN Am Games that are scheduled for mid July.

The 2014 Youth Worlds will be held at the Buffalo Canoe Club in Canada. The date has not been set yet, but it will be in July. Ian Jones is the Chair for this event, and the committee is looking to increase participation. As a reminder, the Junior NAs in Nyack, New York, this summer is the US qualifier for this event.

**North Americans Report** – Josh Goldman reported that planning for the 2013 NAs is going well. They are planning for 80–90 boats. Social activities include a 75th Anniversary Lightning Party one night. There is lots to do in the area, and there is a reliable sea breeze. The NAs in 2014 will be in Sheboygan, Wisconsin, and that regatta will act as the US qualifier for the 2015 World Championship that will be held at the Buffalo Canoe Club. Goldman has been tasked to put together an exploratory committee to evaluate increasing participation in the 2015 NAs and beyond. If anyone is interested in participating please contact him.

Planning for the WJM NAs is going very well, and it will be a well attended regatta. Gary Hurban added that there will be housing for the junior boats and encouraged everyone to sign up on the Who's Coming list to help the organizers with planning.

**Lightning Labs** – George Sipel reported that two labs have been confirmed so far for 2013, July 12 in the Central Atlantic District and May 25–26 in the Michigan District. Thank you to Jody Lutz and Ernie Dieball for leading these labs. There is a lot of other interest for labs including Columbia, Lake Delta Yacht Club in New York, Vancouver Canada, Erie Yacht Club and San Diego Yacht Club. He is working on getting these confirmed and added to this year's schedule.

**Southern Circuit** – Terry Hamilton and Jo Ann Fisher thanked the sponsors and participants for coming. We are happy to include a new sponsor this year, SOAK, LLC. This year we added a mentor program, and it has received good reviews. A special thank you to this year's mentors, Nick Turney, Todd Wake, Brian Hayes, David Starck and Dave Dellenbaugh. This year we had forty-one boats in Savannah and forty-four in Miami. It is projected to be about fifty-one here in St Pete. Twenty-six boats are sailing in all three events. The dates for 2014 are Miami – March 16–18 and St Pete March – 20–22. We are also pleased to report the John Porter and the Savannah Yacht Club are planning to continue to hold the Deep South Regatta a week or two prior to the Circuit. We will have questionnaire ready to distribute immediately after next year's Circuit to evaluate the two-venue circuit and make a decision on the format for 2015. This decision will be decided very quickly after next year's Circuit.

**Atlantic Coast Championship** – Allan Terhune announced that the 2013 ACCs will be held in Wrightsville Beach on July 26–28. There has been a meeting notice posted and scheduled for this regatta. One of the agenda items includes the flexibility to change the dates for this regatta in the future.

**Marketing Report** – VP Marketing and Executive Committee Member At-Large Bill Faude submitted a written report:

As one of ILCA's two VP's of Marketing, I had opportunity to address the US Sailing One-Design Sailing Symposium in Cleveland in January. It was a great opportunity to meet sailors from more than thirty other classes and to share some of what we in Lightning sailing understand and programs/thinking we have been putting in practice for the past decade or so. At the end of the weekend, the Lightning came out looking pretty progressive.

Simply put, our job in marketing this class is continually finding new news to provide the sailing public about our Class. To succeed in an improving economy where new classes are rapidly being launched, we must literally reintroduce our 75-year-old boat every year. We must always be finding ways to prevent the Lightning from ap-

pearing to be a traditional or a venerable or a time-tested class (AKA: Tame and lame in the minds of our most important target market).

Sailors who already have experience racing who are looking for an opportunity to improve their skills by enjoying some of the most challenging racing in one design sailing.

Key Proof Points:

- Big fleets.
- Tactical racing where speed advantages are small.
- Some of the best sailors in one-design sailing.

Our Class has a wealth of other strengths. Yes, we're a family class. We're really inclusive and welcoming. We have good resale value. We have fleet sailing distributed over more areas and still stronger than most any class in sailing. Our boats trail really nicely behind even a smallish car. We have lovely hard chines. We have an active classic boat tribe. The boat is a wonderful design that digs in upwind and feels like a bigger boat when you drive it. It also planes thrillingly.

All true. But after much consideration, none of these possible selling points are as important to communicate to the key target as the message and the proof points above. If you're doing a personal selling job, use any of the other points. But if you have time to cede just one thing, go with the single primary message.

If we all work consistently, the impact of our common language will be multiplied. If anyone has any questions or comments on this, let's discuss.

### **Future Thinking**

As part of our strategy of constant reintroduction, we're doing some visioning about how we can expand the opportunities for prospects to try the Lightning. The Boat Grant Program is a brilliant example. Teams not only get to sample the boat, they have a whole season to experience the small and large regattas and all the accompanying tribal aspects of Lightning sailing. The Championship of Champions is another sampling opportunity, albeit one that impacts a group of sailors already very loyal to other classes and, therefore, slightly out of our key target. Moving forward we will be exploring how to augment these initiatives. One idea that's been advanced is an opportunity for sailors our members might identify in their areas, to bring one crew with them and sail a privately-provided boat in a "fleet within the fleet" at one of our best attended regional regattas. It's but a single idea, but it addresses our ongoing challenge—new news from the Lightning—always new news from the Lightning—the 75-year-old class that acknowledges but doesn't act its age.

### **Historian**

Clayton Gray reported that he has been very busy gathering information on a series of articles he is working on in honor of our 75th Anniversary. Two important months to recall are October 2013, the first launching of boat #1, and October 2013, the date the Class Organization was formed. As part of our 75th Anniversary celebration this evening, he has brought a large display of historical photos and memorabilia.

### **Unfinished Business**

None at this time.

### **New Business**

The Executive Committee has been tasked by the Governing Board to explore the possibility of a membership dues increase.

Next official meeting will be in June during the World Championships in Italy. We will also hold a special meeting during the North Americans in August.

David Werley made a motion to adjourn; it was seconded, and the meeting concluded at 6:52 PM.

---

---

### ***NOTICE: NEW Executive Committee Policy on Advertising***

Per the ILCA Document Governing All Sanctioned Lightning Class Championships, ARTICLE VIII Section 2 restricts advertising to hulls only. In addition, there shall be no penalty for breaking this ILCA restriction for advertising on personal equipment as described in ISAF Regulation 20.3.1. This policy shall apply to all sanctioned 2013 ILCA Championships. Policy adopted by Executive Committee May 29, 2013.



## **Lightning Family News**

### **Welcome New Member Bob Sengstacken**



I like to be called Stax, unless on course side, then any other name is better—Bob for instance.

Lightnings run through the blood of our family, from grandpa Sengstacken, who's first one was #762, through father and uncle and now brother Bob in Nyack. I'm very excited to sail in the Masters' this summer with Pim Epler, who sailed with Magnus Peterson back in the day. Add Pim's age to mine, and you get 130, the minimum crew age to qualify, so I guess our third crew, Seth Olsen is a bonus?

Lightning racing has always spawned good parties and camaraderie between sailors, and I hope to share in that again this summer!

---

### **8 Bells**

#### **Francis William Temme Jr – May 28**

Francis was a longtime member of Fleet 196, Surf City YC on Long Beach Island, NJ. He is survived by his wife Judy and sons, Mark and Andy. The entire family along with Andy's wife Julie and kids were able to visit with him all weekend. The service will be held in Gettysburg, Pennsylvania.



#### **Martha "Marty" Fisher – April 2**

Marty was married to past ILCA President, George Fisher, and mother to Greg and Matt and their sister Gayle. They spent their honeymoon at the Lightning Southern Circuit and continued to sail in the Class until George's passing in 2008. For more information on services or to leave a message on her tribute wall, please see her full [obituary](#).



---

#### **George Nickels May 20**

George passed away Monday, May 20 after fighting a short illness with cancer. Many of you will remember how kind, helpful and fun George was. Please keep the Nickels family in your thoughts and prayers. [Obituary and on-line tribute](#).

---

#### **Joe Dissette – July 10**

Joe (91) passed away Wednesday, July 10. Joe is a long-time Lightning Class supporter and was a member of the Michigan District, Fleet 216. It is believed that Joe had 34 Lightnings during his lifetime. Please keep his family in your thoughts and prayers.





Contact: Patti Montgomery-Reinert

Phone: (800)747-3810 – Ext 2 or

269 637-8078 - Ext 2

Fax: (269) 637-1594

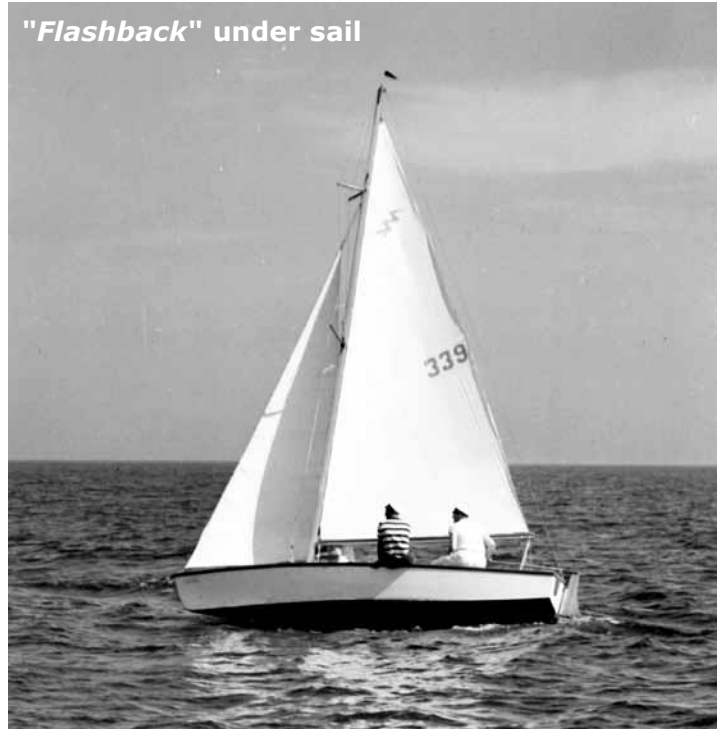
[www.michiganmaritimuseum.org](http://www.michiganmaritimuseum.org)

Email: [info@michiganmaritimuseum.org](mailto:info@michiganmaritimuseum.org)

**FOR IMMEDIATE RELEASE**

The Lightning class sail boat "Flashback" is currently available for Lake Michigan Charters at the Michigan Maritime Museum.

"Flashback" under sail



**Nickels Boat Works, Inc.**

1871 Tower St

Flint, Michigan 48503

810.767.4050 810.767.4060 fax

[www.nickelsboats.com](http://www.nickelsboats.com)

## #1 Lightning Builder for the last 20 Years

For over 20 years Nickels Boat Works, Inc. has been building boats using superior workmanship and the highest quality parts to ensure a lifetime of use.

**~Long lasting construction~**

*Every boat is hand made to your specs. We use hand laid and chopped fiberglass construction with particular attention to fit and finish.*

**~Dedication to Detail~**

Every piece of each boat is designed and built with the utmost care and precision

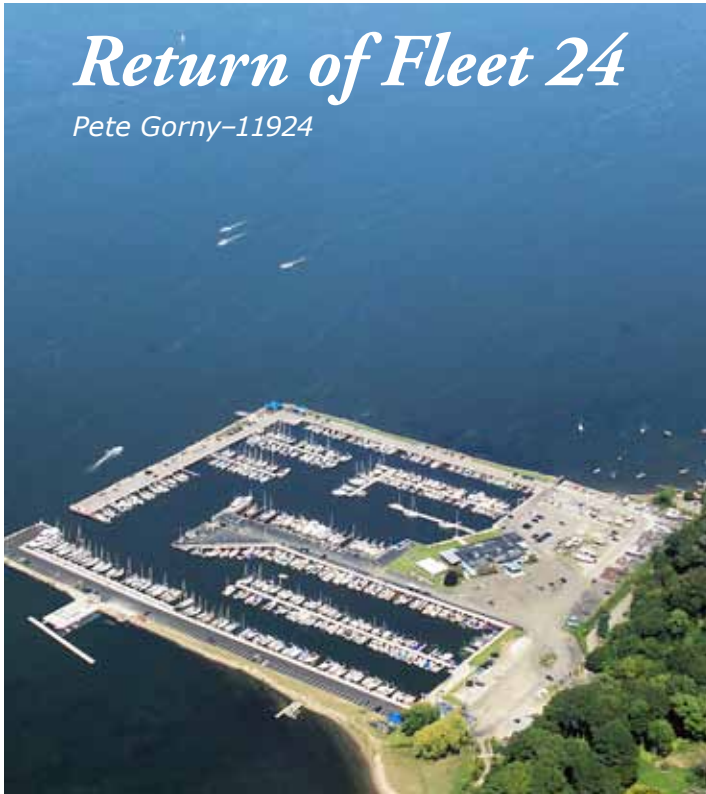
***Performance - Price - Passion***



[ryan@nickelsboats.com](mailto:ryan@nickelsboats.com) — or — [hugh@nickelsboats.com](mailto:hugh@nickelsboats.com)

# *Return of Fleet 24*

*Pete Gorny-11924*



No matter your position on global climate change, there are some benefits. The first one that comes to mind is a longer soft water sailing season on the Great Lakes. This has come at the expense of the ice boating season, but we need to adapt.

Years ago, growing up racing Thistles with family and friends, some of the most enjoyable day sails were off season. Long time friend, the late Erie Yacht Club Past Commodore Jack Bierley, would always have his Thistle ready for a November or December afternoon sail on Presque Isle Bay. No powerboats, rarely another sailboat, a few kayaks or canoes, and that was about it. When the summer racing season and the Thistle fall series was done, several of us would make the time to get out and enjoy a potential last ride of the season.

As everyone over the age of twenty-five knows, life changes. Marriages happen, kids happen, careers move you around the country. Some of the things you really enjoy are put aside for more important parts of life. December day sails become a memory.

Fast forward a number of years, and I was enjoying a beautiful fall sunset from the lighthouse at EYC: [www.erieyachtclub.org](http://www.erieyachtclub.org), and all I really wanted to do was go sailing. Fortunately, I have friends who are equally obsessed. Sailing partner, Andy Kalivoda, whose beautiful C&C 38 was covered and sitting on the hard had the same thoughts. We need a day sailor.

We started putting together our wish list—trailerable for regattas, low cost (sure), spinnaker, day sail with two couples or families and more comfortable than a Thistle. At fifty-seven years old, sitting on a Thistle rail was not appealing.

I had sailing experience on Lightnings many years ago and thought it would fit the bill. Andy and I hunted around and found an abandoned Lightning behind a Port Authority maintenance building. Looked a little rough, but how hard could it be to get it sailing? (That is an entire article by itself.) There were a few Lightnings at EYC already. Maybe we can get a little fleet together and restart one-design racing in Erie. The local PHRF fleet will get 50 boats out for a family main and jib race, but one design was gone.

The boat we picked up, #11924, was an early 70s Allen boat. Andy and I started talking to the few Lightning owners at our club and a few other die hard racers, and other people started picking up Lightnings. Pat Huntley, a one-design racer at heart, jumped right in and bought one. Then, things started to snowball. Everyone that wanted to go for a sail we took out.

October, November, January, if it was decent, out we went. Sailing friends started buying Lightnings. Then we started very simple racing with rabbit starts and racing around orange laundry bottles.

Fast forward about twelve months, and our idea has grown to thirteen boats. I am sure they will not all come out and race, but if we start out with six to eight boats for our weekend racing, it will be a success.

Andy re-registered our fleet, and Fleet 24 is back in business. We attended the Bare Bones regatta last fall and had a great time. The entire Mansfield fleet was very helpful and hospitable, and at the end of day one, we were fourth out of ten. Respectable. Next day we tore our borrowed spinnaker that had the integrity of wet toilet paper, took a mark for a nice downwind sail, had a great time and sailed back to the dock in a line squall.

This year, we hope to have several boats take in Pymatuning in May, a regatta at the Buffalo Canoe Club, definitely the Bare Bones regatta, if we do not conflict with another area fleet regatta, a one-day regatta in Erie the first Saturday in October. If you have never sailed in Erie, our protected bay is four miles by 1.5 miles and by October has little boat traffic. We will get our regatta on the schedule and hope to see you this summer.

# 2013 Circuit at a Glance

- 41 Boats in Savannah, 44 Boats in Miami, 51 Boats in St Pete
- 26 Boats qualified for the overall Southern Circuit, 27 boats did all three events
- 2 first time skippers doing the entire circuit: Patrick McKnight from Dixie District Fleet 50 and Neil Willetts from Southeastern District Fleet 365
- Co-Chairs Terry Hamilton and Jo Ann Fisher again outdid themselves!! Thank You!!
- Over 22 different brands of beer were brought (and drunk) at the 2<sup>nd</sup> Annual Wake Mueller Beer Swap in Miami
- On-the-water mentorship program was a big hit! The group is evaluating how to expand this program at other regattas throughout the year. Mentors (left to right) David Delenbaugh, Todd Wake, David Starck and Nick Turney.



- Maggie MacDonald, (12½ years old) was presented the Davis Youth Award for being the youngest sailor (photo on page 33).
- Bob Astrove was presented the Karl Smith Award (photo on page 40).
- Tom Allen was presented the George Fisher Sportsmanship Award (photo on page 37).
- Rob Ruhlman was presented a Life Membership in the Class (photo on page 37).
- Class Historian, Clayton "Corky" Gray provided a wonderful historical display of Lightning memorabilia during the 75th Anniversary celebration during the banquet. All sailors received the special 75th Anniversary poster to take home!

Corky Gray, Class Historian



## Thank You! Thank You! Thank You! To the following Southern Circuit Sponsors!

If you are interested sponsorship or donating prizes for next years Circuit, please contact [Terry Hamilton](#) or the [Class Office](#).



*One Design*





 **Deep South  
Regatta**  
Savannah Yacht Club  
Savannah, Georgia  
March 9–10, 2013

 **Midwinter  
Championship**  
Coral Gables,  
Florida  
March 12–13, 2013

 **Winter Lightning  
Championship**  
St Petersburg, Florida  
March 15–17, 2013

## 2013 Southern Circuit





# 2013 Southern Circuit



Savannah



Miami



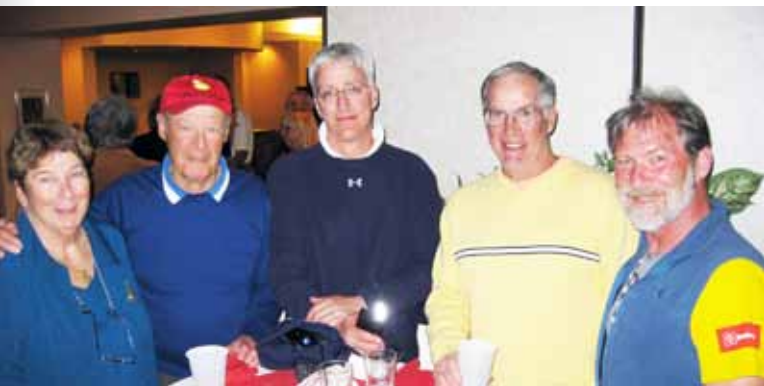
Miami hula hoop contest



Frozen tee-shirt contest winning team



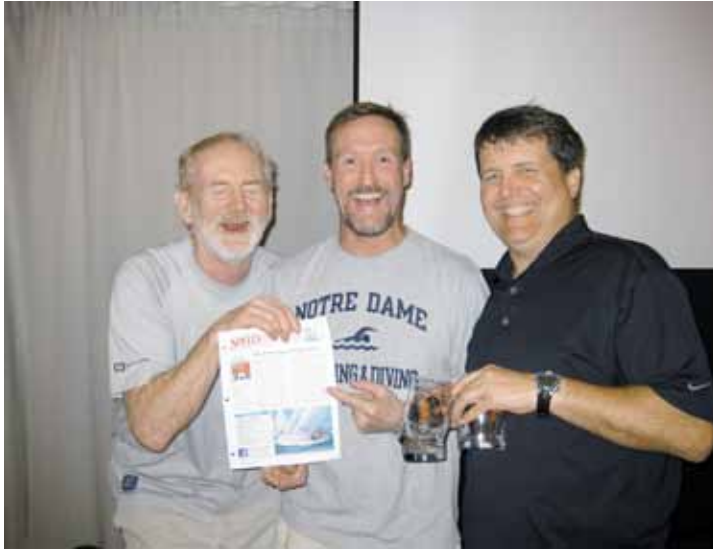






# Our First Southern Circuit – 2013

Patrick E. McKnight, Sean McKnight, Bob Hansen, and Patrick A. McKnight



What do you get when you combine three unique sailing venues with an extremely competitive fleet, an unmatched collection of supportive sailors, a grueling 2,500 miles of driving, and a pair of brothers, Patrick and Sean McKnight, who love sailing together? You get the Lightning Southern Circuit 2013 from our perspective. We experienced it for the first time this year, along with a thirteen-year-old son, Patrick, a friend, Bob Hansen, and a former stranger, Linda Hutchings. We have a few thoughts from our week-long adventure and hope you find them useful.

## 1 We were blown away by our fellow

**Lightning sailors' support:** We've sailed in many classes over the years and never experienced the camaraderie and openness shown by all, world class to novice alike. Despite the fact that we did not sign up for the mentor program, we were welcomed in every discussion. Every tip, from rigging and tuning to trim and boat handling, came from each sailor without hesitation. The Lightning class and sailors made us feel welcome throughout the entire event and helped us improve. We thank you all for your support and look forward to reciprocating as we develop into better Lightning sailors.

## 2 Variety is the spice of life and the reality of the Southern Circuit:

Many areas in the country have the saying, "if you don't like the weather, wait an hour." The Southern Circuit can lay claim to a similar saying,

"if you don't like the sailing conditions, wait until the next leg." All three venues offered something completely unique. We experienced some good and bad in each; regardless of our experience, we enjoyed them all.

## 3 The Circuit was equivalent to a year of racing:

A great saying in research is that a day in the library saves a year in the lab; we have a similar story for Lightning sailors. One Lightning Southern Circuit equals one year of Lightning racing. The competitive fleet and supportive environment enabled us to grow by leaps and bounds. We now know what we don't know, a far cry from where we began the Circuit. Now it is our opportunity to work on what we don't know. Below are a few things we learned. (Note: we offer our apologies up front to Dave Dellenbaugh and his great tips for the Southern Circuit. Our tips are merely observations from sailors who struggled to make the first page of the results—and missed by several lines.)

### a Every mistake costs you at least three boats in a competitive fleet:

We love competing against the best. It can be demoralizing at times, and there were no shortage of those times during this year's Circuit that we, perhaps I, the skipper, might be more appropriate in this case, felt beaten down. We/I bounced back, but every mistake, every missed opportunity, every lost acceleration relative to the fleet set us back at least three boats. Our appreciation for the boat grew by each leg, perhaps not our position in the fleet.

### b Crew mistakes are less important than boat speed:

Speed kills, and we learned that the first leg of each race was dictated by a good start with a quick acceleration. If you could get this flat-bottomed boat up to speed quickly off the line, you were likely to round the windward mark in the lead pack before the "funeral procession" of starboard tackers on the layline. We practiced



spinnaker sets, jibes, and take downs, along with tacking and all sorts of details, though most of these rarely mattered. If we could not get to the windward mark quickly, we were stuck in bad air for the rest of the race. Next time, we will work on accelerating the boat. Perhaps later, when we get faster, we will focus our attention on these other crew responsibilities.

- c Rarely are the boat and sails the weakest part of the team:** Apologies to those of you who make your living selling new boats or sails, but I think most novice Lightning sailors would benefit by taking our crew Bob Hansen's sage advice: upgrade what holds you back. If the skipper or crew does not know how to make the boat sail fast, upgrades will not make much difference. We were soundly beaten by better sailors, period; the equipment made little difference for us.
- d Racing with the same crew produces the best results:** We hear this often but there is no other place where crew turn-

over matters more than on the Southern Circuit. My son Patrick raced with us in Savannah as foredeck and did an admirable job. Due to Bob's work conflicts, we were left to find a third for Miami and, fortunately, found a solid third in Linda Hutchings. Finally, Bob sailed with us in St. Petersburg. All told, we had five sailors on the Circuit: two full-timers and three part-timers. The crew turn-over made it difficult to maintain any consistency. Next time, we will be sure to have three and only three to enhance our learning as a team.

As a final note, we want to take this opportunity to thank Laura Jeffers for inviting us to submit this brief summary. I am not sure she knew what she was getting into when she asked three over-educated and over-worked sailors to write about their experience. We take full responsibility for our rambling thoughts and hope they motivate more sailors to join us in future Southern Circuit adventures.

## Sunbrella Acrylic Covers

now available UV Proof Goretex thread!

- \* light and easy to install
- material will not mildew, rot or shrink
- made with 1st quality Sunbrella
- material has 5-year warranty
- heat-cut edges on seams will not fray
- straight-stitch seams hide thread from UV
- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

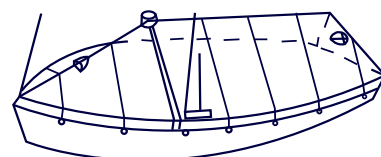
Prices	white	blue	colors
6" skirt	375	389	409
full-size	548	579	590
nap back rudder cover			68
sail # on cover			45

### ROOKE SAIL INC.

1744 Prescott So.  
Memphis, TN 38111  
Chris Rooke  
(901) 744-8500

[www.rookesails.com](http://www.rookesails.com)

E-mail: [rooke@rookesails.com](mailto:rooke@rookesails.com)



*Flashes advertiser and cover maker for 30 years!*



# Deep South Regatta, Savannah Yacht Club

Pos	Bow	Sail#	Skipper	Crew
1	11	11011	Gonzalez, Tito	Alberto Gonzalez, Christian Herman
2	50	14950	Adams, Ed	Nancy Haberland, Ben Cesare
3	55	15255	Hallagan, Richard	Hendrix TenEcyk, Tom Schroder
4	95	15495	MacDonald, Larry	Maggie MacDonald, Ian Jones
5	65	15265	Davis, Steve	Brian Hayes, Laura Jeffers
6	44	15390	Wake, Todd	Kristine Wake, Neal Fowler
7	23	11346	Dellenbaugh, David	Kip Hamblet, Hale Walcoff
8	70	15470	Starck, David	PJ Schaffer, Joe Starck
9	7	15507	Proctor, Ched	Jamie Ewing, Meredith Killion
10	56	15456	Goldman, Joshua	Jo Ann Fisher, Will Jeffers
11	35	15085	Krawchek, Lenny	Beau Samuelson, Mac McKenzie
12	18	15184	Porter, John	Eric Oetgen/Collin Porter, Jackson Hightower
13	9	4811	Allen, Thomas	Valerie Tardif-Holly, Kelly Crane
14	60	14860	Mueller, Jack	Martha Fisher, Jay Mueller
15	84	15484	Schneider, Mark	Lucinda Schneider, Tom Slook/Devon Rapp
16	75	15475	Coppens, Jeff	Ian Moriarty, Evan Hoffman
17	71	15471	Tyner, William	Henry McCray, Sean Carroll
18	12	15512	Faus, John	Matty Schon, Jimmy Roe
19	49	15498	Mergenthaler, Frank	Bill Mergenthaler, Paul Krzenski
20	67	14567	Allen, Mark	Alexander LaVelle, Steve Varmum
21	24	14924	Huntley, Pat	Tim Polaski, Dave Machmer
22	73	15473	Hamilton, Chris	Jon Colarusso, Terry Hamilton
23	5	14495	Pitcavage, Joe	David Dabney, Katie Werley
24	16	15116	Sloger, Will	Scott Lane, Adam Sloger
25	57	15457	Ruhlman, Rob	Abby Ruhlman, Dave Werley
26	30	14930	Marenakos, Mark	Ezra Zankel, David Hood
27	2	14702	Dial, Karen	Diana Wrisley, Kathy Gaddy
28	20	15420	Ruhlman, Ryan	Tesse Ruhlman, Nick Turney
29	6	15166	Lutz, Jason	Johathan Lutz, Tommy Zanowic
30	17	7170	Dickerson, David	David Viens, Heidi Hogan
31	46	14546	Maras, Victor	Samantha Maras, Emma Werley
32	99	15246	Gastright, Jr, John	Steve O' Hearn, John Gastright III
33	69	14045	Kennon, Batton	Sara Fox, Walter Maguire
34	14	14710	Willetts, Neil	Christopher Willetts, Will Gladden
35	15	15315	Cabrall, Bill	Raeyane Farrell, Jim England
36	47	14752	Fairchild, Reggie	Will Schaller, Ted Fairchild
37	25	14525	Bates, John	Kevin Smith, Gary Hoffer
38	8	15308	Killebrew, Bill	Osborne, Mike & Kathy
39	22	14366	McKnight, Patrick	Patrick McKnight, Sean McKnight
40	13	313	Rose, Trey	
41	85	15285	Sawyer, John	



**Champions: Tito Gonzalez  
Alberto Gonzalez, Christian Herman**



**August A Busch Jr Trophy**



# Savannah, Georgia March 9–10, 2013



Club	R1	R2	R3	R4	Total
Awleo Fleet	6	10	1	4	21
n/a	3	1	2	16	22
Newport Yacht Club	9	6	6	2	23
Buffalo Canoe Club	1	8	17	3	29
DSA	10	5	3	12	30
Sheboygan YC	7	16	11	1	35
n/a	4	9	9	17	39
n/a	13	12	8	6	39
Cedar Point YC	21	3	4	20	48
Cedar Point	8	4	15	22	49
Carolina YC	14	11	16	10	51
SYC	25	14	7	7	53
Buffalo Canoe Club	2	32	18	5	57
Sandusky Sailing Club	15	13	22	21	71
Riverton YC	20	29	5	18	72
Mission Bay YC	42 DNF	7	10	13	72
Nickels Boat Works	17	18	14	23	72
Barnegat Light YC	19	23	13	19	74
Monmouth Boat Club	42 DNF	2	23	14	81
Pontiac YC	16	27	29	9	81
Erie YC	42 DNF	17	21	11	91
James Island YC	24	28	26	15	93
HobcawYC	18	25	24	26	93
Hobcaw YC	42 OCS	19	12	24	97
Pymatuning YC	12	24	20	42 DNC	98
Carolina YC	23	42 DNF	27	8	100
Columbia Sailing Club	11	20	33	42 DNF	106
Pymatuning	5	22	42 DNC	42 DNC	111
Metedeconk River	22	42 RAF	25	27	116
Niantic Bay YC	42 DNF	15	28	35	120
Pymatung YC	26	34	32	28	120
Croom Sailing Association	42 DNF	30	34	29	135
N/A	42 DNF	42 DNF	19	33	136
PYC	42 DNF	26	38	31	137
Cedar Point YC	42 DNF	31	30	34	137
Carolina YC	42 DNF	21	35	42 DNF	140
Susquehanna YC	42 DNF	42 DNF	31	25	140
Harbor Island YC	42 DNF	42 DNF	37	32	153
	42 DNF	33	36	42 DNF	153
Crescent Sail YC	42 DNC	42 DNC	42 DNC	30	156
CYC NC	42 DNF	42 DNF	42 DNC	42 DNC	168



**Runner-ups: Ed Adams  
Nancy Haberland, Ben Cesare**



**3rd Place: Richard Halligan  
Hendrix TenEck, Tom Schroder**



# Midwinter Championship, Coral Reef Yacht Club

Pos	Bow#/Sail#	Club	Skipper	Crew
1	54/ 15449	Annapolis Yacht Club	Terhune, Jr, Allan	Terhune, Katie/Purisi, Sam
2	7/ 15507	Cedar Point YC	Proctor, Ched	Milhiser, Tim/Lurie, Jay
3	44/ 15390	Sheboygan Yacht Club	Wake, Todd	Wake, Kristine/Fowler, Neal
4	70/ 15470	Buffalo Canoe Club	Starck, David	Starck, Jody/Starck, Tom
5	50/ 14950	Ida Lewis Yacht Club	Adams, Ed	Haberland, Nancy/Cesare, Ben
6	11/ 11011	Acuelo Yacht Club	Gonzalez, Tito	Gonzalez, Alberto/Herman, Cristian
7	80/ 15380	Noroton Yacht Club	Crane, Rob	Crane, James/Crane, Brenda
8	84/ 15484	Riverton Yacht Club	Schneider, Mark	Schneider, Lucinda/Slook, Tom
9	95/ 15495	Buffalo Canoe Club	MacDonald, Larry	MacDonald, Julianne/ MacDonald, Julie-Marie
10	23/ 11346	Cedar Point YC	Dellenbaugh, David	Hamblet, Kip/Walcoff, Hale
11	57/ 15457	Pymatuning Yacht Club	Ruhlman, Rob	Ruhlman, Abby/Werley, Dave
12	99/ 15399	Club de Yates El Venado	Lobos, Victor	Lobos, Sebastian/Perrin, Hugo
13	66/ 14866	Coral Reef Yacht Club	Mauk, Bill	Carlin, Cam/Williams, Emery
14	Sep-11	Buffalo Canoe Club	Allen, Thomas	Tardif-Holly, Valerie/Crane, Kelly
15	75/ 15475	Mission Bay Yacht Club	Coppens, Jeff	Moriarty, Ian/Hoffman, Evan
16	56/ 15456	cedar Point	Goldman, Joshua	Fisher, Jo-Ann/Jeffer, Will
17	20/ 15420	Pymatuning Yacht Club	Ruhlman, Ryan	Ruhlman, Tesse/Turney, Nick
18	55/ 15255	Newport Yacht Club	Hallagan, Richard	TenEcyk, Hendrix/Pope, Dan
19	71/ 15471	Charleston Yacht Club	Tyner, William	Wilson, Patrick/McCray, Henry
20	65/ 15265	Denver Sailing Association	Davis, Steve	Jeffer, Laura/McNeice, Ian
21	67/ 14567	Pontiac Yacht Club	Allen, Mark	Varmum, Steve/Humphrey, Joel
22	73/ 15473	James Island yacht Club	Hamilton, chris	Hamilton, Terrylynn/Colarusso, Jon
23	60/ 14860	Fleet 71	Ward, Jim	Mueller, Jay/Fisher, Martha
24	52/ 15257	SSA, Annapolis, Md	Hurban, Gary	Hurban, Joan/Jadrosich, Peter
25	49/ 15498	Monmouth Boat Club	Mergenthaler, Frank	Mergenthaler, Bill/Krzenski, Paul
26	21/ 14923	Henderson Harbor	Jones, Jack	Doran, Tom/Steiner, John
27	13/ 313	CSYC	Rose, Trey	Morin, Kevin/Lavelle, Alexander
28	12/ 15512	Barnegat Light YC	Faus, John	Schon, Matty/Roe, Jimmy
29	39/ 15339	Buffalo Canoe Club	Emblidge, Warren	Oak, Jeff/Feuerstein, Erin
30	85/ 15285	CYC NC	Sawyer, John	Sawyer, Jack/Sawyer, Becky
31	15/ 15315	Denver Sailing Association	Cabrall, Bill	Farrell, Raeyane/England, Jim
32	88/ 14688	Annisquam Yacht Club	Peter, Georges	Burpee, Eva/Quigley, Charlie
33	22/ 14366	SSA	McKnight, Patrick	McKnight, Sean/Hutchings, Linda
34	77/ 15377	Ocean City Yacht Club	Glenn, George	Francis, George/Hopkins, Chappy
35	1/ 15391	Pontiac Yacht Club	Welch, Mike	Beudet, Brian/Gregory, Erin
36	46/ 14546	Pymatuning Yacht Club	Maras, Victor	Maras, Samantha/Werley, Emma
37	10/ 15410	Northbridge Sailing Club	Edwards, Ian	Edwards, Lindy/Lee, Andrew
38	25/ 14525	Susquehanna Y.C.	Bates, John	Smith, Kevin/Hoffer, Gary
39	14/ 14710	PYC	Willetts, Neil	Willetts, Christopher/Debore, Guy
40	61/ 13861	Coconut Grove Sailing Club	Clee, Randy	Lewis, Edward/Jalowsky, Adrienne
41	48/ 14807	Cedar Point YC	Ratcliffe, Rod	Potter, Scott/Schaefer, Austin
42	42/ 14854	Pontiac Yacht Club	Stromberg, John	Parrow, Mike/Parrow, Andy
43	08/ 14388	Fleet 69	Simonsen, Amy	Ayers, Matt/Peters, Matt
44	92/ 15228	Denver Sailing Association	Thompson, David	Thompson, Barb/Merritt, Robert



**Champions: Allan Terhune  
Katie Terhune, Sam Purisi**



**Runner-ups: Ched Proctor  
Tim Milhiser, Jay Lurie**

# Coral Gables, Florida March 12-13, 2013



R1	R2	R3	R4	R5	R6	Total	Pos
4	1	2	6	3	[17]	16	1
2	3	5	[45/DSQ]	1	12	23	2
5	4	[21]	12	7	2	30	3
10	2	3	10	[11]	9	34	4
12	[15]	8	3	10	5	38	5
[45/DSQ]	9	6	5	15	4	39	6
[30]	12	1	1	2	24	40	7
[24]	8	12	4	5	11	40	8
1	7	4	11	18	[19]	41	9
[45/OCS]	5	15	2	4	16	42	10
9	6	10	7	13	[45/DNF]	45	11
11	[18]	9	9	17	10	56	12
[29]	10	25	13	12	1	61	13
3	11	14	20	[21]	13	61	14
[20]	16	11	15	6	14	62	15
13	13	16	[24]	14	7	63	16
16	17	13	14	8	[45/DNS]	68	17
15	20	20	[45/DNF]	20	6	81	18
[28]	21	7	8	22	23	81	19
8	19	19	[23]	16	21	83	20
26	27	22	[30]	9	8	92	21
22	23	[33]	17	19	15	96	22
6	26	27	16	25	[45/DNS]	100	23
32	25	23	28	[34]	3	111	24
14	[32]	18	29	24	26	111	25
23	22	24	18	[32]	25	112	26
19	[33]	30	22	26	20	117	27
18	24	[36]	19	35	22	118	28
[45/OCS]	14	17	33	28	29	121	29
17	29	28	[32]	31	31	136	30
33	[35]	29	26	23	27	138	31
7	34	32	21	[45/DNF]	45/DNS	139	32
27	28	26	25	33	[45/DNF]	139	33
31	[37]	35	27	30	18	141	34
25	30	31	34	39	[45/DNF]	159	35
21	36	34	[45/DNS]	27	45/DNS	163	36
34	31	38	36	36	28	165	37
35	[38]	37	35	37	30	174	38
[45/OCS]	39	39	31	29	45/DNF	183	39
38	40	[43]	38	40	32	188	40
36	[43]	40	39	41	33	189	41
37	41	42	37	38	[45/DNS]	195	42
39	42	41	40	[45/OCS]	45/DNS	207	43
[45/DNC]	45/DNC	45/DNC	45/DNC	45/DNC	34	214	44

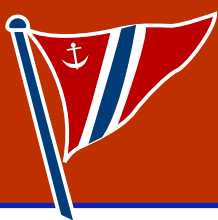


**3rd Place: Todd Wake  
Kristine Wake, Neal Fowler**



**4th Place: David Starck  
Jody Starck, Tom Starck**





# Winter Championship, St Petersburg Yacht Club

Pos	Bow#	Crew	From
1	45	M. Fisher, S. Fisher & K. Werley	BLYC
2	54	A. Terhune, Jr, K. Terhune & S. Parisi	Annapolis Y C
3	23	D. Dellenbaugh, K. Hamblet & H. Walcoff	Cedar Point Y C
4	70	D. Starck, J. Starck & I. Jones	Buffalo C C
5	50	E. Adams, N. Haberland & B. Cesare	Ida Lewis Y C
6	11	T. Gonzalez, A. Gonzalez & C. Herman	Acuelo Y C
7	80	J. Crane, B. Crane & D. Probst	Noroton Y C
8	20	R. Ruhlman, T. Ruhlman & N. Turney	Pymatuning Y C
9	95	L. MacDonald, M. MacDonald & J. MacDonald	Buffalo C C
10	44	T. Wake, T. Moriarty & N. Fowler	Sheboygan Y C
11	9	T. Allen, V. Tardif-Holly & K. Crane	Buffalo C C
12	60	J. Mueller, J. Mueller & M. Fisher	Sandusky S A
13	99	V. Lobos, S. Lobos & H. Perrin	C D Y el Venado
14	7	C. Proctor, J. Ewing & M. Killion	Cedar Point YC
15	57	R. Ruhlman, A. Ruhlman & D. Werley	Pymatuning Y C
16	65	S. Davis, L. Jeffers & B. Hayes	Denver S A
17	56	J. Goldman, M. Spurrier & W. Jeffers	Cedar Point Y C
18	21	J. Jones, T. Doran & J. Steiner	Henderson Harbor YC
19	55	R. Hallagan, H. TenEyck & D. Pope	Newport Y C
20	24	G. Sipel, J. Hagman & C. Snyder	North Cape Y C
21	72	J. Taylor, G. Auer & J. Ellis	I C L A
22	49	B. Mergenthaler, F. Mergenthaler & P. Krzenski	Monmouth B C
23	85	J. Sawyer, B. Sawyer & D. Morton	Carolina Y C
24	73	C. Hamilton, T. Hamilton & J. Colarusso	James Island Y C
25	12	J. Faus, M. Schon & J. Roe	Barnegat Light YC
26	71	W. Tyner, S. Carroll & H. McCray	Nickels B W
27	66	C. Carlin, B. Mauk & L. Jost	Clearwater C S C
28	67	M. Allen, S. Varmum & L. Hutchins	Pontiac Y C
29	88	G. Peter, E. Burpee & C. Quigley	Annisquam Y C
30	75	J. Coppens, I. Moriarty & E. Hoffman	Mission Bay Y C
31	52	J. Hurban, G. Hurban & P. Jadrosich	Southern S A
32	79	J. Davis, C. Davis & L. Lashaway	North Cape Y C
33	13	T. Rose, K. Morin & A. Lavelle	CSYC
34	22	P. McKnight, S. McKnight & B. Hansen	SSA
35	1	J. Humphrey, M. Hopkins & R. Peters	Pontiac Y C
36	15	B. Cabrall, R. Farrell & J. England	Denver S A
37	36	C. Herman, J. Herman & K. Herman	Southern Y C
38	43	J. Fraize, A. Probst & J. Tomzack	Buffalo C C
39	59	C. Gray, P. Gray & R. Astrove	Lake Townsend Y C
40	10	I. Edwards, L. Edwards & A. Lee	Northbridge S C
41	27	K. Ellis, B. Brown & C. Frost	Coast Guard Academy
42	77	G. Glenn, D. Thomas & G. Francis	Ocean City Y C
43	14	N. Willetts, C. Willetts & R. Disshaw	Pontiac YC
44	40	J. Lange, P. Lange & M. Lange	Severn S A
45	78	K. Park, S. Wallace & R. Whetmore	St Petersburg Y C
46	25	J. Bates, K. Smith & G. Hoffer	Susquehanna Y C
47	46	V. Maras, S. Maras & E. Werley	Pymatuning Y C
48	33	D. Samanich, B. Tischler & J. Christopher	Cleveland Y C
49	48	R. Ratcliffe, S. Potter & A. Schaefer	Cedar Point Y C
50	92	D. Thompson, B. Thompson & R. Merritt	Denver S A
51	31	W. Hofmeister, M. Hofmeister & E. Dieball	Harbor Island Y C

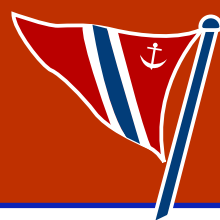


**Champions: Matt Fisher  
Stu Fisher, Kate Werley**

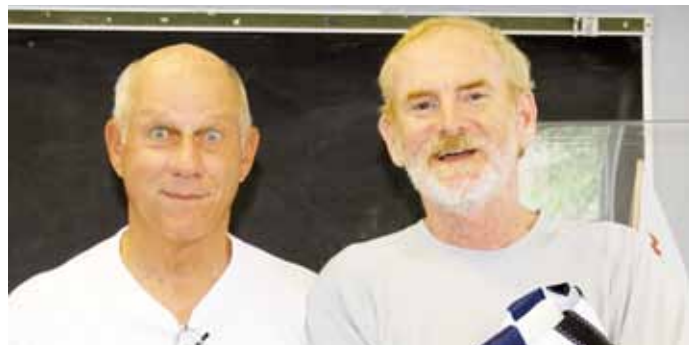


**Runner-ups: Allan Terhune  
Katie Terhune, Sam Parisi**

# St Petersburg, Florida March 15-17, 2013



R1	R2	R3	R4	R5	Total
3	2	3	(18)	1	9
(11)	5	1	1	9	16
(31)	1	2	11	4	18
(8)	3	5	4	6	18
(9)	8	7	7	3	25
2	7	(18)	2	17\ZFP	28
1	15	11	(19)	5	32
(13)	13	8	10	2	33
6	18	6	12	(22\ZFP)	42
25	14	4	3	(40\ZFP)	46
(17)	9	13	14	11	47
4	25	15	8	(32)	52
5	29	14	5	(52\DNC)	53
(35)	12	10	13	24	59
19	(43)	12	26	8	65
16	(19)	19	16	15	66
(34)	11	21	9	27	68
22	4	32	17	(43)	75
(45)	6	9	29	31	75
20	27	16	(35)	13	76
26	24	(34)	15	14	79
(23)	20	23	20	17	80
7	38	22	(39)	19	86
10	(30)	30	23	25	88
15	(31)	25	30	20	90
24	16	(33)	25	26\ZFP	91
14	32	20	27	(35)	93
27	26	(28)	22	18	93
12	22	26	34	(42)	94
(43)	36	17	32	10	95
21	(33)	24	33	21	99
(44)	44	29	6	26	105
32	23	(37)	31	22	108
41	10	(42)	21	39	111
38	17	(39)	36	28	119
18	40	27	40	(44\ZFP)	125
(40)	39	35	28	23	125
42	21	31	(43)	33	127
33	28	(45)	42	36	139
28	34	41	37	(45)	140
29	(41)	38	38	37	142
46	(47)	36	24	46	152
39	35	(43)	41	38	153
(48)	37	46	46	29	158
30	48	44	45	(52\DNF)	167
(49)	46	40	44	41	171
36	(52\DNC)	52\DNC	52\DNC	40	180
(50)	42	49	47	47	185
(51)	45	48	48	44	185
47	49	47	49	(52\DNF)	192
37	(52\DNC)	52\DNC	52\DNC	52\DNC	193



**3rd Place: Dave Dellenbaugh  
Kip Hamblet, Hale Walcott**



**Colin Park Award  
Allan and Katie Terhune**



# Southern Circuit



Pos	Bow#	Sail#	Skipper	Crew	Club	SAV1
1	50	14950	Adams, Ed	Nancy Haberland, Ben Cesare	Ida Lewis YC	3
2	70	15470	Starck, David	PJ Schaffer, Joe Starck, Jody Starck, Tom Starck, Ian Jones	Buffalo Canoe Club	13
3	11	11011	Gonzalez, Tito	Alberto Gonzalez, Christan Herman	Aculeo Fleet	6
4	23	11346	Dellenbaugh, David	Kip Hamblet, Hale Walcoff		4
5	95	15495	MacDonald, Larry	Maggie MacDonald, Ian Jones, Julianne MacDonald, Julie-Marie MacDonald	Buffalo Canoe Club	1
6	44	15390	Wake, Todd	Kristine Wake, Neal Fowler, Tobi Moriarty	Sheboygan YC	7
7	7	15507	Proctor, Ched	Jamie Ewing, Meredith Killion, Jay Lurie, Tim Milhiser	Cedar Point YC	21
8	9	4811	Allen, Thomas	Valerie Tardif-Holly, Kelly Crane	Buffalo Canoe Club	2
9	65	15265	Davis, Steve	Brian Hayes, Laura Jeffers, Ian McNeice	DSA	10
10	56	15456	Goldman, Joshua	Jo Ann Fisher, Will Jeffers, Marian Spurrier	Cedar Point	8
11	55	15255	Hallagan, Richard	Hendrix TenEcyk, Tom Schroder, Dan Pope	Newport Yacht Club	9
12	20	15420	Ruhlman, Ryan	Tesse Ruhlman, Nick Turney	Pymatuning	5
13	75	15475	Coppens, Jeff	Ian Moriarty, Evan Hoffman	Mission Bay YC	42
14	57	15457	Ruhlman, Rob	Abby Ruhlman, Dave Werley	Pymatuning YC	12
15	71	15471	Tyner, William	Henry McCray, Sean Carroll	Nickels Boat Works	17
16	49	15498	Mergenthaler, Frank	Bill Mergenthaler, Paul Krzenski	Monmouth Boat Club	42
17	67	14567	Allen, Mark	Alexander LaVelle, Steve Varmum, Linda Hutchins	Pontiac YC	16
18	73	15473	Hamilton, Chris	Jon Colarusso, Terry Hamilton	James Island YC	24
19	12	15512	Faus, John	Jimmy Roe, Matty Schon	Barneget Light YC	19
20	13	313	Rose, Trey	Kevin Morin, Alexander Lavelle	Crescent Sail YC	42
21	85	15285	Sawyer, John	Jack Sawyer, Becky Sawyer	CYC NC	42
22	15	15315	Cabrall, Bill	Raeyane Farrell, Jim England	Cedar Point YC	42
23	22	14366	McKnight, Patrick	Patrick McKnight, Sean McKnight		42
24	46	14546	Maras, Victor	Samantha Maras, Emma Werley	Pymatung YC	26
25	14	14710	Willetts, Neil	Christopher Willetts, Will Gladden	PYC	42
26	25	14525	Bates, John	Kevin Smith, Gary Hoffer	Susquehanna YC	42



**Champions: Ed Adams  
Nancy Haberland, Ben Cesare**



**Runner-ups: David Starck, Jody Starck, Joe Starck,  
Ian Jones. David and Jody pictured with their future crew of  
Jamie & Sabrina Starck!**





# March 9–17, 2013



SAV2	SAV3	SAV4	MIA1	MIA2	MIA3	MIA4	MIA5	MIA6	SPT1	SPT2	SPT3	SPT4	SPT5	Sub	T/O	Total
1	2	16	12	15	8	3	10	5	9	8	7	7	3	109	16	93
12	8	6	10	2	3	10	11	9	8	3	5	4	6	110	13	97
10	1	4	10	45	6	5	15	4	2	7	18	2	17/ ZFP	152	45	107
9	9	17	45	5	15	2	4	16	31	1	2	11	4	175	45	130
8	17	3	1	7	4	11	18	19	6	18	6	12	22/ ZFP	153	22	131
16	11	1	5	4	21	12	7	2	25	14	4	3	40/ ZFP	172	40	132
3	4	20	2	3	5	45	1	12	35	12	10	13	24	210	45	165
32	18	5	3	11	14	20	21	13	17	9	13	14	11	203	32	171
5	3	12	8	19	19	23	16	21	16	19	19	16	15	221	23	198
4	15	22	13	13	16	24	14	7	34	11	21	9	27	238	34	204
6	6	2	15	20	20	45	20	6	45	6	9	29	31	269	45	224
22	42	42	16	17	13	14	8	45	13	13	8	10	2	270	45	225
7	10	13	20	16	11	15	6	14	43	36	17	32	10	292	43	249
24	20	42	9	6	10	7	13	45	19	43	12	26	8	296	45	251
18	14	23	28	21	7	8	22	23	24	16	33	25	26/ ZFP	305	33	272
2	23	14	14	32	18	29	24	26	23	20	23	20	17	327	42	285
27	29	9	26	27	22	30	9	8	27	26	28	22	18	324	30	294
28	26	15	22	23	33	17	19	15	10	30	30	23	25	340	30	310
23	13	19	18	24	36	19	35	22	15	31	25	30	20	349	36	313
42	42	30	19	33	30	22	26	20	32	23	37	31	22	451	42	409
42	42	42	17	29	28	32	31	31	7	38	22	39	19	461	42	419
31	30	34	33	35	29	26	23	27	18	40	27	40	44/ ZFP	479	44	435
33	36	42	27	28	26	25	33	45	41	10	42	21	39	490	45	445
34	32	28	21	36	34	45	27	45	36	52/ DNC	52/ DNC	52/ DNC	40	560	52	508
26	38	31	45	39	39	31	29	45	39	35	43	41	38	561	45	516
42	31	25	35	38	37	35	37	30	49	46	40	44	41	572	49	523



**3<sup>rd</sup> Place: Tito Gonzalez  
Alberto Gonzalez, Christian Herman**



**Maggie MacDonald  
Davis Youth Award**

## 2013 Southern Circuit

Victor Maras



So I made the mistake of telling Debbie Probst in St. Pete that I wanted to write an article about the Southern Circuit and what a great time it is, how much fun you have, and encouraging everyone to do it at least once in their lives. I wanted to write this article five years ago when I did the complete circuit with my daughter Samantha for her high school graduation present but just never got around to it so thanks for the gentle nudge Debbie!!

If you are expecting an article centered on racing (there is some of that), and who did what and that I was a genius on the race course (there was none of that), you should stop now. I am not a genius in a sailboat just a guy that loves sailing, thanks Mom, and wants to have fun sailing with family and friends. So sit back relax and I hope you laugh as hard as we did during the 2013 Lightning Southern Circuit.

The reason for doing the circuit this year started with a conversation around my sister's picnic table at Pymatuning Yacht Club. The decision to change the format had just been announced, going to two venues in 2014, and I mentioned that I wanted to do the whole thing before it changed. I was thinking that I would take Samantha and my son Adam when my niece Emma says "I'll go with you". "Okay" I said "but I need to ask Adam first and your parents need to agree". See Emma is in high school and was supposed to be in school that week. Fast forward to March - Adam decided to not go and Emma worked it out with her par-

ents and the school. Adam's decision had nothing to do with not wanting to sail with his dad. It had everything to do with being on spring break, a girlfriend, and an empty house. I would have stayed home too.

Sailing in Savannah is not like sailing anywhere else (as anyone who has done this can attest to). The most important thing to remember is that you can't take sailing too seriously in Savannah which led to tons of laughter on our boat.

We were OCS in the first race and had to go back and restart, which meant heading straight into the current very slowly. What should have taken moments now felt like forever. At least the pin boat was encouraging and, of course, we are laughing. We finally re-crossed the start line and were fairly far back, but not last around the weather mark. My sister, Jonette Werley was watching the race from shore wondering where we are. She sees three red spinnakers and wonders which one is us. The first one is towards the front which would be cool, but she doubts it is us. The second one pops up in the middle of the fleet, Jo thinks that it could be us and is excited. Seeing the third one near the back of the fleet, she hopes this one is not us. She can't see the people on the boats to decide but hears loud laughter coming from the last red spinnaker and is sure that one is us. The reason for all of the laughing is that Emma decided to turn into a T-Rex for the week. Imagine a T-Rex trying to take down a spinnaker with those really short arms - doesn't work so well. The

spinnaker came down but all over the boat and Emma. For a second we thought that we had lost her. Just picturing that makes me start laughing all over again. To add insult to injury we hit the mark. I thought we were good but that damn current drove us into it. Even with all the mistakes I made we ended up middle of the fleet. The second race was better as far as mistakes go but not the finish. Living in Cleveland, we don't do much sailing in March so I was not complaining. At least we made the 30 minute time limit to finish, as a matter of fact we were the last boat to finish within the time limit in both races sailed on Saturday. They should give a trophy for that.

Saturday night in Savannah is spent at the club with a great dinner provided. Savannah is known for its Oyster Roast which, if you love Oysters, is fantastic. Sunday was uneventful on the water unless you count Rob Ruhlman attacking and trying to board the Committee boat, that damn current again. The start was down current so you don't want to set up too close to the line. Well Rob got caught on the wrong side of the boat and an anchor line and after clearing himself gave the race committee the universal signal for I have had enough and am going in, pointing to shore. After racing is done everyone packs up the boats and some of us head to Miami, the second stop in this year's Circuit.

Miami is a beautiful place to sail, the weather is warm and the wind is usually perfect but it is really far away and you need to remember when Daytona Bike Week is going on. We did the drive in two legs because I wanted to get a good night's sleep, it's hell getting old. Speaking of getting old, do any of your children keep having to remind you where you put your keys and wallet and make fun of you when you make a wrong turn? I lost my wallet in Savannah and misplaced my car keys just about every day – not always my fault! As for the wrong turns, Tom Tom is not always correct so you need to pay attention to the road signs. Who knew?

We arrived early Monday morning and got the boat set up thanks to Nick Turney and Tom Allen. We as a class are blessed to have Tom as part of our family and I am grateful that I can call him my friend. We needed Tommy's help with a repair but he only agreed to help as long as we did it Monday. I am known for waiting until the last minute for things and Tommy knew this especially since I had waited until just before the hour gun in Savannah to put in a new bailer. Sorry Tom!

Nothing noteworthy really happened in Miami unless you count the derelict boats you have to sail by on the way to the race course. I assume because of the beautiful weather year round an individual can moor their boats in the harbor just outside the club. For those of you that were there you may have seen them. I kept expecting Michael Myers or Jason to come up on deck with a large knife, it was creepy. The one cool thing about the Coral Reef Yacht club is the pool and Tiki bar after the racing on Tuesday. We did a lot of laughing at the bar, something to do with turtles. Not something that I can write about as I do need to keep this PG.

After racing on Wednesday everyone headed to my other favorite place on the circuit, St. Petersburg Florida the home of the Lightning Winter Championship. St. Petersburg is a great old Florida town with plenty of wonderful restaurants, shopping and art galleries not to mention the sailing venue. The trip to St. Pete was the start of a series of strange events related to the boat trailer. During the drive, the crank handle on the tongue jack fell off so we needed to send our on shore race support team out for a replacement. Racing in St. Pete was uneventful for us as we only sailed two of the races sailed. We ended up not sailing on Saturday as the girls were not feeling well. One was self-induced, thanks Jay, the other was just exhausted. Saturday night was the banquet, although why we have the awards dinner before racing ends has always baffled me. This year the Karl Smither award, which my mother Marilyn Maras won in 2010, was given to Bob Astrove. I did not know Bob but was very impressed by his love of wooden Lightning's and his community service. Also awarded was the George Fisher Sportsmanship award given this year to Tom Allen. Anyone who knows Tommy will agree with me that there is no other person in the class more deserving. Tom is always there for advice, help, or as my sister Jo says, great neck rubs. Congratulations Tom and Bob.

The social aspect of the circuit is as important as the sailing aspect. This was proven especially true by my daughter Samantha who had been missing her active social life since graduating from college. She was most excited to be hanging out with lots of sailing friends. Needless to say I did not see her much after dinner and was awoken in the wee hours of the morning, thanks again Jay, all week. Since Saturday night was the last night, the party lasted even later with Samantha not getting in until four am. This time she blamed



blamed Sebastian Lobos but I have my suspicion that Jay was again at fault. In at four up at seven and on the boat by nine makes for a very quiet boat during the last race of the Championship. I think it was during the last leg of the race that I noticed that no one was talking. This was very unusual as the girls chatted about anything and everything, except sailing. Maybe that's why we did not do so well. I mentioned that it was very quiet on the boat, big mistake, which seemed to wake up the girls. I learned all sorts of things sailing with Samantha and Emma—not all sailing related!

The Circuit had ended and we packed up the boat to head home. As both Samantha and I had to work on Tuesday, it was going to be a long night of driving. Our crazy adventure was not quite done yet as I heard a loud bang in the middle of the night and the whole rig shook. I looked in the rearview mirror and did not see anything wrong so we kept on going. Finally we had to stop for

gas and while I was checking the straps I noticed something was missing. That bang we heard as the spare tire falling off with trailer mount and all. Thank goodness that it was the middle of the night with no traffic. So if anyone is travelling on I-77 north somewhere in Virginia and you see a lonely tire on the side of the road its mine.

I love the Southern Circuit. I tell everyone at Pymatuning that they need to do the circuit. It is a fantastic event and not just for the sailing but for the wonderful friends that you make. I am proud to belong to the greatest One Design class and feel that any time I can spend time on a boat with family is the best time ever.

As the Master Card commercial should say, drink at the club... six dollars, new tongue jack... one hundred dollars, new spare tire and mount... one hundred fifty dollars, spending time at a sailing event with family and friends... PRICELESS.

*P.S. Jay, I am fairly certain I know whose fault it is!*

## ***2013 Southern Circuit***

*Abbie Probst, Julian Fraize and John Tomczak*



We're sure everyone enjoyed sailing in the Southern Circuit this winter. There are always great stories to tell when the Lightning Class gets together, and this year's Southern Circuit was full of great memories which will no doubt become a part of these stories.

One of the great things about our Class is how much fun we have on and off the water together, and everyone hopefully feels that the most important part of sailing in this Class is the fun. Maggie MacDonald feels that "one of the best parts of the Southern Circuit is coming

down from Canada and seeing all of my friends and the warm weather I've missed after a long winter."

The Lightning class is full of competitive sailors, but enjoying the time sailing with the people on your boat can be a greater experience than the competition. This year Jay Mueller had the opportunity to sail with his dad "for the first time in 15-20 years" in his dad's "first Southern Circuit in thirty years."

Spending time with family and friends is a memorable part of the Southern Circuit, but, of course, the sailing is fun too. We didn't have the opportunity to sail at all three locations, but we heard great stories from all of them. One of our favorites was Stuart Fisher's where he told us of "a crazy windy day in Miami. We were in around fifteenth starting the downwind leg, and, one by one, the boats around us started going over, and somehow it seemed like we were the only boat staying up—before we knew it, we were in third."

Personally, we enjoyed sailing in St. Pete as a full team of juniors. It is always a great learning experience to sail against more experienced sailors. Both the competition in the Southern Circuit and the people you get to sail against and with make it a great event, and this year's was definitely a success.

## *Ruhlman – Life Membership*

President John Faus had the privilege of awarding Past President Robert J. Ruhlman with the honor of Life Membership during the Saturday night banquet. Faus stated, "Rob's commitment to the Class comes straight from the heart, and we look forward to his continued service to the Class in the future."

In honor of Rob's Life Membership, he was presented with a hand embellished cuckoo clock by fellow Fleet 36 member, Dean Caley. Caley updated the clock with three Lightning sailboats, one to represent each of the three generations of Ruhlman's that have sailed Lightnings.



Ruhlman, photoed above, shared the moment surrounded by his family, son Ryan and his wife Tesse, daughter Maegan and wife Abby.

## *George V. Fisher Sportsmanship Award*



Each year during the Southern Circuit nominations are collected among the competitors to honor someone who has demonstrated outstanding sportsmanship during the Circuit. The recipient is awarded the George V. Fisher Sportsmanship Award. Fisher was a long-time

Tom Allen and Fisher Family



Lightning sailor who felt sportsmanship and fair sailing were very important aspects of sailing. He was a true leader on and off the water.

In 2008 the first recipient to receive this award was Tom Allen, Jr. There were many nominations, but Allen received the most, as he is always going above and beyond to help out fellow sailors, on land or on the water. This year, it was again Tom Allen, Jr. who was recognized by his peers for always doing the right thing. The Class is truly fortunate to have Tom's involvement, leadership and support.



# CAPITAL LOGO



**SAVE 50% on NAs 2008**  
while they last!

We are a family-run apparel company in Annapolis. That's us in the photo! Celebrating over 5 years providing high-quality technical shirts, polos, jackets and hats. Guaranteed friendly service.

✦ Embroidery, Sublimation, Screenprinting  
✦ No minimums ✦ Great prices

410-280-3819  
[CapitalLogoInc.com](http://CapitalLogoInc.com)











## *A Little Bit about Robert Astrove...*

### *2013 Karl Smither Award Recipient*



First sail on a Lightning was in 1968, on #8739. Mr. G. took my dad and me along with, I believe, Kate (Kathy) out for a daysail on the bay out of Severn. I recall we sailed to Thomas Point Light. I had just learned to sail at Camp Norway that summer and had finished dead last in my first race in a tub of a catboat. I do have a vivid memory of just how cool the bow of the Lightning looked heeled over and slapping through the chop.

In 1970 I started crewing for Mr. G on #8739. The first regatta was the Baltimore Frigid Digit. That was the final year it was hosted at the Baltimore Yacht Club—windy as hell. We sailed around under jib along for an hour or so before bagging it. The other crew was Don Hope, who had just purchased #10800, “High Hopes”.

During 1971 I was regular crew for Mr. G on #8739. In 1972 he bought #11754, “Harvard Square.” I crewed in every Annapolis race when I was home from college or in the area up until 1978.

During the summers of 1973 through 1977, I worked at Camp Sea Gull in North Carolina, where I taught sailing, mostly on Lightnings, to groups of kids. One of my students, Mark Hillman, later rose to notoriety in the J24 class in Annapolis. Among my jobs there, I was at times responsible for maintaining a fleet of twelve Lightnings and a fleet of 60 Sunfish. My last summer there I was assistant head of the entire sailing program.

Among my biggest thrills was crewing for Dick Hallagan in the 1975 Quantico Frostbite, which he won. I still have that trophy, one of the few I have ever kept. All these years later, every time I see Dick, we talk just how nasty it was that Sunday. It is funny, I hate sailing in bad weather, particularly on the Potomac River, but I must be pretty good at it. In the late 1980s I won the Potomac Cup race where a pile of boats flipped and Doc Gilbert passed away. To this day that is the fastest I’ve ever gone in a Lightning, with water shooting up two feet in a water fountain out the back of the centerboard trunk.

I finished college in May of 1978 and bought my first Lightning within two weeks, #12159. My first race was Day 2 of the 40th Anniversary regatta. I couldn’t make the Saturday due to my job that summer at the Ithaca Yacht Club.

I attended graduate school in 1978–1979 and spent the summer teaching at the Ithaca Yacht Club. Among my students in that junior class was Peter McChesney, who also crewed for me for six years while he was in middle school and high school. Peter was a prized pupil, and I am living proof that “those who can’t do teach.” Peter later became North American Champion in the J22 class and is today a very well known sailor in a variety of classes.

In 1979 I won my first regatta, the No Gas in Annapolis. In 1981 I bought #13620 new from Jim Carson and sailed that boat up through 1988. I got married, had my first child and slowed down the sailing. I sold my boat and bought half interest in Doug Dixon’s #14019, a two-year-old Nickels. We also moved the boat to the Potomac River fleet so we could race in their low-key Sunday Series every week. Doug moved away a year later, and I bought him

out and raced #14019 for twelve years on the Potomac—no traveling but pretty active in the local series and two-time fleet champion.

In 1998, I sold #14019 and bought a Penguin to slow down and try to get my young son interested in sailing. We did that for a few years, got bored and wanted another Lightning. But I didn't want to do get all caught up in the racing again, so I went looking for an old Woody to restore.

In early 1992 I found #7603 through Dave Racine in Rehobeth. I bought it for \$100, hauled it home and got to work. My wife told me I overpaid when she saw it. Eight Months later I launched it. I then raced it in the Presidents Cup Regatta on the Potomac that September. To make a long story short, forget the daysailing. I've been racing the old woody now for ten years.

It is not as fast as the modern boats, but that doesn't bother me. I enjoy doing the best we can do. And I enjoy the work on the boat just as much as I do the sailing. I repaint it about every other year and am constantly fixing dings or tweaking things in the hope of finding a little more speed.

My number-one accomplishment in the Lightning has been helping other classic Lightning owners.

In 2003 I was talking with Craig Thayer, another woody owner, and he suggested we try to get a group together for a regatta, rather than wait until the next major class anniversary event. So we put on the first Woody Regatta. At that event it was clear we were all having a good time, and over dinner we formalized things. I was put in charge of the internet presence.

Wow, did that take off. Today we have hundreds of people who have logged into our Wooden Lightning yahoo group, asking questions and looking to buy and sell boats and equipment. We have continued to get together on an annual basis since that initial event, typically attracting ten to fifteen boats. And while we have not succeeded in getting a ton of old woodies out on the race courses all over the country, we have provided a needed service to Lightning owners everywhere.

One of the single most rewarding experiences was a call from Scott Graham's girl friend.

Scott is a well-known America's Cup designer, who had a Lightning as a teenager. Apparently, that is all he could talk about, and she wanted to buy it back for him. The problem was, where is it? I got a call, and with help from some friends, we found that boat upside down in a yard on Long Island in less than forty-eight hours. Scott now has the boat, its restoration is almost complete, and as soon as his team wins the next America's Cup in New Zealand, he'll have time to sail it.

In 2005 I bought #12416, an old "tank" Lippincott Lightning, with the idea of restoring it. I did so, sailed it off and on for a year and then sold it.

During the winter of 2009 Corky Gray was the first person I ever paid to work on a boat I owned. I had known Corky when I was a camper at Camp Sea Gull around 1970, and he had campaigned a Lightning in the 70s around the Southeastern District. We had no contact in the intervening thirty-eight years until a mutual friend, Craig Thayer, connected us. But I was familiar with some of his legendary repair work. I hired Corky to refurbish the deck of #7603. Not only did he do an outstanding job, he also then went out and bought a couple of Lightnings. I crewed for him on #7592 at St. Pete this year.

In 2011 I found the boat I learned to sail on, Mr. G's #8739, a 1963 Siddons and Sindle built boat, which I believe was one of their first boats, on Craigslist. I couldn't resist, and I bought it. I overpaid at \$900, but got a good wooden mast with it. I spent the next two years restoring it. Hopefully, it will launch this spring.

So I've been playing around in Lightnings since 1968. I've never been to a single North American Championship and haven't sailed that many major championship regattas, but I've been actively racing the boats for 45 years on an almost weekly basis. But I feel the best when I get those emails from people all over the world looking for ideas so that they can get more enjoyment and value out of their old Lightnings.

***Thank you to Bob for following in Karl Smither's footsteps and continuing his Corinthian spirit, mentorship and overall support of the Class that he had shared with the Class for many years.***



# Boat Grant Alumni Project Update

Danielle Prior



(L-R) Bill Fastiggi (Program Creator), Stephanie Boucher ('09), Sarah (Costich) King ('07), Bob King ('07), Will Brown ('08), Leigh Kempton ('08), Justin Coplan ('08), Nick Farina ('08), Caroline Patten ('11), Allen Terhune (Program Creator)

After getting in touch with Boat Grant alumni from when the program initially started in 2007, the alumni have been doing grand things! This is a short information piece about the exciting things going on in the lives of the skippers and crews.

In 2007, Guy Tawney was a skipper. In 2011, he graduated from George Washington University with Magna Cum Laude honors. He has started a new job in commercial real estate and is studying for the Law School admission test. He has done some sailing on Farr40s, but mostly he sails on J22s and J24s. He and his brother are going to charter a J22 for the Thursday night series in Annapolis.

Bobby Martin was a skipper, as well, in 2007, and he lives in Boston, Massachusetts. During their sailing season, the team won the Central Atlantic Districts and placed third at the Canadian Open Championship. Since the Boat Grant season, Bobby sails with his brother Billy Martin and Erin Kilcline.

In 2008, Nick Farina skippered a Boat Grant Lightning. Since then, Nick has finished his PhD in Colorado and is in the process of moving to Boston, Massachusetts. He has sailed Lightnings some in Vermont and skippered the New

England Districts. He hopes to attend the Lightning North Americans at Cedar Point and is excited about getting back into Lightning sailing now that graduate school is finished. Nick is married to Elizabeth Hooker (Hooker-Farina) who sailed with him for the Boat Grant season in 2008. Elizabeth owns a photography business, specializing in weddings, maternity and child portrait.

2008 skipper, Clinton Hayes has a lot of fun sailing! He was named Coed-All American for college sailing. After college, he coached at the University of Vermont and at the University of Rhode Island. At URI, his women's team had a victory at Nationals. He is now the assistant coach of sailing at Stamford University in Connecticut. Clinton is very active in team racing as well as match racing. In 2012, he won Vanguard 15 Nationals sailing with his girlfriend in Massachusetts at Beverly Yacht Club. In addition to winning V15 Nationals, he also won V15 Midwinters this past December. Clinton is looking forward to the upcoming sailing season, and, hopefully, we will see him at some Lightning events.

2008 skipper, Will Brown has been very active in the Lightning Class. He is co-owner of Lightning 15487 with John Faus. He can be seen

anywhere from local regattas to district events and even championships! He finished seventh in the World Championship in Brazil. He is co-chairman of the Boat Grant committee. Currently, he is in his second year at Fordham Law School and is also the Head Sailing Coach at Colombia University.

2008 crew Leigh Kempton lives in Manhattan, New York. She is a kindergarten teacher at East Harlem Scholars Academy. Leigh is also a coach for SailStrong Optimist Racing. She sails often, crewing on E-Scows in Barnegat Bay. She has recently started skippering an E-Scow and is very much enjoying it!

Justin Coplan is another active skipper in the Lightning Class after his season skippering a Boat Grant boat. Justin owns Lightning 14036 and is also co-chair on the Boat Grant committee. You can find Justin at any event, from local events to district events to championships. In addition to sailing Lightnings, Justin has sailed numerous J24 events and interclub events. He also sails on his family boat and recently did a transit from New York City to Bermuda. Justin is looking forward to the 2013 sailing season!

Collin Kirby was awarded the developmental Boat Grant in 2008. Upon the end of the season, Collin bought the boat and still sails 14120. He is currently living in Annapolis and is a sail maker at UK Sailmaker's Annapolis. He is involved in Farr40 sailing, and their team is hoping to compete in the North Americans and the World Championship. In addition to sailing Farr40 sailing, Collin also sails on J22s, J24s and J111s.

In 2010, Rob Linden was a Boat Grant recipient for the season. He lives in Columbus, Ohio, now. He had so much fun with sailing the Lightning during the Boat Grant season that he coordinated with Tom Allen to purchase Lightning 15474. He may be seen later this season, as he is going to France on a work assignment!

Skipper Andy Camarda received the boat for the season of 2010. Andy did numerous events with his team during the season, including the North American Championship at Toms River, New Jersey, and the team went down to the Pan American Trials that were held at Davis Island Yacht Club in Florida. Currently, Andy actively sails Vanguard 15s and is the Fleet Captain for the local fleet in his hometown, Chicago, Illinois. He also sails on a Tarten Ten locally. His upcoming event is the Clipper Round the World Race. According to Andy, it is an "amateur race that covers 40,000 miles in

eleven months on a fleet of seventy-foot ocean racers." Good Luck to Andy!!

Caroline Patten received the Boat Grant in 2011. She is originally from New Jersey and now lives in Burlington, Vermont, working for Vermont Sailing Partners! Caroline occasionally sails one of Bill Fasstigi's Lightnings. During her season with the Boat Grant, she and her team competed in the North American Championship and finished 15<sup>th</sup> overall. In addition to sailing, Caroline also enjoys snowboarding. She competes on her own in various events around the northeast area!

In 2012, Jamie Simmons was awarded a boat for the season. Jamie and his team were very active. They competed in the CT/RI and Met Districts and placed 9<sup>th</sup>. They also made the haul to Houston, Texas, for the North American Championship where they sailed their way to 27<sup>th</sup>! Jamie and his team qualified for the World Championships in Italy June 2013. They recently purchased a boat and are going to Italy! This past December Jamie also sailed Vanguard 15 midwinters at Jensen Beach, Florida.

Caroline Hall sailed with Jamie Simmons for the season of 2012. Caroline will be sailing Worlds in Italy with Jamie, and their other crew member will be Conor Aswad. Caroline resides in Rhode Island and works for Newport Shipyard.

Skipper Tyler Braun and crew Jarrett Scherrer and Dustin Stauffer received the Boat Grant for the season of 2012. They had a blast learning new things, going to different places and meeting new people. They attended ten Lightning regattas during the season! Tyler is keeping an eye on the classifieds to see if anything sparks his interest, and they are looking forward to the 2013 sailing season. It sounds like everyone is healthy and enjoying life and looking forward to the sailing season!

---

---

We are very excited this program is heading into its seventh year. To date, twenty-four teams have been introduced to the Lightning Class. Eight recipients own or co-own a Lightning. These numbers will continue to grow as these young teams get older. Please help us continue the success of this program by making a donation to the Boat Grant Fund on page 47. Thank you for your support!



**Boat Grant Skipper: Mitch Hall****Crew: Ali Blumenthal and Ben Spector****Mentor:****Skipper – Mitch Hall**

Mitch Hall is from St. Petersburg, Florida, and is the Assistant Coach for the College of Charleston Sailing Team.

Mitch attended the University of South Florida where he helped the sailing team win the ICSA Sloop National Championship. He is looking forward to sailing on the Lightning circuit and learning from more experienced sailors.

Mitch spends the off-season coaching youth sailing at various clinics and regattas around the country and internationally.

---

**Crew – Ali Blumenthal**

Ali is from Bellport, New York, and is a sophomore on the nationally ranked College of Charleston Sailing Team.

She played varsity tennis for Bellport High School and was a member of the National Honor Society. She was a member of the team that placed second at the 2012 Lightning Youth Worlds in Finland last summer.

She spends her summers in New Jersey as a sailing instructor.

**Crew – Ben Spector**

Ben Spector is from Santa Clarita, California, and is a senior at the College of Charleston Sailing Team.

Majoring in Economics, Ben was an All-American skipper for the 2011–12 college sailing season and helped the Cougars win the ICSA Team Racing National Championship, as well as the Fowle Trophy awarded to the best 'all-around' college sailing team.

Ben also spends his summer as a sailing instructor and is enthusiastic to become more active in the Lightning Class.



# Grant Recipients



**Boat Grant Skipper: Colin Smith**

**Crew: Louisa Chafee, Lucas Adams, Fred Strammer**

**Mentor: Jay Mueller**

## **Skipper – Colin Smith**

Colin Smith is from Fort Lauderdale, Florida, and grew up sailing Optimists at the Lauderdale Yacht Club. Colin competed all over the world in the Optimist, winning the IODA North American Championship and placing fifth at the IODA European Championship. After the Optimist, Colin began sailing the Laser and Laser Radial. Colin won the US Sailing Youth Championships, Orange Bowl International Youth Regatta, and Laser North American Championships.

Upon graduating Pine Crest Preparatory School, he began attending Brown University where he is currently a senior. In 2012, Colin was named to the ICSA Academic All-American All Conference Team, was an ICSA All-American Honorable Mention, and was also named a NEISA 1st Team Skipper.

Colin plans to attend Northeastern University to get his Masters in Accountancy after graduating from Brown University.

Joining Colin on the Lightning this summer will be a mix of Fred Strammer, Lucas Adams, and Louisa Chafee. All three crew members are alumni or current students at Brown University.

## **Crew – Louisa Chafee**

Louisa Chafee is also a Rhode Island native from Warwick. During the school year Louisa competes for Brown University with skipper Colin Smith and sails V15s and J-24s during the summer. Her sophomore year she sailed in ICSA Women's Nationals, ICSA Team Racing Nationals, and ICSA Coed Nationals, where she was awarded All-American Crew.

She is currently a Junior, concentrating in Folklore and Mythology.

## **Crew – Lucas Adams**

Lucas Adams is from Middletown, Rhode Island, and is currently a sophomore at Brown University. Lucas has sailed a variety of boats and has had success in the Lightning, V-15, Laser, as well in college racing. Successes include 1st 2012 Moody Trophy, A-Division and fourth 2011 and 2012 NEISA Singlehanded Championships

This group hopes to campaign the Lightning across the east coast all summer long. They hope to draw from the varied experiences across many dinghies and racing styles.

## **Crew – Fred Strammer**

Fred is from Venice, Florida, and has spent quite a bit of time competing in the Lightning Class, winning the Lightning Junior North Americans in 2007. Fred was an ICSA All American in 2010 and 2011 and just recently won the Miami OCR in the 49er.

Fred is eagerly pursuing an Olympic campaign in the 49er skiff for the 2016 Olympic Games.

---

**RACING SAILS NEEDED** for the Boat Grant Teams to use at this year's NAs. The program will be acquiring some newer sails later this fall, but the current teams could use some racing sails to use in August. Please contact Justin Coplan ([jocoplan@gmail.com](mailto:jocoplan@gmail.com)) or Will Brown ([wgbrowniv@gmail.com](mailto:wgbrowniv@gmail.com)) for more information.



We invite you to join the



**International Lightning Class Association!**

**Membership Dues for 2013!**

**ILCA's 75th Anniversary Year! Don't miss any of the Action!**

<input type="checkbox"/>	Active Membership with e-Flashes (3 issues/year), Flash-Blasts, & Annual Yearbook on CD	\$45
<input type="checkbox"/>	Associate Membership (non-Boat owners) with e-Flashes, Flash-Blasts & Yearbook on CD	\$26
<input type="checkbox"/>	Crew Membership with e-Flashes & Flash-Blasts	\$10
<input type="checkbox"/>	Printed Flashes (3 - 2013 issues- April, July & October)	\$20
<input type="checkbox"/>	_____ # Printed Yearbooks (\$25)	_____
<input type="checkbox"/>	Undesignated crew: _____ \$10.00 each	_____

\* Name: \_\_\_\_\_  
\* City: \_\_\_\_\_ State: \_\_\_\_\_  
\* Home Telephone: \_\_\_\_\_  
Fax Number: \_\_\_\_\_  
Boat #: \_\_\_\_\_  
District: \_\_\_\_\_

\* Address: \_\_\_\_\_  
\* Zip Code: \_\_\_\_\_ \* Country: \_\_\_\_\_  
Work Telephone: \_\_\_\_\_  
\* Email: \_\_\_\_\_  
Boat Name: \_\_\_\_\_  
Fleet#/Sailing Waters: \_\_\_\_\_

**ADDITIONAL MEMBERSHIPS**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_  
Work Telephone: \_\_\_\_\_  
District: \_\_\_\_\_  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_  
Work Telephone: \_\_\_\_\_  
District: \_\_\_\_\_

Type: \_\_\_\_\_ \$ \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_  
Home Telephone: \_\_\_\_\_  
Email: \_\_\_\_\_  
Fleet#/Sailing Waters: \_\_\_\_\_  
Type: \_\_\_\_\_ \$ \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_  
Home Telephone: \_\_\_\_\_  
Email: \_\_\_\_\_  
Fleet#/Sailing Waters: \_\_\_\_\_

**Donations are tax deductible.** A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ \_\_\_\_\_  
Donate to the **Hist ory Fund** \$ \_\_\_\_\_  
Donate to the **Limbaugh Fund** \$ \_\_\_\_\_  
Donate to the **Boat Grant Program** \$ \_\_\_\_\_

\* Card Number:

\* Expiration Date:   /   ☐ Repeat this order – sign me up for automatic renewal

\* Name on Card: \_\_\_\_\_ \* **Required for credit card processing.**

Join online, fax your completed form to the number below or mail your membership form and check to:

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

Phone: 727-942-7969 Fax: 727-942-0173 Email: [office@lightningclass.org](mailto:office@lightningclass.org) [www.lightningclass.org](http://www.lightningclass.org)

Your membership directly supports the daily communication between 150 Fleets and nearly 1,700 members spread out over ten different Countries. This includes maintaining and developing the Class web site, newsletters, the annual yearbook and all historical records. Active participants include recreational sailors and seasoned racers of ALL ages!

# 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) 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 **Hist ory Fund** \$ \_\_\_\_\_  
Donate to the **Limbaugh Fund** \$ \_\_\_\_\_  
Donate to the **Boat Grant Program** \$ \_\_\_\_\_

\* 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.





# Cedar Point Yacht Club to Host 2013 NAs

*Come to the Gateway to New England*



In 1777 the British armada dropped anchor off of Compo Beach, came ashore, marched up what is now Route 7 and basically destroyed the supplies of the Continental Army in Danbury, Connecticut. The word got out that the colonials were in trouble, and three generals, including Benedict Arnold before he went turncoat, raised combined forces of 700 militia and chased the British back to their ships. The raids galvanized Patriot support in Connecticut, and, although there would be future seaside landings, none penetrated far into the countryside.

Everyday we go sailing next August, the fleet of friendly Lightning sailors will go by Compo Beach and the cannons commemorating the historical significance of Westport in the Revolutionary War.

Now let's focus on modern day Cedar Point Yacht Club. The Club is one of the most active one-design venues in the country. We actively race Lightnings, Thistles, Flying Scots, Stars, V-15s, Atlantics and Lasers, as well as cruising class boats.

The Club sits on the mouth of Saugutuck Harbor, and it is a short sail out to the racing area. Typical conditions are 8-10 from the southeast.

The racing area is Long Island Sound, which is about ninety miles in distance from City Island, New York, to Plum Gut, Rhode Island. Usually the water is flat and the temperature in the 70s.

Cedar Point prides itself on running national regattas, and in recent years, we have hosted the Thistle, Flying Scot, J-30, NAs and Atlantic NAs, as well as numerous junior and regional events.

We have over one hundred members that actively participate in race committees and race management activities, as well as a large support fleet of motorboats. It is not unusual for three race circles to be active at the same time.

The Club is situated three miles from Route 95, and there are numerous restaurants and attractions, including Norwalk Aquarium and Bluefish Baseball, close by. Families should consider taking an extra day for a trip to New York or a New England attraction.

A healthy social schedule is planned with seafood and live music. We are planning for 80-100 boats, so make your reservations early and come to the Gateway to New England.

Please visit our website [www.cedarpointyc.org](http://www.cedarpointyc.org) for additional information.

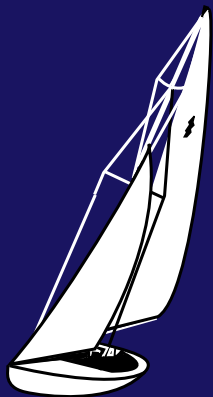
# *ILCA 75<sup>th</sup> Anniversary Celebration*

Cedar Point Yacht Club and the organizing committee for the North American Championships want to extend a personal invitation to you and your team to join us in celebrating the our 75<sup>th</sup> anniversary and enjoying great racing in a beautiful sailing venue on Long Island Sound. We have set high expectations for participation and are hoping to have you join us for a week of great sailing and fun on August 17–23. Here are some items that can help you, and us, in the planning for the week, as well as some information on the event in general.

- **Lodging:** The Event Committee has set up preferred hotels in the area. Both offer great rates (between \$85/night up to \$119/night). We have rooms blocked out at each hotel, but the blocks will be released on July 1 at the Norwalk Inn and July 17 at the Doubletree. The Doubletree rooms are cancellable with no penalty (ask hotel for details) so, even if you aren't sure if you are coming, reserve rooms to lock in the rates. See our website (<http://www.2013lightningnas.com/>) and click "lodging" for details.
- Please sign up on the "[Who's Coming](#)" list to help us in planning. 46 boats have signed up to so far! We know of at least another 20 or so that are intending to come. Rumor has it that, if we hit 90 boats registered, Josh Goldman will wrestle a live bear! We're not certain how we are going to pull that off, but let's get to 90 and find out!  
*\*\*Reminder:* the quota per District is 1:1. You still must qualify by sailing or registering to participate in your District Championship. Or you may try to qualify through sailing the Women's, Juniors' or Masters' NAs. Please direct any qualification questions to the Class Office.
- **Social Events:** In addition to a week of great racing, we will have several social events at the club. The events we have planned are as follows;
  - ≈ Sunday night opening ceremonies will include heavy hor d'oeuvres and beverages—free for all!
  - ≈ Monday night will be an Italian dinner at the club. (Small fee for non-competitors)
  - ≈ Tuesday we will have local food trucks on site selling a variety of different fare, as well as live music from the "Caribbean Vibe Steel Drum Band." This will be a pay-as-you-eat night with a variety of food options available to suit any taste. Currently scheduled trucks include a gourmet pizza truck and a lobster roll truck! (Dinners will range from \$12-20).
  - ≈ Wednesday will be an open night. We will provide a listing of preferred area restaurants and events for all at registration.
  - ≈ Thursday is the Class 75<sup>th</sup> anniversary party, complete with grilled steak dinner, beverages and live music from the band "Lefty." Cost for tickets is only \$12/person.
  - ≈ Friday night the awards banquet will be held at the Norwalk Inn. Tickets for this MUST be purchased in advance and no later than Sunday August 18.
- **Online registration** will be open soon, so keep checking our website or watch for an email with the registration page link.
- In addition to celebrating the 75<sup>th</sup> anniversary of the Class during the week of the NAs, we are proud to be supporting two very important causes:
  - ≈ [Save the Sound](#) is part of the Connecticut Fund for the environment. We are very thankful for the generous support that has been provided to this year's event and are thrilled to be able to showcase the tremendous work that [Save the Sound](#) is doing to help make, and keep, Long Island Sound a thriving environment for marine life, as well promoting a safe and viable economic and recreational source. Learn more about [Save the Sound](#) by clicking the above link.
  - ≈ [Make-A-Wish](#) is a charity many of you are familiar with through their work granting the "wishes" of children diagnosed with life-threatening medical conditions. This organization grants a new "wish" every 38 minutes, and though we wish they never had to, one of our own Lightning families at CPYC has had [Make-A-Wish](#) help make their daughter's wish come true. This year we will be running a prize-giving event, in conjunction with a 50/50 and selling tickets all week long, with the net proceeds from this activity going to the [Make-A-Wish](#) Foundation so that we can help them continue to make wishes come true for children. The list of prizes will be posted at registration and throughout the week.

*Please accept this as a personal invitation to you to join us at  
Cedar Point Yacht Club this August!*





# Classic Lightning

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

## Classic Lightnings

Corky Gray

Corky Gray here. I was the guy in the Woody #7592 at St. Pete. I am currently the Lightning Class Historian, and the memorabilia displayed at that event is just a small part of the collection we are assembling for the 75<sup>th</sup>. Hopefully, in time, these and other items representing our boat and the history of the Class will join a collection, perhaps on display with Lightning #1.

Getting my old "Lippy" to St. Pete is the end of a three-year project to be ready for the 75<sup>th</sup> Anniversary of the Class. A two-boat program, first I worked up Skaneateles #1915 and raced her with cotton sails at the Wooden Boat Magazine "WOOD" Regatta in Rock Hall, Maryland. Now, with #7592 updated largely to today's specifications, I can claim to have both ends of the spectrum covered. I am actively looking for anything of historic interest to the Class and memories of the past you can share. My contact is Corky Gray, [corkyscanoes@gmail.com](mailto:corkyscanoes@gmail.com) and website: [www.corkyscanoes.com](http://www.corkyscanoes.com). Also Laura Jeffers in the Class Office can collect any items of interest



you may have. We plan to display materials at several events this year and in the future.

Let me also share my thoughts on having raced the boat against the top-notch fleet in St. Pete last month. For starters, it has been a long long time since I entered a significant Lightning regatta. We had a great time at the St. Petersburg Midwinters, and doing it in the old wooden Lippincott, #7592, that I am restoring was a very special experience.

First, the boat. I am very pleased with it. Sure it needs more work, but in a pretty try-





*Bob Astrove and Corky Gray*

ing workout she performed with no break downs, carrying the full rig tension for three days with no problems in the mast step area, as can be a problem with old woodies. On my boat I have installed reinforced bottom frames in the area of the mast step, a bulkhead and a vertical tension rod from the mast step to the deck. This provides the necessary structural support to handle the higher rig tensions.

Did we win? No. Was it the boat's fault? Was it slower? I think the jury is still out on this.

I thought we were up to speed. My crew and wooden Lightning sailor himself, Bob Astrove, feels that a woody is competitive when the winds are light but tends to fade when getting into the ten knot wind range. That was, in fact, exactly what happened and was a recurring discussion during our four days in St. Pete and over the internet since. However, I maintain that if we eliminate some of the negatives in the other variables, we are certainly able to achieve the mid-fleet position that a boat from my District should (and did) place in a fleet of this caliber. I still hold that a post 1958 Lightning (the new "lines," post Etchell's debacle) can be worked up into a reasonably competitive and self-rescuing boat if all other things are made equal to the new boats.

The best thing about the trip was finding the Lightning Class in much better shape than I hoped. The names are familiar, but the faces are younger versions of the folks I sailed against in the 1970s. The top crews weighed

in between 450 to 500 pounds and looked fitter than in the past. The average age was noticeably younger than what we see up state here in the Carolinas. And the 'up and coming' were well represented in the boats.

We enjoyed the company of a team from the USCG Academy and just edged her out at the end of the regatta. And I think the boats themselves were much more equal than in the seventies, regardless of the builder. And the competition? Frankly, better than ever. Look at the names on the leader board for all three Southern Circuit regattas, and, overall, and you will see different names in about all the slots. Event atmosphere? Great! Pro sailors, weekend hackers didn't matter—everyone was nice. I think maybe it took an absence from the Class for me to see how good and how strong it is.

I think after a few races our team pulled it together. Life-long first crew Pam slipped right back in to flying the chute. Bob, trimming the boat and calling the tactics, freed me to just drive. My driving? Not bad. It's been a long time, but regular Laser time on our lake has helped. 450 to 500 pounds? Maybe when the three of us were in high school. By the final day we finally got the roll tack going and working in unison. Coming back to the Lightning is like riding a bicycle.

The Boat? The boat's measurement certificate says 705 pounds. Putting in the new water-tight bulkheads fore and aft added thirty pounds, replacing the seats removed about twenty, maybe I took out another five pounds with new



*Bob Astrove and Pam Gray*



rigging. She is probably in the 710 to 720 pound range—plenty good enough to compete.

The bottom of the boat is an ongoing project. My first wood Lightning in the 1960s, which I built with my Dad, had a plywood bottom and that was completely stable. These plank boats, not so much. After drying out all winter and then three days in the St. Pete chop, my “perfect” bottom job didn’t look so perfect anymore. Joints reappearing, screw heads popping, etc. Normal wooden boat stuff. But much to my surprise, the old reglued six-foot split in the bottom opened and tried to sink us. Duct tape saved us, and we sailed the final day sealed up with a stripe of duct tape down the bottom.

Unfortunately, we didn’t get a chance to test the new self-rescue capability. Bob didn’t want to go swimming! But I know the bow and stern bulkheads will do the trick. Knowing that really puts you at ease and allows you to push the boat a lot harder. Tampa Bay is a big water and back home at Wrightsville Beach it is the open ocean. Those are no places to flip a woody that doesn’t have extra flotation.

Stowing gear will take a rethink, as we could not toss things to the ends of the boat. Also, Bob hinted that does not like my cool and original centerboard drum winch. I seem to recall a few four-letter words when the spin halyard wrapped inside the drum. Too bad—the drum stays. The rudder we used was a standard glass rudder off

of another Lippincott, as was the stainless centerboard. Like Bob, I prefer to keep the rig as simple as possible while still providing full functionality. Bob’s best idea is to go to an old-style lever on the jib wire to automatically reset and then have block and tackle rig for tweaking. Bob says we are losing something with the sails. He’s probably correct, so we’ll be starting some kind of sail replacement cycle. Especially in fleets like at St. Pete, you’ve got to have good sails to keep up.

So why did we tank? In a word, **STARTING**. I simply wasn’t up to this caliber of fleet. Dutifully doing a mid-line, I was left behind like the old lady in the revolving door. Possibly the boat stealing my lee was the starting helmsman from a successful America’s Cup boat might be a problem? From then on we did a chicken start at the RC boat and jumped over to port, reliably missing that first shift and getting buried. The boat really never had a chance. Also, we felt as if we needed to limit our tacking after Pam “gently” pointed out that with our displacement and inexperience together we were not accelerating with the others (another one of those things Bob says an old woody does not do well).

So, the biggest improvement need is to tighten up the loose nut on the end of tiller. I better get out there on the Southeastern District Circuit and train. A little time on the mountain bike might help too.

As always, enjoy your boats. I am!



The advertisement features a photograph of a white sailboat with a blue stripe and the number 14880 on its sail, sailing on a body of water with a city skyline in the background. To the right of the photo is the Dieball Sailing logo, which consists of a stylized blue 'D' with a red sail. Below the logo, the text reads: **DIEBALL SAILING**, Proud sailmaking partner of the Int'l Lightning Class. **There is an ALTERNATIVE!** Give us a call or check out our web site. At the bottom right, the contact information is listed: 5556 Edgewater Dr., Toledo, Ohio 43611, +1-419-729-4777, [www.dieballsailing.com](http://www.dieballsailing.com), and [info@dieballsailing.com](mailto:info@dieballsailing.com).



## ***Classic Lightning Rally August 14–17, 2013 Nyack Boat Club, Nyack, New York***

*Nyack Boat Club*

*Nyack, New York — Sailing on Hudson River at the Tappan Zee*

This year we are going to change up a few things and increase the fun. First, we are going to have the event held in conjunction with the Lightning Class Women's, Juniors', and Masters' Championships. The Classic boats will have their own races and be part of the larger event. I can't think of a better way to celebrate the 75<sup>th</sup> Anniversary of the Lightning and the Class Association.

Further, we are expanding our reach to welcome fiberglass classics older than hull number 12283, forty years old, to join us in three days of low-key racing and sailing on the Hudson River, not far from New York City.

But that is not all. We'd like to try something new and have two days of racing and a day where the Classic fleet takes a longer cruise on the Hudson—direction and length to be determined based on conditions.

Details still being developed, and we will share more soon. Let me know if you are trying to work this into your summer plans.

It should be a fantastic event, a great place and the best way to celebrate 75 years of Lightning sailing!

Event Website: <http://2013-wjm-na.lightningchampionship.org/>

***For more information on Classic Lightning Class Sailboats:***

Website : <http://www.lightningclass.org>

Message Board: [http://groups.yahoo.com/group/Wooden\\_Lightning](http://groups.yahoo.com/group/Wooden_Lightning)

My Contact Info: Bob Astrove (301) 340-9521 or [astrove@hotmail.com](mailto:astrove@hotmail.com)



### ***We Get Results!***

In the past 8 years, our boats have  
**won every major regatta:**

- *EVERY SOUTHERN CIRCUIT*
- *EVERY NORTH AMERICANS*
- *EVERY WORLD CHAMPIONSHIP*



### **Boats Made to Your Specifications**

We are dedicated to the Lightning and committed to serving all Lightning sailors

**Allen Boat Company**

Call Tom Jr.

716-842-0800 or email: [tomallenjr@juno.com](mailto:tomallenjr@juno.com) • 370 Babcock Street • Buffalo, NY 14206



# CLASSIFIEDS



**15500 Nickels** Lightning. 2012 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components are brand new. Light grey deck with

white hull and black rubrails. Dual side controls with color-coded lines. Hull has Twin lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire+Twin run to the foredeck. Mainsheet fully external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. New England Endura Braid (spectra) for spinnaker sheet, main sheet, jib sheet, and spinnaker halyard. We are working with Nickels to build the Class and are selling new boats without the hassle of tuning and preparing a new boat. The boat and base equipment mentioned above are \$19,000. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

**15386 - Allen** delivered Oct 2008 and first sailed spring 2009. Hull faired at Allen Boat Works prior to delivery. White hull with light grey waterline, light grey nonskid on deck and insert. Original measurement certificate included. This like new Allen was raced lightly in 2009 and 2010. Standard equipment included: Harken hexaratchet spinnaker blocks; Harken mainsheet ratchet block and cam cleat with swivel base; Harken, mostly carbo, ball bearing blocks; Dual controls lead to the skipper for cunningham, vang, backstay, bridle height, and traveler; Stand-up block for jib halyard tail; 1/8" jib halyard; Elvstrom Supermax bailer; Lifting bridle; Reinforced bow, stem, and trailer bunk areas. It comes complete with trailer, sails (4 North Fisher MF-2 main (1 crinkly, 1 club, 2 practice), 4 North Fisher JF-2 jib (1 crinkly, 1 club, 2 practice), 2 R-2 Spinnakers (1 crinkly, 1 club), Fabricraft covers - 2 piece Travel cover, Dry sail cover with full sides and Teflon thread, Mast cover, Tiller and spinnaker pole bag, Padded rudder cover, Anchor and line bag. And much more! We are pursuing other endeavors, so everything is included with this well-equipped turnkey package. \$25,900. Mark Boaz, Annapolis, MD 410-693-9964 or markboaz@me.com

**15384 Nickels** 2008 Lightning. Moving and need to sell! Sailed only lightly, and only in fresh water. North Main, Fisher Jib, and spinnaker - all in excellent condition. Standard race rigging. Hull, deck and mast cover and trailer. Asking \$15,500 or best offer. Located in Oakton, VA. Contact andy.wescoat@icloud.com

**15379 Nickels** 2008 Lightning fully equipped with like new crinkly sails, all boat covers and trailer. Sailed 20 times in fresh water, stored inside. \$28,392 new in August 2008. Inventory upon request. Located at Lake Chautauqua, NY Asking \$15,000. New photos now available. jbeckley70@gmail.com 303-809-2163

**15368 Nickels** 2008 Lightning. Fresh water, lightly used, stored indoors. Full race equipment, Nickels long tongue galvanized trailer w/spare - less than 250 miles. One set of sails, suitable for club racing. Traveling/mast covers. \$15,000, offers. Located Vermont. Contact david.little@med.uvm.edu, 802-893-4211.

**15356 Nickels** 2008 with Nickels trailer. Lightly used; optimized for racing; meticulously maintained; stored indoors during last winter. The boat comes with 2010 North Fisher main, jib and R2 spinnaker; and 2008 VSP practice sails. Many upgrades, including: Tacktick Micro compass; APS tapered spinnaker pole; carbon fiber tiller extension; JCD bow doinker; JCD mast blocks; and North covers (bottom, top and mast). The boat is located in Darien, Connecticut, minutes from the venue for the 2013 North Americans! \$14,900.00 2011 North Fisher main, jib and R2 spinnaker USED ONE DAY also available (price negotiable--would be \$3000+ to buy new). Contact John at johngreifzu@gmail.com or (203) 505-0076

**15259 Nickels** (Off Like A Prom Dress) 2004 Lightning fully loaded, 705 lbs at 2011 NAs, max thick stainless board. Rigging, boat and all components in excellent condition. Always dry sailed. Light grey interior and deck with white hull and black rub rails. Dual side controls with color-coded lines. Hull has Twin lines, 24 to 1 jib wire, Harken Jib leads, topping+wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, mast new in fall of 09. (ii) boom, (iii) spinnaker pole, and (iv) tiller with long carbon tiller extension. Lifting bridle. three (3) padded hiking straps. Dieball sails: main and jib new in 11 and used barley 1/2 season. Still usable UK main and jib, also included. Sail Rite Spinnaker also new and very lightly used in 11. Tac Tic compass. New North mooring cover, full trailering, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagnon at 765-749-8556 (cel) or email b.wagnon46@gmail.com. \$14,500.00

**15250 Allen** - new 2006, with 1 set of old sails, one piece travel cover. \$18,500 after the 2013 Worlds. Could be sold in Europe after the Worlds or in the USA. If sold in Europe, must finish sale before shipping to Italy (April 1st) Boat located in Fairpoint, NY. Contact Dick Hallagan 970-319-1507 or via e-mail: sallymhume@gmail.com

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

**15175 Nickels** (2003) Race equipped, white hull, light gray deck, 2 sets of North sails, top and bottom travel covers, full side skirt drysail cover, mast cover, rudder bag, galvanized trailer. Stored indoors in the off-season. This boat is in excellent condition and has an outstanding race record. Located in Surf City, NJ. Contact Tim Robinson at Timrob12@comcast.net or 443-547-0447. \$12,000.

**15159 Nickels** (2003) Race equipped, 2 sets of Proctors Norths plus extra sails, Tac-Tic compass, travel cover, Fabricraft drysail cover, mast cover, rudder bag, two spin poles. Ready to go. \$11,000. Frank Hanson (PA) (610)360-6722 or fxhanson@verizon.net

**15005 (2000) Nickels** White hull/light Gray deck, black rub rail, stainless board. Nickels trailer with extended tongue. Dual controls for jib cars, bridle, backstay, twingers, Cunningham. Sunto 95 compass. Two good sets of North sails, + two spinnakers. Travel covers + go fast equipment. \$10,000, Carl Green Bay, WI 920-632-4340cell 920-227-7485 email Sail-fast2711@gmail.com

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

**14727 Nickels** (1995) White hull, Grey deck and interior with blue boot and deck stripes. 4 sets of sails (3 North, 1 Shore). 2 masts (1 new in 2010). 2 spinn poles, new running rigging. Top, Bottom, and Mast covers. Nickels trailer with long tongue, spare tire, and 3 mast light bar. Numerous extras email for details. Asking 11,000. Contact: Paul Email: pluisi001@gmail.com 732 500-4510

**14712 Nickels.** White Hull, White, Cockpit, White, Deck, Anti-Skid areas are light-gray, White rub rail, Water strip is maroon on either side of a light gray strip. Full side and deck controls, Has had limit to no use for the last (12) years, Always stored indoors during the summer & winter. Mast, bottom trailer, top trailer, full mooring, rudder, tiller/pole cover. Sails are very crisp. Manually adjusted lowers, Nickels trailer with wide bunks and extended tongue, Nickels trailer mounted mast setting post, spare tire, Traveler up/down. Beautiful boat. Built in 1995. \$10,500. Located in SW Michigan. thomasbarb@aol.com, or (269) 343-4906

**14684 Allen.** Great condition. New awl grip (white) and new non skid (light grey) in 2012. Allen low profile galvanized trailer with new electric, hubs, wheels, lights, etc.. 3 sets of sails - 2 North in B condition, 1 Vermont daysail set. 2 spinnakers (white) in B condition. All running rigging 2 years old. All blocks 2 years old. Fat carbon tiller extension. Always dry sailed. Brand new top and bottom, mast and rudder travel covers. Mast up cover. TacTic micro compass with bracket. Much more! Asking \$12,000. Charleston, South Carolina. Justin Walling 843-452-0427 or justin@charlestonarchitetrualglass.com

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

**14636 Nickels** 1994 with 2 sets of sails (jib, main and spinnaker). 1 set of sails are NEW and have only been used a handful of times. Boat is in good condition and ready to sail. All blocks and lines in good condition and spare tire. 2 covers, top and bottom. Boat is Dry Sail only. Boat has always been stored inside for the winter. Boat has won many Regatta's and is very fast. Clean title on boat. Email jessicasnyder18@hotmail.com or come see the boat in storage in Carlyle Illinois if interested. \$7500 or best offer.

**14479 Allen,** good condition. Always dry sailed, always stored indoors in the Winter. White non-skid deck, hull and interior, with stainless centerboard. Updated sheets, and control lines. Two sets of sails (one practice and one okay for club racing). New bot-

tom cover, includes rudder cover, mast cover, and dry sail cover (worn but works). Includes deck mounted Plastimo compass. Allen trailer. Fast boat, perfect for regional regattas, and club racing. Boat is located in Buffalo, NY. \$8,000 OBO. Email Kevin Robinson at kbjrobi@roadrunner.com or call 716-352-6610 for more information or pictures.

**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; robuffus@yahoo.com

**14308 Nickels.** Located in Ashland, OR. Light blue hull, white deck, newish mast. Race rigged in good condition with newer sheets. Measured at NAs okay, 700#. Includes trailer, chine length cover, 2 sets of sails (m,j,s), cover, spinnaker pole, assorted lines, anchor, and rudder cover. Dry sailed and well maintained, minor damage to bow and skeg (repaired but might need further professional repair). \$3500. Contact Kate at 650-743-9771, or email katewelker@gmail.com

**14114 Nickels,** excellent condition. All white / off white. 2 North mains, approx 3 seasons of use each, 1 older Fisher main, 5 jibs, all used but cringing and 2 old and tired spinnakers. Stainless steel centerboard, standard port/starboard controls, 2:1 jib sheets, 2 controls on main bridle. Jib halyard on deck. Nickels trailer. Dry-sail, trailering and mast covers. Currently sailing once a week. \$4800. Located in Montreal, Quebec, Canada. Contact Etienne at (514) 631-3464

**14008 Nickels** Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. Located in Maryland. \$3,550 skip. parry@tetrattech.com 518-774-2943

**14004 Allen,** Galv. CB, all running rigging new, Harken controls Sails: Quantum M/J (1 regatta), North J, Fisher M/J, 3 Spin Allen low-ride trailer, light bar, new spare Accessories: Anchor/Rode, paddle, boom crutch, seat cushion, mast blocks, lift bridle, compass, mooring cover. \$3,950, Located in Champaign, IL Contact: D. Walker 202-436-4562, cliff@stlouissailandpaddle.com

**13638 Fiberglass by Aeron Marine.** Always dry sailed, race equipped, SS centerboard, oval mast, boom, rudder bag, all sails, deck and full travel cover plus trailer. \$2500 NE PA, Heinz Kormmann Hausimtal@verizon.net or 570-689-4522

**11245 Allen.** Fiberglass hull yellow, stainless steel centerboard, wooden mast and boom, adjustable backstay, Murphy & Nye sails, trailer. The lightning can be seen at cottage at Duck Lake near Albion, MI. \$800 Contact Steve Wagner at 517-881-3235 Email: wagner802@aol.com

**11446 Fiberglass tank Allen.** In need of repair on top of centerboard trunk and some other non-structural repairs. Comes with a crisp North main and jib and very little used Vermont Sailing Partners red and white spinnaker. Additional sails include older North mains and jibs, plus 3 other spinnakers. Fiberglass rudder with tiller and hiking stick in new condition. Stainless centerboard, aluminum mast and boom. This boat has been upgraded with control lines on the side deck like the newer Lightnings. This boat is designed to be self rescuing, with lots of flotation, including a water tight bow compartment. Lots of extra harken blocks. Includes compass, two paddles, 2 cushions, anchor and rode. Mooring cover fabric is in good condition, needs needs new zipper and velcro in some places. Trailer is serviceable but will need to be retitled, comes with spare tire. \$1,000 or best offer. Photos to be soon added to this listing. The boat is located 30 miles north of Denver, Colorado. Contact Bob Stoller, 303-651-2039. Email: robert.stoller@Colorado.edu

**11118 Allen** (Roadrunner) with Allen trailer. Blue hull, White/Blue striped deck. Original rigging except for new traveler set up. Quick release fittings on stays. Fresh water sailed. Full cover, sails, and original wood rudder/tiller. \$1500 OBO. Boat located in Texas. Contact Ralph: rblinoski@swbell.net or 214 418-2699

**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

**10191 Lippincott** Lightning, completely restored, white decks, dark blue hull, mahogany seats, rudder and trim, teak duckboards. This craft has been modified as a single-handed day sailer, with deck steppable mast, trolling motor, etc. Complete set of older sails, almost new mooring cover. Located in Nashville, Tn. \$3500. Please contact @ whtvr@bellsouth.net Photos

9669 Restored in 2011/12 for a youth sailing program (students named White Lightning). Keeping one boat for advanced students, selling 9669 and 5977. Restoration included replacement of garboards, numerous frames, deck beams, bed logs, trunk cap, mast partners, mast step, hardware and rigging. Sails serviceable. New deck with dynel. Rectangular wood mast. \$7,500 invested in boat and trailer. \$2,500 firm. Proceeds support youth sailing program for underserved populations. Contact Brett Hart, Philadelphia Wooden Boat Factory. (267) 343-4401 or Brett@woodenboatfactory.org

**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

**9375, Classic 1965 Lippincott** - Solid fiberglass hull with mahogany bright work, seats, rudder and rub rails, teak floor boards. Stainless centerboard, black oval Bryant mast and boom. Main, Jib and 2 spinnakers. Full bottom travel cover, full mooring cover and a very sturdy steel trailer. This boat has a lot of history and deserves more TLC than I can provide. Asking \$2,500. Located at Pymatuning Fleet 36, in NW Pennsylvania. Contact: Scot at sail14579@msn.com or (412)298-1927.

**9369 Lippincott,** great condition. Blue hull, white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. Chainplates have been replaced. Varnished mahogany trim. 1993 custom galvanized trailer. Asking \$2,500. Boat located in RI. Rick (401) 749-3165.

**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 marklkeene@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. jimfoyardier@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

**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-last 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 jpjicotte@iyr.org

**5977 Restored** in 2011/12 for a youth sailing program (students' named Blue Thunder). Keeping one boat for advanced students, selling 9669 and 5977. Restoration included replacement of three bottom planks, transom, numerous frames, deck beams, centerboard trunk, bed logs, mast partners, mast step, hardware and rigging. Sails serviceable. New deck with dynel. Rectangular wood mast. \$7,500 invested in boat and trailer. \$2,200 firm. Proceeds support youth sailing program for underserved populations. Contact Brett Hart, Philadelphia Wooden Boat Factory. (267) 343-4401 or Brett@woodenboatfactory.org

**1276 - Built in 1945 by the Skaneateles Boat Co.** in Skaneateles, NY. Cayuga Boat Works completed approximately 2/3 of a complete restoration project. It has been stored indoors and is in wonderful condition. The bottom and topsides are immaculately restored. The interior has also been restored and refinished, including rebuilding the centerboard trunk. The seating needs refinishing. The rub rails need to be attached but are complete, and work needs to be done on the mast. The sails, a main and jib, plus a trailer are included. The Skaneateles Historical Society will accept bids until August 1. You may mail a bid to The Skaneateles Historical Society, 28 Hannum St, Skaneateles, NY 13152; call the museum at 315-685-1360; or send a bid via email to skaneateleshistoricalsociety.org.

unknown number - Classic mahogany Lightning totally restored, circa 1941. Light use, fresh water only, garaged and supported on padded cradle. Removal of epoxy in progress on outside starboard side. Otherwise "almost perfect" condition. Located South of Seneca Falls off Cayuga Lake, NY. Complete with sails; no trailer. \$1800. Call 585-261-6885

unknown number - Wooden Lightning, cedar plank over mahogany. Woodwork is all intact- no rot whatsoever. Entire boat restored in 2007 and sailed in freshwater only and stored under cover since. It is not perfect or in restored condition and will need paint and refinishing to bring it back to snuff. Boat comes with Harken aluminum mast and rigging, complete and in good shape, North sails in excellent condition, 2 spinnakers and pole (I've never used them) and comes on a magic tilt trailer, also in excellent condition with no rust, solid springs, hubs and bearings and brand new tires. Boat is located in central Florida- delivery may be negotiated. Asking \$1500. Adam, cell# 863-443-0630 email, apeterson@tnc.org

#### 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.



# 2013 Champions

## ***World Qualifying Regatta for Brazilian Teams***

Claudio Biekarck, Gunnar Ficker, Maria Hackerott

## ***Deep South Regatta***

Tito Gonzalez, Alberto Gonzalez, Christan Herman

## ***Midwinter Championship***

Allan Terhune, Jr, Katie Terhune, Sam Purisi

## ***Winter Masters' Championship***

Ed Adams, Nancy Haberland, Ben Cesare

## ***Winter Lightning Championship***

Matt Fisher, Stu Fisher, Katie Werley

## ***Southern Circuit***

Ed Adams, Nancy Haberland, Ben Cesare

## ***Texas District Championship***

Dr. Lawrence Frost III, Watt Duffy, Asher Zittner

## ***Circuito de Sur / Chilean Southern Circuit***

Felipe Robles

## ***SELD Circuit***

Lenny Krawchek

## ***Springboard Regatta***

Lenny Krawchek

## ***2<sup>nd</sup> Annual Moonshine Regatta***

Charlie Wardwell

## ***SSA Spring Regatta***

Craig Coburn

## ***Long John Regatta***

Ched Proctor, Meredith Killion, Mike Constants

## ***Burl Harmon Memorial Indiana Open***

James Taylor, Carl Taylor, George Aver

## ***Doc Gilbert Potomac Cup***

Steve Constants, David Constants, Mike Constants

## ***No Gas Regatta***

Allan Terhune, Katie Terhune, Sam Parisi

## ***LSC Lightning Tune-Up Regatta***

Ryan Flack

## ***Lightning Nigerian Nationals***

Grahan Gips, Kristiann Gips, Charles Weller

## ***Early Bird Regatta***

Ched Proctor, Meredith Killion, Rob

## ***Spring Classic***

David Starck, Ian Jones, Jody Starck

## ***Hernando DeSoto***

Bill Killebrew

## ***Southeastern District Championship***

Charlie Wardwell

## ***Lukemia Cup Regatta***

Emily Simon, Jody Kjoller, Anneliese Kittrell

## ***Southern District Championship***

Lawrence Frost

## ***Spring Regatta***

Bill Fastiggi, Susy Coburn, Gonyea

## ***Bayview One Design Regatta***

Jim Allen

## ***Italian National Championship***

Sergio Rustichelli, B. Rustichelli, M. Rustichelli

## ***European Open Championship***

Ched Proctor, J. Ewing, J. Lurie - USA

## ***European Championship***

Angelos Vasilas, GRE, G.Vasilas, E.Kafetzidakis - GRE

## ***International Masters Championship***

Ched Proctor, J. Ewing, J. Lurie - USA

## ***World Championship***

David Starck, Jody Starck, Ian Jones - USA

## ***BCYC Annual Mark Madesss Regatta***

Garza/Rose

## ***Dixie District Championship***

Craig Coburn

## ***Ohio District Championship***

James Taylor

## ***Campeonato Centro República***

Fumagallo-Chaina-Foronda

## ***Lake Erie District Championship***

Jody Starck, Ian Jones, Allie Jones

## ***Magnus Pedersen Regatta***

Joan Hurban, Gary Hurban, Peter Jadvosich

## ***Metropolitan District Championship***

Bob Sengstacken, Daniel Zitin, Maud Lindsay

## ***Midwest District Championship***

Richard Walsh

## ***Bay City Open Regatta***

Matt Prining, Jennifer Prining, Bill Coberly

## ***Argentina National Championship***

M. Fumagallo, A. Chaina, I. Foronda

## ***Canadian Open Championship***

Jamie Allen, Jay Deakin, Stephanie Boucher

## ***New England District Championship***

Bill Fastiggi, Suzy Coburn, Charlie Maitland

## ***Indiana District Championship***

Brad Wagnon, Bryan Bahler, Stewart Fossceco

## ***Connecticut/Rhode Island District Championship***

Dave Peck, Nina Peck, Sarah Peck

## ***Champagne Regatta***

Kirk Reynolds

## ***Michigan District High Point Standings***

Rose/Garza

## ***Michigan District Championship – Women's / Juniors'***

Jennifer Prining

## ***Michigan District Championship***

George Sipel

## ***Stumpbuster Regatta***

James Taylor, Carl Taylor, George Auer

## ***Great Lakes Championship***

Skip Dieball, Mallory Dieball, Mike Stark

# *Wawasee Yacht Club to Celebrate the 60th Hoosier Regatta*

Jeff Schmahl



One of the most popular and enduring Lightning regattas of our time, the annual Hoosier Regatta at Lake Wawasee, will celebrate the 60<sup>th</sup> anniversary of this fall classic the weekend of September 28–29. We invite everyone to come “Back Home Again” to Indiana for a weekend of family, friends, hoosier hospitality—and serious racing.

The Wawasee Yacht Club, situated on Indiana’s largest natural lake, was founded in 1935 by several sailing enthusiasts, including then Indianapolis drug maker and avid yachtsman, Colonel Eli Lilly. In those days, a variety of boats, mostly custom made, were raced by gentlemen whose families maintained summer cottages on Wawasee. The Snipe emerged as a favorite among the growing membership, and the WYC went on to host several national Snipe events throughout the 1940s. By the early 1950s, the Lightning’s popularity began to rise, and it soon replaced the Snipe as the club’s one-design of choice.

The newly chartered Lightning fleet hosted the inaugural Hoosier Regatta during the summer of 1954. Though the complete results of that first regatta have been lost along the way, archive photographs indicate that WYC sailor Bruce Baiden was the first Hoosier Regatta champion.

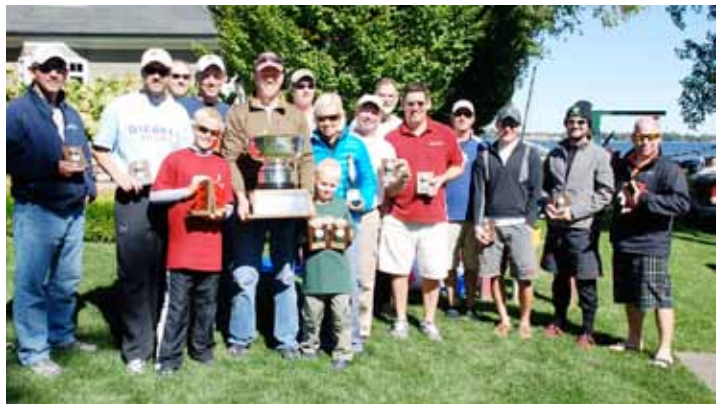
The regatta flourished, and like many other Midwestern events, the Hoosier Regatta drew substantial numbers of competitors through the 1970s. Thirty-boat fleets were common, and regatta winners included such notables as John Leath, Bill Buckles, Matt Fisher, George Buckingham, Jim Dressel, and Ronnie Blair with his American Flag boat.

The 1980s brought continued growth to many regional regattas. The Hoosier Regatta was now the last stop of a five-week Midwestern fall circuit that began the weekend after Labor Day in Pontiac, Michigan. The Whitecap was followed by Devils Lake, then the Red Flannels in Chicago, next was Gull Lake, and finally Wawasee. Since youth soccer had yet to wreak havoc on the lives of dedicated Lightning sailors, it was not uncommon for teams to compete in three or four of these regattas each season. During these years my family, like so many others, forged the tradition of autumn racing in far-off places, where each venue was wonderfully unique, and each weekend had its own distinct traditions and atmosphere.

Bruce Goldsmith, one of our favorite regulars, won four Hoosier Regattas in the early 80s. Later, Colin Park ran off six-straight victories, but I mostly remember how helpful and supportive he was once the races were over. Meanwhile, many of the modern-day characteristics that have become synonymous with the Hoosier Regatta were becoming firmly established. Elements such as sumptuous home-cooked food, handsome trophies, the roaring fire in the club’s stone fireplace, excellent race management, and especially the hospitality, had become our brand.







The 1990s ushered in a talented new crop of champions. Sean Fidler, Dan Norton, Tom Niles, and Matt Huffman each had victories, plus Colin Park added his name to the perpetual trophy a couple more times. Overall, attendance numbers were still healthy; however, it was becoming clear that many clubs were entering an era where we no longer shared regatta participants, but were beginning to compete for each of them and their time.

By the time the Hoosier Regatta entered the twenty-first century, thirty-boat fleets were no longer guaranteed at any of the fall regattas. Gull Lake eventually succumbed to dwindling attendance and gave up its weekend of the circuit, which allowed Wawasee to move up to the fourth and final spot. I had begun my tenure as regatta chairman, and with the help of my family and our renowned group of volunteers, the Hoosier Regatta continued to attract a loyal and enthusiastic group of autumn travelers.

I am proud that during the past decade, the Hoosier Regatta has continued to thrive, averaging 22–26 boats each year. Our growing list of champions now includes Ernie Dieball, Bill Faude, Skip Dieball, John McCree and Brad Wagnon. Debbie Probst won the event in 2005, racing with her young kids. In 2011, first-timer Todd Wake won with his wife, Christine, and son Doug, who was sailing in his very first regatta. Every year we are honored with several new visitors, including a recent contingent from our friends in Buffalo.

The traditions that were established years ago are still central to the Hoosier Regatta experience. In addition to the ones mentioned above, other value-added favorites include the Friday night “Homecoming Party,” the Saturday morning brunch, t-shirts, the hot-buttered cider served to sailors as they return to shore on Saturday afternoon, Glow-Bowling with the kids, and for some, a visit to The Frog Tavern. Even

our post-dinner event known simply as “The Program”, which began as a hodge-podge prize raffle has taken on a life of its own as many visitors now bring unique items to contribute toward the fun and fellowship.

In his regatta recap published in *The Flashes* following his victory in 2007, Bill Faude praised the Hoosier Regatta, calling it “...the finest regatta in which I’ve ever had the privilege to sail.” Faude, who ranks among the all-time most gracious (and grammatically correct) regatta participants, finds nice things to say about everything, but this statement remains our ultimate compliment and provides inspiration for the hard work and commitment of our fleet and our families, whose regatta mantra has become, “don’t just do the least necessary; do the most possible.”

Aside from our regatta being named alongside many of the Class’s most respected regattas, we get particular satisfaction from seeing the number of families with children that still choose to spend this fall weekend at Wawasee. As a former regatta kid, my memories of traveling to regattas with my family are as vivid as ever, and I appreciate that I now participate in many of the very same regattas with my own kids. To illustrate the impression that all of our regattas can have on our kids, my oldest son, now almost 18, had to write several types of original poems for an English class assignment when he was in eighth grade. I discovered after the fact that he had chosen sailing as the subject for all of them. One, titled *The Hoosier Regatta* (shown below), though a bit glamorized and not 100% accurate, offers a glimpse into the personal perspective of



So, every year on the fourth weekend following Labor Day, we host more than a regatta. It's a homecoming celebration of friends and family, both old and new. On behalf of Fleet 154 and the Wawasee Yacht Club, now home to 75 families, plus a large E-Scow and Sunfish fleet, we hope that you will join us this October 5-6 and experience for yourself the 60<sup>th</sup> Hoosier Regatta at beautiful Lake Wawasee.

Our boat is trailing, so we give chase.  
The skipper's really mad  
Normally I'd settle for second place  
Except the skipper is my dad.

And that concludes my story  
Of the famous Hoosier Regatta  
Where we won in all the glory  
And fun we had a lotta!

59





## International Lightning Class Association

1528 Big Bass Dr  
Tarpon Springs, Florida 34689 USA



## LIX CAMPEONATO SUDAMERICANO

30 DE OCTUBRE AL 3 DE NOVIEMBRE DE 2013

Regatta Website: <http://www.antofagastalightning.cl/>  
[NOR is now posted online](#)



## 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](mailto:office@lightningclass.org) • Website: [www.lightningclass.org](http://www.lightningclass.org)