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International

Lightning Flashes

September, 2012, Volume 72, No. 2

 Life Membership for Kimmo Aromaa

 North American Championships
Houston, Texas



2012 Youth World Championship

Tuusulanjärven Purjehtijat, Järvenpää, Finland

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2012 Results

North Americans 1,2,3,4,5,6,7,8,9,10
North American Masters 1,2,3,4,5,6,7,8,9
North American Juniors 1,2,3,4
North Americans Women 1,2
Junior Worlds 1
So. Circuit Overall 1,2,3,4,5,6,7,8,9,10
So. Circuit St. Pete 1,2,3,4,5,6,7,8,9,10
So. Circuit Savannah 1,2,3,4,5,6,7,8,9,10
So. Circuit Miami 1,2,3,4,5
Pymatuning 4th July 1,2,3,4,5,6,7,8,9,10
Lake Erie Districts 1,2,3,4,5,6,7,8,9,10
Ohio Districts 1,2,4,5
Metropolitan Districts 1,2,4,5,6,7,9,10
CAD Districts 1,2,3,4,5,6,7,8,9,10
Dixie Districts 1,2,3,4,5,6,7,8,9
Spring Classic 1,3,4,5
Juby Wynne 1,2,3,4,6
CPYC Early Bird 1,2,3,4

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Ched Proctor ched@od.northsails.com

CHESAPEAKE (410) 280-3617

Allan Terhune allan@od.northsails.com

CLEVELAND (216) 361-2594

Nick Turney nick@od.northsails.com

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One Design

PhotoThomas Jansen

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Road trip to Texas includes
a stop in St. Louis!

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Welcome Back Printed Flashes!!

Two years ago, the membership voted to forgo the printing of the Flashes Newsletter. Since that time the Flashes have been distributed electronically via email. We have gotten a positive response, however, there are many that have requested we bring back the printed option.

In an effort to streamline information distributed to Class members, we have revised the publication schedule and have brought back the printed newsletter three times per year. All current members will continue to receive the Flashes Newsletter via e-mail. There is only an additional charge if you wish to receive the printed copy.

We hope you enjoy this complimentary copy. If you would like to continue to receive a printed copy, please complete the envelope in the center of this publication and return it with your payment to the Class Office.

Or if you would like to subscribe on line please log onto www.lightningclass.org

International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

1528 Big Bass Drive, Tarpon Springs, Florida 34689

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

www.lightningclass.org

Mr. Kimmo Aromaa

ILCA Life Member – July 2012



Kimmo Aromaa has been a Lightning sailor since 1976. As a second generation Lightning sailor he has taught his daughter how to sail, and she has become his regular crew, along with his brother. They are one of few, if not the only, Lightning sailing families in Europe where three generations have been actively involved in the Lightning Class since mid 1950s. And their tradition is not only to participate, but to win. Kimmo has been the Finnish District Champion eight times and has been the Finnish Ranking-Series winner nine times.

Kimmo is a key figure in the Class activities in Finland. He has been the Fleet Captain of #166 since 1989. As District Race Organizer, he organizes their race calendar and many regattas. He participates in nearly all of the Class District events and has always offered to help his fellow sailors with sailing tips or technical boat-related matters. In recent years, he has also, on his own time and expense, started regular training of the young sailors, including workshops and lectures in the winter and sailing instruction in the summer. He has been a big part of the Youth Worlds when Finland has hosted in 1988, 2006 and 2012.

Kimmo has been very much involved in developing Lightning sail design for the Finnish sail maker VB-sails, famous for their sails for Olympic classes. He is very technically oriented and an expert in the Class rules.

Among countless things, he probably has the first cold laminated mahogany Lightning built. His interest to develop the Class on any and all technical fronts, according to the Class Rules, is really deep and sincere to him.



Kimmo is motivated to participate in the Class international events like World Championships, not only for the fun of it, but also to make sure that the Class maintains international status according to ISAF. He has participated in twenty-four European Championships, seven World Championships and two Youth World Championships.

The future of our Class is dependent on individuals like Kimmo. The Class salutes Kimmo Aromaa for his dedication and continued support of the Class and recognizes him with the highest distinction of Life Member.

Congratulations Kimmo!

Darryl Waskow and Larry MacDonald awarded Kimmo this special distinction during the 2012 Youth Worlds in July. As a token of gratitude, an engraved brass ship's bell was presented to Kimmo.



Lightnings strike at the 2012 North Americans



Team Herman, Jr



Team Newman



Team Werley



Team Wake



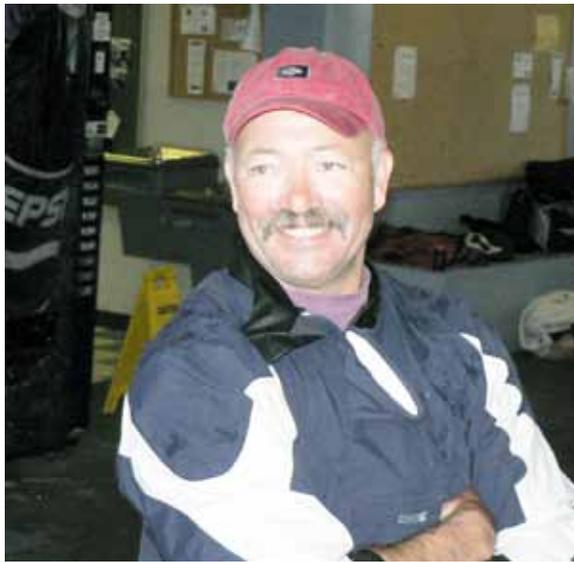
Team Terhune



Team Tyner



Windward mark laylines were busy



Outgoing President's Column

Rob Ruhlman

This issue of Flashes marks our return to a printed format as well as my final column. The irony of closing my tenure with a return to a printed version while having begun my tenure with the elimination of the printed version is not lost on me. I do view it as emblematic of the dynamic and responsive Class that we are. As a Class, we thought we were on to something positive when we eliminated the printed format in favor of the electronic, and while we collectively underestimated how much we would miss the printed form, having recognized that, we have now returned to it, albeit in a quarterly version as opposed to the monthly version. Further details appear within.

Yes, it was hot in Houston! But it was just as hot in 90% of the country for the two weeks of the WJMs and the NAs. The folks at HYC did a marvelous job with the event on and off the water. Congratulations to Women's Champions Maegan Ruhlman, Samantha Maras and Katie Werley (hometown favorites of mine!); Juniors' Champions Jonathan Lutz, Jonathan Pottharst and Reed Baldrige; Masters' Champions Gary and Joan Hurban with Justin Coplan sailed a fabulous series that literally came down to the last tacks on the last leg of the last race when, after six races, any one of three teams could have won! While we were disappointed with keeping our record intact—three Masters appearances and three seconds—we sure weren't unhappy with the three days of great Masters' competition.

North American Champions Jody, Jay and Jonathan Lutz prevailed in equally competitive conditions. Congratulations! The ten-race, fifty-two-boat experimental format certainly led to some interesting scoreboard shifts during the week. We will be reviewing the pros and cons of this format in the months to come.

Labor Day has come and gone, school is back in session and football about to kick off, but the calendar is full of wonderful fall regattas, and some of us, speaking for myself, are already thinking about the Chilean Nationals in Pucón, the 2013 Southern Circuit and the 2013 Worlds!

As my term as President and my tenure on the Executive Committee comes to a close, the Class is, as always, in very capable and committed hands. While there was the rare day along the way where I felt I needed to be "committed," I can count them on one hand with plenty of digits left over. My thanks to everyone on the Executive Committee and my best wishes to incoming Class President, the talented and enthusiastic John Faus. Thanks also to all of you for your support of the Class and, of course, where would any of us be without the talents and energy of Executive Secretary, Laura Jeffers. This truly is the greatest one-design class in the world!

Now I need to get back to Ryan and Tesse's wedding details!

Cheers!

Rob

Incoming President's Column

John Faus



Thank you to all of the Houston folks for hosting a terrific NAs! Bobby Dodge's acceptance speech of the Kaleigh Wilday Youngest Competitor Award was alone worth the price of registration! Ian and Lindy Edwards, Clarke Newman and all of the organizers worked tirelessly to ensure a great time was had by all. Also, thanks to Erik Hartman and all of the organizers that arranged and hosted the Youth Worlds in Finland! I hear it was a great venue with many new friendships being made. During the Youth Worlds, Kimmo Aromaa was awarded a Life Membership for his many years of service to the ILCA! Congratulations, Kimmo!

Fall sailing season is upon us! The ILCA calendar is filled with plenty of races and events all around the globe. It is a great honor and privilege to be able to help lead this amazing Class.

Rob Ruhlman deserves a huge "Thank You" for serving as our ILCA President over the last two years. Rob did an amazing job and served as a mentor to me. I am lucky to be able to work with a great Executive Committee. Bill Clausen does such a great job as our Chief Measurer. Debbie Probst, Secretary, and Victor Lobos, Treasurer, are energetic and very knowledgeable board members.

The Governing Board is made up of so many hard working folks, I can't name them all. We have created a new Vice President position, VP-District Commodore Coordinator. Bill Fastiggi has agreed to take on

this new challenge. District Commodores, you will be hearing from Bill very soon! Justin Coplan and Will Brown will be leading the Boat Grant Program this year! It is awesome that we have these two talented alumni of the program to now begin to lead it. George Sipel will be taking over the Lightning Lab program from Todd Wake. Todd will be very busy working on and helping to plan the 2014 NAs in Sheboygan. We thank both George and Todd for their continued work.

Dave Starck is our VP-Worlds. If you have not already heard, he is currently working non-stop to locate a great new venue for the 2013 Worlds. We hope to have a location and dates by the middle of September. Finally, I have to give a huge "Thank You" to our ILCA Executive Secretary. Laura works tirelessly for the betterment of the Class. The new eFlashes and soon to come paper Flashes will really help to better communicate to the entire membership. Racers, woodies, and day sailors all make up the very diverse membership that makes the Lightning a truly amazing Class!

John

2013 Southern Circuit Dates

Savannah Deep South – March 9-10

Miami Midwinters – March 11-13

St Pete Winter Championship – March 14-17

Minutes of the 2012 Annual Meeting – International Lightning Class Association

August 7, 2012 – Houston Yacht Club, Shoreacres, TX

Call to Order

The Annual Meeting was called to order by President Rob Ruhlman at 9:08 AM

Roll Call by Secretary John Faus. In Attendance: Fleet 5, 9, 12, 34, 35, 36, 50, 69, 75, 109, 126, 135, 187, 196, 266, 318, 329, 335, 429, 435, 488, 501, 509, 510, 511, 514, 519 and 521. With proxy ballots received or designated, quorum achieved.

Reading of the Minutes from the Last Meeting

Ian Edwards made a motion to dispense with reading of the minutes seconded by Bill Cabrall and unanimously approved.

Reports of Officers

President's Report – Rob Ruhlman

President Ruhlman started off by thanking Ian & Lindy Edwards, Clarke Newman, the entire Texas District and the Houston Yacht Club for organizing a great North Americans. Those that stayed home are missing out, we have had great sailing and the hospitality has been incredible. Ruhlman continued and summarized the two rulings that were approved earlier this week during the Governing Board (GB) Meeting. First, the GB approved an amendment to the Document Governing All Sanctioned Lightning Class Championships specific to the Articles Governing All Lightning Class World Championships. This amendment is in response to our world-wide growth. It will allow for Counties with active Lightning activity such as Australia and Nigeria to officially qualify for the World Championships. The second amendment that passed was a temporary amendment to the document Governing All Sanctioned Lightning Class Championships, specific to the Articles Governing All Lightning Class World Championships. Specific to the 2013 Worlds in Italy, when allocating unused slots, these slots may be granted to any country, even if it means that particular Country will make up more than 50% of the fleet. The Executive Committee feels that this temporary amendment, based on the participation at previous World Championships and the economic conditions in some countries, will aid in a successful event in Italy.

In addition, Ruhlman announced that the Lightning is included on the recommended Class participation list for the next Pan American Games, to be held in Toronto, 2016. The Lightning also has been chosen as the boat for the 2013 US Sailing Champion of Championships Regatta, to be held on Lake Murray, South Carolina. Over the next few months, I am sure, we will be needing assistance from our nearby fleets to assist with this regatta. Thank you for your corporation in advance.

Treasurers Report – Victor Lobos

Treasurer Lobos gave an overview of the 2012 financials year to date. North American dues continue to trend down from 2011 figures by about 26%. Europe is slightly up compared to 2011, again because of the strong Finnish fleets and also a good showing at the Europeans that were held in Switzerland. South American dues are down; however, these figures should increase over the next few months, as the South American sailing season is just getting underway. Fleet dues are down about 14%. Class merchandise is slightly below last year's numbers, as are sail royalties. Royalties are a bit unpredictable and are somewhat cyclical in nature due to our World Championships being held every other year. Expenses are being closely watched and held to or under budget. To date we are reporting a net ordinary income of \$8,505.56. Please remember to encourage your Fleet members to renew their dues. New strategies are being worked on to increase membership including the possibility of automatic membership renewals. Finally a balance sheet has been provided, as you can see the Class is in a healthy position.

Chief Measurer's report – Bill Clausen

Chief Measurer Clausen began by thanking Clarke Newman and his entire volunteer measurement team for putting together a seamless measurement process here at the NAs. Newman and his team went as far as putting together a how-to measurement booklet that will be able to be used in future regattas. He continued by thanking Ian Edwards for putting together the sail measurement and safety teams. The entire Houston group has done an excellent job! Clausen continued stating that most of the calls and emails he receives are from wooden boat owners. There is a lot of interest in our older boats! He concluded by restating that spinnaker numbers must be of contrasting color to the sail. Dark numbers on a dark blue spinnaker will not be permitted.

Secretary's report – John Faus

Secretary Faus began by reviewing current member numbers, which echoed Lobos' treasurer's report. Memberships are down about 25% in North America and steady in Europe; however, countries outside of Finland are slightly down). South American memberships are also down but should see an increase by year end.

Secretary Faus continued by presenting an updated publication schedule. This schedule will be published on the website and will help the Class communicate with members. This schedule includes a new feature called Flash Blasts that will be emailed to members on the first and fifteenth of each month. Recent regatta results and announcements will be included in these Blasts. Content deadline for these monthly emails are three days before

the first and fifteen of each month. The printed Flashes are returning. The first issue will be printed in September (September 3 content deadline) and then another issue in November (November 5 content deadline). The first printed issue will be mailed to all current members, skippers from the previous two years and anyone who has ever made a contribution to the Class. We hope to engage these Lightning enthusiasts in the Class once again. The 2013 Yearbook content deadline is December 17, 2012. The 2013 Yearbook covers events and activities from 2012. Please be sure someone in your fleet is responsible for your fleet report!

Vice Presidents and Committee Reports

VP Worlds – David Starck was unable to attend the meeting but his comments from the GB meeting earlier this week were read. He started off by thanking the Class members for the great response we got from the nine countries that sent junior competitors to the Youth Worlds that took place in Finland the end of July. In total, there were eighteen out of a possible twenty competitors. Special recognition goes to Erik Hartman and the entire Finnish Lightning Class for organizing the regatta. It was a tremendous effort, and they did a great job. Thank you also goes out to Darryl Waskow, who traveled over to Finland and served as the Chief Judge. Starck mentioned that the next Youth Worlds in 2014 will be held at the Buffalo Canoe Club. Ian Jones has attended the past two Youth Worlds and is in the process of putting together a template for the Youth Worlds. This template will be used for the 2014 event and others in the future. The ILCA Fund contributed funds to three teams to help them with travel expenses. These teams would not have been able to compete without this type of support. Thank you to everyone who has contributed to the ILCA Fund.

President Ruhlman continued to report on the 2013 Worlds in Italy. At this point things are going well. There is a lot of demand to qualify for the Worlds. The Class will be well represented at the Worlds and that includes a Class representative on the Race Committee boat. Rob stated he and Abby will be visiting the area in October and will meet with the organizing committee. Shipping from North America will most likely take place immediately after the Southern Circuit from New Jersey, with the possibility of a container or two from Houston or St Pete.

North American's Report – Clarke Newman began by thanking Ian and Lindy Edwards and the entire team at the Houston Yacht Club for hosting a great regatta. He also thanked competitors for coming and credited Paul and Sabra Francis for an excellent job in organizing the regatta. Fifty-five boats are registered, and Sabra has found housing for over seventy competitors!

Josh Goldman reported that planning for the 2013 NAs is really in great shape. The dates are a week later next year, August 14-17 for the Women's, Juniors and Masters' at Nyack Boat Club in New York and August 17-23 for the regular NAs at Cedar Point Yacht in Connecticut. Club Dick Thackaberry has signed on as the PRO, and the committee has already set up a great deal for lodging at the Doubletree for \$89/night. There is also some housing available with club members if teams sign up early. The website for the regatta is up, www.2013nas.com.

President Ruhlman announced that the Executive Committee has met and has awarded the 2014 North American Championships to the Sheboygan Yacht Club/Sheboygan Sailing Center. Sheboygan representative Todd Wake stated that the Club, Sailing Center and local fleet are very excited to host the regatta. The NAs have been in Sheboygan in 1976 and again in 2005. The Sheboygan Sailing Center is an Olympic training facility and has all new docks, four hoists and many safety boats. The facility can host as many boats as possible. There are 2 new hotels right near the club, and there is plenty to do for the entire family, water parks, etc. This regatta will be the US qualifier for the 2015 World Championships that will be held at the Buffalo Canoe Club. To check out the location ahead of time visit us at the Brotz Regatta this fall.

Southern Circuit - Terry Hamilton thanked everyone for participating in 2012 and announced that we will be visiting our regular three venues March 9-17, 2013. We will be holding a logo contest again for this year's regatta logo. There are a lot of fun ideas being developed in the planning process. One idea that is being considered is a celebration in conjunction with the Classes 75th Anniversary. This celebration will most likely take place on Saturday evening in St Pete, and all of the past presidents will be invited.

Lightning Labs – Todd Wake reported that we held a few educational labs this year. We started with nightly round table discussions during the Southern Circuit. Nick Turney conducted a lab at Southern Yacht Club over Memorial Day weekend. Here at the NAs, we have had a few talks—Jay Lutz on local conditions and separate crew and skipper round table discussions. These types of casual discussions are very easy to do at your own regattas. Find the team that did well that day and gather everyone around the beer cooler. There is a lot to learn from our fellow competitors. If anyone is interested in hosting a Lightning Lab, please contact the incoming VP, George Sipel. Secretary Faus thanked Todd for his work with the Lightning Labs.

Charters ratified or revoked and Unfinished Business

None at this time.

New Business

Southern Circuit Proposal - As Chair of the Southern Circuit Review Committee (SCRC), Bill Faude reviewed the actions of the committee. The SCRC was tasked to investigate the Southern Circuit. They surveyed skippers, had good participation, analyzed the results and came to the conclusion that overall people desired less travel time, more sailing and less days off of work. In response to these findings, the EC is proposing a one-year trial of

a condensed Circuit in 2014 at two venues, Coral Reef YC and St. Petersburg YC, that will allow for more sailing on Sunday-Saturday and a better perceived value. Rob Ruhlman made a motion to approve the one-year trial proposal as presented and formally posted on the ILCA website, Clarke Newman seconded. All approved, with two proxy votes opposed. Motion carries.

NA Championship Resolution - Clarke Newman advised the group that the resolution passed in March 2012 regarding the Document Governing All Sanctioned Lightning Class Championships, Articles Which Apply to the North American Championship, specifically Article XIII-Racing Conditions, sections A - Divisions And Qualifying Series and B - Final Series Scoring will expire on March 31, 2013, and the original language shall, again, be in force. It is in the best interest of the ILCA to evaluate this trial format and include this topic on the agenda for our March meeting. This was noted by Secretary Faus.

2012-2013 Slate of New Officers – Past President Steve Davis represented the Nominating Committee and presented the 2012–2013 slate of new officers as posted on the ILCA Website. There was a nomination from the floor to add Gustavo Tamayo to the slate in the vacant VP of Colombia position. A motion was made by Clarke Newman to accept the slate as presented, including the nomination from the floor. Bill Cabrall seconded. All approved, with one proxy vote opposed. Motion carries.

President-elect John Faus thanked President Rob Ruhlman for his dedication to the Class and efforts as Class President over the past two years. Ruhlman stated that he is lucky for his lifetime involvement in the Class and thanks the Class members for making this the best one-design class! President-elect Faus also took this time to announce that Bill Fastiggi will be transitioning into a new roll on the Governing Board as VP District Commodore Liaison. Justin Coplan is new to the Governing Board and will take over Fastiggi's former position as VP Special Projects – Boat Grant. It will be great to have two past recipients, Coplan and Brown, taking charge of this special program. Two past presidents will shift into new rolls, Steve Davis as VP of Area Championships and Rob Ruhlman as VP Advisory Committee. Mark Schneider joins the Governing Board as VP of International Logistics, and Tom Allen, IV joins the board as VP of Technical aspects. George Sipel joins the Governing Board as VP Special Projects – Lightning Labs and Josh Goldman comes on as VP NA Championships. A special thank goes out to Carol Ewing and Todd Johnson for their dedication to the Class and service on the Governing Board. As they will be rolling off the Governing Board, they will still be very involved with the Class.

75th Anniversary Celebrations - Executive Secretary Laura Jeffers reported that 2013 marks the 75th Anniversary of the ILCA. In honor of this milestone, the Class is planning multiple celebrations throughout the year. The first party will be kicked off by the Chileans at midnight on January 1 during their National Championship, which concludes on New Year's Eve. Other parties will take place during the Southern Circuit in Florida, the Worlds in Italy, the North Americans in Connecticut and, possibly, during the South Americans. In addition, special merchandise will be available in the Class Store. We are asking the membership for personal articles, photos and stories on what the Lightning and or the Class means to them. These will be published during the year in the printed Flashes or the monthly Flash Blast emails to help us celebrate seventy-five years of Lightning sailing. We are also looking for design ideas for the 75th Anniversary logo.

Bill Clausen made a motion to adjourn this meeting. It was seconded by Bill Cabrall. President-elect Faus adjourned the meeting at 9:51 AM.

Minutes for the Governing Board Meeting are available on the [ILCA website](#).



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Youth World Championship

Tuusulanjärven Purjehtijat, Järvenpää, Finland
July 23–27, 2012



Champions: Sam Jones, Adam MacDonald, Abby Bennett

The 2012 Lightning Youth World Championship was hosted by Lightning Fleet 456 at Tuusulanjärvi Lake Sailing Club, and it was an amazing event. It all started with registration and measurement day on Monday, July 23, when the teams all started to show up at the regatta and began to get acquainted with one another. Everyone was very friendly, and the competitors all got to know each other immediately. The teams were all extremely excited, as they were determining their sleeping accommodations for the next week. Some stayed at a hostel up the road from the yacht club, and some of the competitors were lucky enough to be put up in a club member's home. The organizers and volunteers involved with this process did an exceptional job making sure everyone was accommodated. A big thank-you goes out to all the host families, especially the Karhusaari family

who were our host family. After everyone was settled in, we had dinner and then were off to bed in preparation for the practice race, skipper's meeting and opening ceremonies the following day. Everyone arrived the next morning to draw their team number, which would determine which boat they got. After many pictures, everyone geared up for sailing and went out to sail the practice race. More than half of the fleet was not at the starting area when the race started, so it was a little bit of a skewed race, but it was still a good warm-up to the launching procedures and race course area.

After everyone got in from the practice race, we all showered and changed into our team uniforms for the opening ceremonies, which were held in a tent beside the sailing club. After speeches from the mayor and other local lead-

ers, we all headed inside for a delicious Finnish meal cooked by the sailing team volunteer staff. After the ceremony and a dinner, the teams all headed back for a good rest, as Tuesday was the first day of racing.

The teams all arrived at the yacht club at around 10:00 AM, and we found out then which boat we would be sailing the first race. Every race, the boat each of us sailed switched, and we had to sign off on a checklist. Some boats were better than others. The boats' hull numbers ranged from about 14000 to some of the newest boats in the 15300s.

The first day conditions were cold, so people suited up in their foul weather gear. The wind was variable but got up to around fourteen knots, which made for some perfect conditions. The racing area was small, and the races were seven legs, with the start and finish in the middle of the lake. After lunch at the nearby hostel, we went out for our third race at around 5:00 PM. Unfortunately, we had a boat whose tanks had been filled during lunch, so our it was extremely heavy, resulting in a poor performance.

After coming in, we checked the tanks, and they were full of water, which granted us grounds for redress, which would be an average of our scores from the first two days of racing. The results were very close, and with six races left, it was still anybody's regatta.

That evening there was a volleyball tournament scheduled, but since the racing went on for so long, the tournament was moved to the following evening. All of the teams were exhausted from the full day and grabbed dinner before an early bedtime.

The next day was very similar to the last, except it was a lot warmer, and the wind was a little lighter. We were fortunate enough to get better boats for both races and had a great day.

That evening there was a volleyball tournament, foursquare, a portable sauna, and a stir fry. The night ended, and with five out of the eight races completed, and the competition was getting very fierce. There were a couple of protests that resulted in some changes to the scores, which altered the results slightly. There were still two days scheduled, but the forecast did not look promising.

The next morning the lake looked very flat, and the races were postponed until around 4:00 PM when the wind came up, and we all went out to the course. There was only one race in very shifty conditions, and we did not fair very well, but it was enough to maintain our lead.

There was a trip to Helsinki scheduled for the night, and that meant that protests were moved to the following morning, allowing for everyone to participate in the outing. The entire group journeyed by coach bus to the hotel, where we enjoyed a delicious buffet before trekking through the streets of Helsinki to our pickup location right in the centre of town. Overall, it was a very fun night, and everyone returned that evening to get a good night sleep in preparation for the final day of racing.

The last day was very similar to the previous and was dead calm upon arrival to the club. They postponed the race for the protests, even though there was no wind. The protests went on for a while, and at around 12:45 we all headed out to the calm lake to be prepared if any wind did filter in.

Our team was very nervous at this time since we held the lead by a small margin of 0.7 points over Timmy Crann. No race could start after 3:00 PM, so we were counting down the minutes. Eventually, in what seemed like forever, they called off the races, and the regatta was concluded.

The awards were fun and the trophies were exquisite. Many dignitaries spoke, as well as Ian Jones representing our club, the Buffalo Canoe Club, which is hosting the next Junior Worlds. After the awards ceremonies, the teams all said their good byes and parted ways.

A big thank-you to everyone who helped makes the regatta a success. To name a few people: Erik Hartman the regatta organizer, Sakari the person in charge of boats and his team, the entire Race Committee, all of the judges. Also thank you to all the competitors for making the event so much fun and very competitive, and congrats to runner-up Timmy Crann and his team.

Finally, a special thank-you to everyone who was supporting us at our club, as well as the people who devoted their time to help us: Debbie Probst, Larry MacDonald, David Stark, Jody Stark, Ian Jones and Kevin Robinson, as well as the rest of Fleet 12. The regatta win was also special to our team because my grandfather, Larry MacDonald Sr., started the event in Peru in 1978, and it has been held every two years since then. Overall, the regatta was a ton of fun and the friendships that were made and the memories we shared will certainly last a lifetime. We look forward to seeing even more teams and countries in 2014 at the Buffalo Canoe Club for the next Junior Worlds!

Adam MacDonald



Youth World Championship

Tuusulanjärven Purjehtijat, Järvenpää, Finland
July 23–27, 2012

Photo credit: Esko Aalto, Jari Aromaa, Mika Suutari-Jääskö, Matti Leppänen, Mika Aromaa, Mikko Rantala



Youth World
Champion Flash!



Team USA



Team Finland



Team Brazil



Team Italy



Team USA



More photos from the
Youth Worlds available on the ILCA website

Team Finland



Team USA



2012 Youth World

Pos	Sail	Skipper	Crew
1	CAN/14895	MacDonald Adam	Bennett Abby & Jones Sam
2	USA/15122	Crann Timmy	Jones Lauren & Blumenthal Ali
3	USA/15202(3)	Gemperline Mike	Vining Scott & Wallace Stuart
4	ITA/13462	Saladino Alessandro	Arcovito Luca & Cusinotta Carlo
5	BRA/15333	Lowy Manzoli Martin	Egon Essle Alexander & Gonzalez Gil Victor
6	USA/15417	Godfrey Connor	Markarian Brian & Ring John H.
7	ECU/1	Ignacio Cordovez Jose	Enrique Fierro & Alejandro Santos
8	USA/15246	Moloney Christine	MacDonald Julianne & Oak Kayla
9	CHI/11011	Conzalez Alberto Jr	Kuhlenthal Ian & Fantuzzi Angel
10	FIN/15281	Hartman Rosemarie	Aromaa Pirita & Saari Paulus
11	FIN/15331	Aalto Pyry	Suutari-Jääskö Eeli & Suolahti Laura
12	FIN/15341	Lappalainen Aleks	Aalto Matti & Hartman Rosabella
13	BRA/5333	Teodoro Soazade Paula Joao	Muller Poletto Guilherme & Gustavo Hedler Ferreira Luiz
14	GRE/15093	Fotiadoy Nephelie	Stamatakis Manos & Nomikos Panagiotis
15	GRE/15245	Leventi Alexandri	Kyriakou Melina & Marangos Apollon
16	FIN/15415	Tuomas Nurmi	Sakari Nurmi & Henrik Lilja

Team Italy



Team Ecuador



Team USA



Team Brazil



Team Greece



Team Chile
Alberto Gonzalez, Jr



R1	R2	R3	R4	R5	R6	Total	Nett
2	3	RDG	3	1	(7)	18.3	11.3
3	2	3	(4)	3	1	16	12
6	1	2	8	4	(OCS)	38	21
7	5	8	(12)	2	3	37	25
4	6	4	7	(DSQ)	5	43	26
1	RDG	6	1	(RAF)	DSQ	45	28
(DSQ)	9	1	6	8	6	47	30
11	10	(13)	2	6	2	44	31
(8)	7	5	5	RDG(6.3)	8	39.3	31.3
9	(11)	10	11	9	4	54	43
(13)	12	7	10	5	9	56	43
5	RDG	11	9	(13)	13	61	48
10	8	12	(14)	11	10	65	51
14	14	14	(16)	7	11	76	60
12	(15)	15	15	12	12	81	66
15	16	16	13	(DNF)	14	91	74

Championship

Team Finland



Team Greece





Lightning Family News



Just Launched!

Welcome, Alaine Smith Hagman born August 27, 2012. Daddy Jeff and mommy Kristen couldn't be happier!

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Thank You!

Thanks to everyone in the Lightning Wooden Boat Forum. I would not have been successful in refurbishing #1477 without your help. For those who are new or don't remember past posts, #1477 is 3/8" double planked, diagonal and horizontal, built in 1946 in the Hubert Johnson boat yard.

She is being wet sailed on Steamboat Lake north of Steamboat Springs, Colorado, after more than twenty years in my shop. She is a woodie with an aluminum mast—the original mast burned up in a barn fire. I think #1477 is still outfitted with original, or at least outdated, winches, hardware etc.

The bottom is swelling with little leakage.

Thanks,

*Ben Beall, Steamboat Springs, CO
Commodore Steamboat Lake Lightning Fleet*



Welcome New Members

Andy Calkins and Steve Gang

Thanks for the big welcome! We're excited to be rejoining the Lightning community. I say "rejoining" because that's basically how this came to happen. I'll tell you some quick history, and Steve can fill in some of the more technical details—he actually knows a lot about boats and Lightnings, whereas, I'm a fair weather sailor at best.

He and I discovered, sitting on the deck at our new, 140-year-old home in Gloucester, Massachusetts, that we both grew up learning to sail on Lightnings—Steve around Long Island, and me on Lake Michigan (Pentwater, in its heyday, was a big Lightning center). Our family had a Comet, which was sort of a close relative, slightly smaller and grungier, to the more exalted Lightning Class on Pentwater Lake. Steve says: "Hey, we should go in on a boat together!" (We both live near the water.) I say, to be conversational: "Sure!"

The next day, Steve goes online to Craig's List, where, of course, he finds an ad placed there, no more than twenty minutes before, from a family in Cohasset, Massachusetts, that has decided, after forty-five years, to give away their beloved Lightning, "Shannon." The admiral in the family is retiring as a skipper. They can't bear to sell her, so they're offering her to a deserving family that can promise to put her back in the water and treat her right, complete with sails and trailer, but no mast or rigging. Steve calls and somehow seals the deal. We drive down the next weekend, meet this wonderful family, including the Admiral, and drive her home, fairly amazed at all of this.

When we get to our house in Gloucester and find a good spot for the renamed Thunder, we spread out the gorgeous sails on the backyard, right near the spot where we'll put her in the water once she's ready. The sails, of course, have her registry number: 9540. Amazement builds. The address of our new home in maritime Gloucester is 954 Washington. Destiny!

I'll send photos separately—they're on a different computer. We have had so many other things going on this past year (this story dates back to last September, I think), that we haven't made much progress yet on Thunder. We're looking for a mast and rigging, and that's for starters. But we're looking forward to getting her back into trim and setting sail out into Ipswich Bay, beautiful sailing territory.



There's a PS to this story. When my parents heard about all of this, their immediate thought was about their beloved, forty-year-old Sunfish, which saw many great days in past years but hasn't been sailed off of Pentwater, Michigan, for a few years. They did the same thing in offering her to a deserving family promising a good home. Voila! A pair of recently retired schoolteachers call up right away, drive to the home off Lake Michigan, and drive away fairly amazed at their new status as Sunfish owners. It's "Paying It Forward" come to life.

If anyone out there has a lead on a decent Lightning mast with rigging, please let us know. Thanks for the welcome to Planet Lightning,
Andy Calkins & Co-captain Steve Gang

2013 Yearbook Report Deadline!

All Fleet and District reports recapping events from 2012 are due by December 17, 2012. Please remember that photos for the yearbook need to be a minimum of 300 dpi in order for them to be printable. Please submit articles and photos to the class office.

Publication Deadlines:

2013 Yearbook—December 17, 2012

Flashes—November 5, 2012

2013 Flashes deadlines:

April 8

July 8

October 7

Congratulation Fleet 488 – 2012 Steketee Award



Photo credit: Mark Aggers, who organized the group, took many photos, and edited the final result.

Pictured left-to-right: Tim Ostrander, Caroline Moellering, Chris Golden, Nick Rosen, Al Gawthrop, Rebecca Bevrit, Josh Pranckun, Lucas Armstrong, Adam Hostetter, Steve Davis, Jim England, David Thompson, Raeyane Farrell, Bill Cabrall, Kai Thompson, Kylie Thompson, Barb Thompson, Jan Davis, and the Steketee Trophy, mounted on Bill Cabrall's boat. Missing from the photo: Members, Craig Bouck, Andrew Bremner, Norm Jarvis, David Spira, Marty Mulhern and Bob Stoller

The Rocky Mountain Lightning Fleet is the only Fleet in the US @ Large District. Fleet 488 sails with the Denver Sailing Association at Cherry Creek Lake in Denver and at regional regattas throughout Colorado, Wyoming, and Nebraska. Some members located north of Denver also sail at Union Reservoir.

From May through September the Fleet sails every Thursday evening and on weekends during the spring and fall. Weather sometimes sidelines this bunch, but they persevere. Many of their fleet members travel great distances to attend regattas. The Southern Circuit, North Americans and World Championships are a regular stop for many of them. They help each other with moving boats, swapping trailers, loaning boats, swapping crew, skippers crewing for others to get more boats out on the line—whatever it takes to get more boats sailing. With three “Rocket Scientists” among the mix, Bill Cabrall, Jim England, and Norm Jarvis, all employed as aerospace engineers, there is no problem that cannot be solved.

Past ILCA President Steve Davis, retired ILCA Class Secretary Jan Davis and longtime Lightning sailor Marty Mulhern all contribute to the

success of the Fleet with their years of wisdom and knowledge of the Class and boat.

Immediate Past Fleet Captain Bill Cabrall brought an amazing amount of humor, education and camaraderie to the fleet with his WEEKLY fleet newsletters! Cabrall and Bob Stoller have brought many new boats into the fleet, fixed them up and have always sold them within the fleet to those looking to upgrade or to new Fleet members. Jim England has joined in and is helping Community Sailing of Colorado to restore #11795.

David Thompson is the current Fleet Captain and has brought a lot of good ideas with him from Fleet 50 in the Dixie District, where he and his wife Barbara used to live and sail. It's a wonderful feeling to find friendship in the local Lightning fleet, no matter where you live!

The entire Fleet is supportive of Denver Sailing Association. Many have served as officers and are supportive of the sport of sailing in Denver. They are huge supporters of getting the younger sailors out on the water!

Land locked and located 5,000 feet above sea level, Fleet 488 is always coming up with new ideas to promote Lightning sailing and the Class!

Steketee Trophy



What is the Neal Steketee Trophy?

The Neal Steketee Permanent Trophy is awarded at the North American Championships to the North American Fleet who has been outstanding in furthering the purpose of the ILCA in promoting and developing racing in Lightnings.

This includes such things as:

- maintaining entire fleet membership in good standing with ILCA;
- enticing new people in the sport;
- publishing the most interesting and best newsletter;
- conducting an outstandingly fine Regatta;
- insuring high activity in racing in its fleet;
- providing a top notch Junior sailing program;
- placing a high percentage of its Fleet in the Top Flight District and/or North American Championship, etc.

The trophy will be placed in contention annually for one or a combination of the above or similar accomplishments, as determined and announced by the Executive Committee or a panel of judges appointed by the Executive Committee.

The trophy is held by the Fleet until the next North Americans but is to remain the property of the ILCA.



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CLASSIFIEDS



1530 Nickels 2007 Lightning and 2010 Nickels Lightning trailer. Very little use, stored indoors in the winter, fresh water boat. In new condition. All the go fast

stuff. New uppers, new lowers with Handy lock turnbuckles. New halyards 2010, new tapered mainsheet 2011. Tapered spinnaker pole. 24-1 jib wire. Compass. Travel cover, fiberglass head (minimum weight) rudder. 1 set of 2010 sails in good condition, one set of older practice sails. Brand new Spinnaker available for an additional cost. Asking \$16,000.00 or best offer. USA838@chartermi.net (989) 213-3973

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 Twing 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

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@markbryantsailing.com

15141 Nickels This boat is in amazing condition. It truly is ready to go. I purchased it last year, sailed in four regattas. I had every intention of sailing this season but recently severed several tendons in my hand. I am out for quite a while. The boat has all travel covers, cockpit cover and brand new bearings on the factory trailer. There a couple of suits of sails with this package priced at \$12,500.00. I also have a newer North main and jib purchased last year with three regattas on them as well as a new mast up mooring cover that can be purchased separately. Contact Craig Milling at cmilling@aol.com or 803-920-4494. Located Columbia, SC

14980 Nickels (Holy Sheet) in great condition, stored inside. Hull is white with a teal green stripe. Includes 2 full sets of North sails main, spinnaker and jib, Fisher cut. Newest set of sails were used under 15x. Five spinnakers are as follows: North sails 14980 red/white/blue, North sails: 14980 pink/white /blue, Quantum chute never used (purchased for training new crew), a grey/white/pink chute from prior boat 12125, a blue/white chute 12125. Additional sails: one additional main and 2 additional jibs 12125. Boat comes with fabricraft covers for the rudder and the mast. 2 piece Fabricraft travel cover (excellent condition) and a day cover. Price includes a fully galvanized trailer with working lights and a spare tire, in excellent condition. Also includes 3 spinnaker poles, tuning gauges, tool box full of extra parts, etc. \$11,500. Boat is located in southeastern NC at Carolina Yacht Club, Wrightsville Beach. Boat originally purchased by owner who barely used/sailed the boat fresh water and stored inside for winter. Contact Theresa Kramer at 910-470-1121 or there-sakramerpt@gmail.com

14927 Nickels, white on white in great shape. Ready to sail. 2 sets of North Fisher sails. All covers including top, bottom and mast travel covers as well as full mooring cover to cover sides. New Tac tic. Galvanized long tongue trailer with bearing buddies, spare and new tires. Boat is located on Long Beach Island, NJ. First \$10,000 takes it. scot_ellis@comcast.net

14924 Allen. 2003 NA Champion boat and blue fleet in every NAs sailed since. 12th at 2012 NAs and 13th at 2011 Worlds. Very competitive boat which won all regional regattas sailed in 2011 including TX Districts. Brand new mast, boom, and spinnaker pole 2012. Boat has been maintained at the top level. Includes fabricraft mast and one piece travel cover, and full sided mooring cover. Includes 2011 main, two jibs, one spinnaker all used 3 regattas or less. Tacttic. Boat is located in Buffalo, NY. \$12,000. Jeff Coppens jeffcoppens@aol.com 760-583-4006

14844 Nickels (1997), in excellent like new condition, always dry sailed and stored inside during the winter. Hull is white with a 1" red waterline and red deck stripe. Deck is light gray and rub rails are black and interior is white with red hiking straps. Two sets of North Sails with one set used 1 season (including main, spinnaker, and jib). Boat comes with covers for the rudder and the mast. Also a 100% envelope travel cover and a full side deck cover. Price includes a fully galvanized trailer with working lights and a spare tire. \$11,500; Located in Chicago, Illinois; Contact: Dennis Burke at Cell: (630) 292-9489 or Home 708-354-9489 or e-mail: dennisaburke@comcast.net

14730 Allen, Light green deck with white hull - located in beautiful Charleston, SC. Boat is in good condition; new center-board drum, new cleats and blocks. 2 set of Fisher sails: One set old practice set with old spinnaker; the other set new this year with new R-2 spinnaker. Have older R-2 spinnaker that is also good for racing. Mast new 2011. Rudder bag, travel covers, mast cover (needs new zipper), Full sided mooring cover, Tack Tic Compass. Light Bar, New wood trailer bunks, Spare Tire, painted trailer—just repainted. Sailing hardware: Anchor/Rode, Boom Crutch, paddle, lifting bridle, bucket. Have all paperwork, title, class certificate, etc. Asking \$10,520 have over \$13,000 in boat with new sails and new equipment. George Scarborough e-mail: gcscarborough@aclico.com or 843 709-1668

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

14698 Nickels with a Nickels' trailer. It was built in 1995. I have the COO and title for both the boat and trailer. It appears that Fastiggi had it first and rigged it. Then the line boat goes to Han Birkholz, Jim Bigham, Joe Baggett, than me, Thomas Hissam. I have it in Wilmington, NC. It was faired 2 years ago. Have 2 sets of sails - one white and blue North Sail Fisher

one designs (used). The other white and green from Dieball (new). 3 Chutes, one a reacher. New running rigging. Good standing rigging. Light grey deck, white hull. Traveling (upper and lower) cover and Day cover. \$9500. Thomas Hissam thissam61@gmail.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.

14550 Nickels - Excellent condition, ready to sail. 2 mains, one jib and 3 spinnakers. New boat cover and new spinnaker pole. White on White. \$5,200 Located in Annapolis. Contact Chris 301.461.727christopher.gildea@gmail.com

14543 Nickels, excellent condition, clean and ready to race. White hull with pink waterline stripes. All the go fast controls that make it easy to adjust and sail fast. Procter sails in good shape, Quantum (Dieball) spinnaker(s) which are also in good shape. Tack Tick compass and many spare blocks and accessories. Nickels galvanized trailer with newer wide bunks, long tongue and extra spare tires. All travel, mooring and rudder covers included. Located in La Salle, Michigan. \$6,500.00. Contact John at john@heagy.net or 419-873-5616

14222 Nickels, good condition. Light blue hull, white non-skid on deck. North/Fisher main, jib three years old, still very crinkly. Spinnaker about six years old. Two sets of older practice sails. All halyards and lines replaced three years ago. Older trailer with new wood bunks, long tongue, light bar, wheels with bearing buddies, tires in good condition including mounted spare. Covers included for mast, rudder, mooring and travel need some repair. Located in Annapolis MD. \$5,000 OBO Contact russell.a.roberts@juno.com Photos

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. \$3,850 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

13740 Nickels. The boat is well rigged and an absolutely perfect boat to learn the lightning on. I am asking \$3,500 which includes several sets of sails, the trailer and everything else needed to get on the water. The boat has always been competitively raced and is rigged and ready to go with all hardware and equipment needed to race. The boat has always been dry sailed, most recently out of Riverton Yacht Club in NJ (which is where it is currently being stored).

Bart Nicholson, Bart.Nicholson@gmail.com or 215-514-2778 Photos available via e-mail.

13386 Lippincott for sale. Boat is in good condition with newly painted deck and new rubrail. Dark Green hull with an off-white deck and interior. 2 mains, three jibs, 3 spinnakers, all in good condition. All lines have been replaced in the last 2 years. Stainless board, and teak floorboard. Trailer in good condition. First \$2000.00 or best offer. Photos on request. Located in MI, Contact Dave at J22dave@gmail.com or (989) 798-0023

13293 Nickels Lightning. Great condition, 2 sets of sails, one spinnaker. Spinnaker pole, Steel daggerboard and boat cover. Dry sailed. Trailer included. Title and measurement certificate in hand. Fresh water sailed only. Located at Higgins Lake, Mi. Contact KC McGovern at 616.633.4826. email at kcmcgovern@live.com. \$2,000.

12443 Allen Lightning Class Sailboat (Lisa), blue hull, white deck, trailer included, two sets of sails, one spinnaker, spinnaker pole, rudder, tiller, steel painted centerboard, aluminum mast, boom, 5 hhp motor, gas can, paddle, dock bumpers, winter storage tarp with frame, Original documents, & ILCA information binder. Fully refurbished hull by Nye Boat Works 2012. Asking \$2250 without motor, \$2500 all inclusive. The boat is in excellent condition and ready to sail. It also shows well- a mutually convenient time can easily be arranged. My boys have grown up and moved away and cannot sail it alone anymore. Located in Ontario, Canada Jim Galway 613-968-3265 judygalway101@hotmail.com

12234 - Complete sailing package - 1973 19' Eichenlaub Lightning and Trailer in good condition. Ready to sail with new main and spinnaker sheets, jib sheet and sails. 2012 updates to boat include new spinnaker halyard & upper shrouds, refinished/sealed rudder and tiller, traveler/bridal combination installed. Other improvements include new swivel block and cleat for main sheet, replaced center board lifting wire and fiberglass blocks to secure hiking straps. New wheels/bearings on trailer 2011. Perfect for new sailors of all ages to learn & play for \$2500. Contact Emily at mzjag@aol.com or 716-839-0482

11278 Allen - in good shape. Active racer with 2 sets of sails -- one good, one day sail quality. New Bryant mast as of 2009. North top, bottom, mast and rudder covers. Come take a look. Boat is in Charleston, SC. \$3000 or best offer. John Gastright 843-696-6243 jgastright@hccoc.com

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

9407 Mobjack fiberglass. Hull is white with light blue painted deck. Boat has oval spars, stainless steel centerboard, spinnaker pole, main, jib, spinnaker, and full over the boom cover. Trailer is wide with large relatively new tires and boat sits low between tires. Boat was unused for about 25 years and was restored to sailing condition in 2006. Boat has used only a few times since restoration. MBC, www.monmouth-

boatclub.org, Red Bank, NJ no longer needs boat for sailing programs. \$2,500. Contact Denis Farley: sailinglessons@verizon.net, (732) 571-5142

8858 - Woody -built 1964 in Corvallis, Oregon. Very good shape. Never has needed "restoration". Metal mast and new sails within last 8 years. Rough but useable older metal mast and sails. Original trailer - new running gear. \$1,750 - Jean Gosse, Washington 206-362-3868 or jgosse@juno.com

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

Classic 1957 wooden Lightning under-vent 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

5303 -A fully restored 1953 wooden Lightning. Mahogany frames and trim and Cedar planks. Wooden mast and Boom in good condition and all stored inside unused for the last 10 years (and since Restoration in 1997). Deck has been fibre-glassed but otherwise in original condition. Original Main and jib. Spinnaker included but not ever rigged. Boat is currently in Bracebridge Ontario but originally bought in Prince Edward County in 1989. Best offer. Peter capt.p.klaassen@gmail.com or 613-849-8173

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

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.

CAMPEONATO NACIONAL

DE LIGHTNING 2012

COLOMBIAN NATIONAL — CHAMPIONSHIP 2012

AGOSTO 25 Y 26 DE 2012

POS	VELA No	TIMONEL	R1	R2	R3	R4	R5	R6	R7	PUN-TOS	DES-CARTE	FI-NAL
1	85	Mauricio Valenzuela Alberto Valenzuela, Adriana Garcia	2	1	1	12	5	11	2	34	12	22
2	99	Solmar Bermudez Juan Carlos Hercrath , Diego Gonzalez	3	5	10	2	8	6	1	35	10	25
3	7	Camilo Salcedo Pedro Latiff, Nicolas Deeb	1	6	2	11	6	9	5	40	11	29
4	32	Juan Diego Escallón Ernesto Borda, Lorenzo Rojas	11	3	6	1	11	5	6	43	11	32
5	34	Julian Ramírez Santiago Ramírez, Juan Sanchez	12	8	5	5	4	1	9	44	12	32
6	1	Sergio Delgado Delio Delgado, Juan Bustos	9	2	8	6	7	7	4	43	9	34
7	33	Phillipe Jacob Paula Doat, Antonio Tamayo	5	14	12	7	2	3	8	51	14	37
8	111	Gustavo Tamayo Alejandro Bacot, Javier Delgado	4	7	11	8	3	8	7	48	11	37
9	3	Rafael Tamayo Tomas Valenzuela, Pablo Tamayo	10	12	3	4	10	10	3	52	12	40
10	78	Felipe Castillo Alejandro Abisambra, Luisa Mora	8	4	4	10	13	4	10	53	13	40
11	25	Miguel Ribbon Carolina Plazas, Tatiana P.	7	9	7	3	1	14	14	55	14	41
12	0	Andres Hercrath Guillermo Sanchez, Juan Forero	6	10	14	9	12	2	12	65	14	51
13	97	Ana María Ramírez Laura Tamayo, Hernando Ramírez	14	11	9	13	9	12	11	79	14	65
14	16	Rafael Esguerra Carmen Esguerra	13	13	13	14	14	13	13	93	14	79



Compeonato Suramericano de Vela Lightning
Club Náutico El Portillo
Tomine, Colombia – 7, 8 y 9 Dic 2012

Boat Grant Mid-season Report

James Simmons



Caroline Hall, Connor Aswad, Jamie Simmons

Our experience so far this summer as a Boat grant recipient has been amazing. One of the most surprising things to me as a part of the Lightning community is the amazing amount of support and help that we have received from all of the Lightning sailors and others that have been there to help us out whenever we needed something. Our mentor, Chris Vann, has been a great help. He has had us down to sail at his local club and housed the team, and we are very grateful.

Our first team event was a Sunday series that was hosted by Niantic Bay Yacht Club. There were about ten boats out racing that day, and it was our first time in the boat. The breeze was very solid during the first race at about 10–12 knots. We had a great start at the pin and ended up sailing a good race, finishing second.

The wind dropped down to about 4–5 knots during the second race, and it started to get really light. With about minute left in the sequence, I saw a large right shift and realized that I needed to work my way toward the boat side of the starting line. Everyone seemed to miss this and were fighting down at the pin. We had a great start and won the second race by a good margin. We ended up winning the Sunday series.

The one thing that we took out of this event was that our speed downwind definitely needed some improvement, compared to the other boats' pace on the runs. Also, another key thing was that I was not used to how long a Lightning takes to get up to full speed.

The second event that we did was the Connecticut/Rhode Island Districts that was hosted by Cedar Point Yacht Club. I believe there were thirty boats in the fleet. The breeze the first day ranged anywhere from 5–14 knots, and there was a large amount of chop in the sound. This was the first time that our team sailed the boat in a larger fleet.

We sailed four races the first day, and I thought we sailed very well for how inconsistent our starts were. In the four races, we had four top ten finishes and were in the top five on the race course consistently. We ended the day in seventh place and were just a few points out of the top five.

The second day started off with great breeze. We had a great start in the first race and got a second to start the day off. This race definitely put us into the top five. With two races left to go, the wind dropped very fast to below five knots.

In the next two races I had issues getting off the starting line and found very few opportunities to climb back into the race. We had two of our worst races in the regatta and ended up ninth place out of thirty for the regatta. Overall, we were pleased with our result, but as a strong competitor, I was a little frustrated with the finish we had. The main focus that needed to be addressed was our starting.

Our next planned event was the Central Atlantic Districts in New Jersey, but I blew a drive shaft in our vehicle the day before, and we could not get it fixed in time to attend the regatta. We were very upset that we would miss the it because we knew the competition was very good in that District.

This past weekend we traveled to Mallets Bay Boat Club in Vermont for the New England Districts. The first day started off with great breeze of around 10–12 knots. We had an OK start, rounded the first mark in fifth place and held our position until the first gate rounding. We gated right and did not have a very good rounding due to a late douse of the kite. Ev-

everyone tacked just shortly, and I held a little longer, heading to the left side of the course. Then the wind just died completely out on the left side where we were. I should have been more conservative and followed the fleet up the middle. Due to this mistake, we ended up losing seven boats.

The second race started in about four knots. We did not have a great start but managed to get back into the middle of the fleet. Then the wind completely died. For about twenty minutes there was basically no progress being made by the fleet, and I was very surprised that the race was not called.

The second day started off with an OK breeze of around five knots. We sailed out to the race area, and there was a AP flag up so we decided to head up wind and do a little tuning with the boat before the race started. A few minutes after that, I headed down towards the start and realized that we were already less than four minutes in the sequence. No one on our boat heard a signal for the AP coming down. The wind died very fast at this moment as well, and we did not make the start. I was a little upset that I did not hear a signal when I was so close to the line. But after sailing down to the start-

ing line, I realized that they were using a very small starting box that is usually used for dingy starts and very small race courses. This was no one's fault but mine.

The next race was the last race of the regatta, and the wind once again dropped to nothing as we approached the top mark. We had sailed a very nice beat and were leading the right side of the race course coming into the top mark. The wind died completely, and then a thirty-degree left puff filled in, and we were not in the velocity or on the favored side. This was incredibly frustrating to have sailed such a good beat and have this happen. We ended up finishing about mid fleet.

Overall I think we learned a few lessons from sailing in such light air. My fleet management needs to be a little more conservative, and I need to limit the risks. Also, I think that our team needs to do a better job on shifting gears when the wind changes so drastically, or we will never be competitive in the light stuff.

So far we have had a great experience and are looking forward to sailing at Atlantic Coast Championship in a few weeks and the North Americans in Early August in Texas.

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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.

Your Donations at Work!

Thank you to everyone who has made an additional donation to one of the ILCA Funds. Here are a few examples of your dollars at work!

ILCA Fund:

Over the past four years the Fund has subsidized \$12,500 towards shipping containers of boats to countries such as Chile, Finland and Australia. Because of this program, these countries are seeing significant growth in their Fleets.

\$650 has been awarded in subsidized regatta entries (2011 and 2012).

Just this year, \$2,000 in travel grants were given out to competitors attending the Youth Worlds in Finland.

\$1,000 has been granted to the Michigan District to support their extensive marketing plan, a program that will be used in other Districts.

Limbaugh Fund:

\$880 in entry fees were awarded to Junior Teams in the 2012 North Americans.

History Fund:

\$85 was spent in 2011 on posting archived yearbooks on the website. We plan to continue posting additional yearbooks, but a new project is underway to post archived issues of Flashes Newsletters!

Boat Grant Program:

\$4,750 was reimbursed in 2011 and \$3,890 was reimbursed, so far, in 2012 towards insurance, gas, tolls, entry fees, trailer registration and minor boat maintenance.

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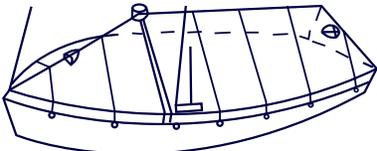
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Champions: Jay Lutz, Jody Lutz, Jonathan Lutz

This past August the Lightning Class got to travel to Houston, Texas, for the annual North American Championship. It's a venue that has not hosted the North Americans previously, but the effort of the volunteers of Houston Yacht Club showed that not only were they ready for the event but willing and able to pull it off. As many of us who travel to numerous regattas over the years, I find it interesting to see how the locals make you feel during a regatta. To me, it's kind of a litmus test as to how much they really want us there. It's the simple things, like answering a question with a friendly smile or going that extra effort to listen and react to what people might suggest (ie., when Debbie Probst has a hissy fit because the water to the hose at the hoist was turned off—they quickly got it back on!). Houston Yacht Club members and volunteers gave it 100% for two

weeks, and, speaking for the competitors, we all really appreciated it.

For us this year, it was a little different work up to the North Americans. Last year we spent a lot of time in the boat racing and practicing for the Pan Am Games last October. Once that event ended, we took some time to recover and recharge. We did not really have a game plan but knew that sailing in Houston was going to be special for us. It gave Jonathan and me a chance to see uncle Jay, aunt Teresa, cousin Taylor and Jill, all the while being able to stay with them for the two weeks. We were lucky too, as Jill was leaving for college and the early start to the season on the women's soccer team at Boston College, so we got a chance to say good bye to her.

The first week of the North Americans was spent watching the Juniors'—Masters' and

Women's teams too sail in their championships. This year it was Jonathan's turn to skipper in the Juniors, as the long line of the Schon/Lutz Lightning children program was nearing the end of the line. We've already had Wade, Matty, Taylor, Jason and now Jonathan skipper the Lightning, and unless my Julianne decides she is not going dance on Broadway, we are probably at the last kid! The conditions for the first week were unbelievably nice. Over the course of four days, I can't remember the last time I saw conditions be so nice for sailing (yes, even on the Jersey Shore!). As we all know, it's probably not a good sign for the second week, and, unfortunately, the conditions of the first week never materialized for the North Americans.

The practice day was a wash out due to storms, preventing me, Jay and Jonathan from even getting any practice time in. Practice? Are we talking about practice? When race day number one rolled around, my biggest concern was how many bottles of water we should bring to avoid dehydration and/or heat stroke! Since the fleet was smaller this year, there were no qualifying races, and every race was going to count from the get go. I know there has been some talk over the past years about including the qualifying races into the final series in some manner, and after sailing the regatta in Houston and getting in ten races for the championship, I have to say I am in favor of it. It seems silly to sail four qualifying races (usually over two days) and then wiping the slate clean and starting over.

Since the regatta was going to be a ten-race series with a throwout, we knew that consistency would win. Get yourself into the top ten, try to pick off some boats and hope for the best. Once we saw the weather pattern for the second week shaping up, we knew there would be some higher scores. Little did we know those high scores would be us in the first race! After rounding the windward mark in second, we gybed away and lost fifteen boats in one leg (Jay's fault by the way). Not a good way to start, but we were able to come back in the second race and win, which got us in a better mood and stemmed the momentum from going the wrong way. Since Jay and I have been sailing together for a while now, we do often get asked how we handle the onboard dynamics, since Jay has always been a skipper with numerous championships back in the dark ages. Can two skippers (now three, with hotrod Jonathan!) coexist? For us, it's pretty simple. My job is to steer the boat as fast as possible and keep it in the groove longer than the boat next to us. Our advantage, or so I believe, is that I can concentrate 100%

of the time on speed and not have to concern myself with looking around. Upwind, Jay looks around and helps position the boat based on fleet set up. Jonathan calls the puffs, both up wind and down and confers with Jay on the big picture scenario. Downwind, Jay flies the chute, and Jonathan and I look for breeze, clear lanes and shifts (except for Race 1—see above when I let Jay have one call downwind!).

As the week progressed, the scores were really close for the overall lead. Todd Wake, Allan Terhune, Matt Fisher were all sailing well and very consistent. Going into the last day it was anybody's regatta, especially since there were three races planned to get to ten races overall. After the dust settled on the first two races of the day, we had a few points on Allan, with Matt Fisher still in the hunt for the championship. As the last race developed, there was definitely some nail-biting time on 15166! Matt jumped out to a lead, with us around tenth and Allan a few behind up. Allan got by us on the run, and at the leeward mark, we had the only crew issue of the whole week—and it was a doozy!! Jonathan's spinnaker halyard got knotted on the drop, and we had to go upwind with the spinnaker about four feet off the deck. Jay did his best to control the sail, while Jonathan worked his butt off trying to get the knot out. What seemed like ten minutes was probably more like a minute, but, man, that was the longest minute of my life! Once we got it sorted out, we were probably about fifteenth at the next windward mark, with Matt still leading and Allan a few in front of us. The run was more like a reach, and not much changes, so we knew we had to catch a few boats on the last leg to win the Championship. We got in phase to the right and worked hard to pick off boats. With about a quarter of the way to go in the leg, we were around tenth and knew that would be good enough to win. Playing it safe the last part of the beat, we were able to cross the line and win the Championship! Being able to share that moment with both Jay and Jonathan was a highlight I will never forget.

It's been awhile since the Championship in 1991, as Ched very nicely reminded me at the awards! We are far from the first family to sail together, so we can't be a poster child for that, but I can tell you when good things happen and all the stars align themselves and the two weeks turn out the way it did for our family, we are very lucky—lucky to be involved with a wonderful Class like the Lightning and the people that make it special. Lastly, what was my advantage? Simple, I had Jay and Jonathan.

Jody Lutz



NORTH AMERICAN AUGUST 5 – HOUSTON YACHT CLUB

Pos	Sail#	Bow#	Boat Name	Skipper/Crew	Club
1	15166	66		Jody Lutz Jonathan Lutz, Jay Lutz	Metedeconk River YC Metedeconk River YC, Lakewood YC
2	15445	45		Matt Fisher Stu Fisher, Adam Macdonald	Hoover Sailing Club Hoover Sailing Club, Buffalo Canoe Club
3	15449	49		Allan Terhune, Jr. Katie Terhune, Sarah Paisley	Annapolis Yacht Club Annapolis Yacht Club
4	15390	90		Todd Wake Kristine Wake, Neal Fowler	Sheboygan Yacht Club Sheboygan Yacht Club, Hyannis Yacht Club
5	11011	42	Ojodelince	Tito Gonzalez Alberto Gonzalez, Jr, Cristian Herman	Chile Chile, Chile
6	15470	70	Starck Naked	David Starck Jody Starck, Tom Starck	Buffalo Canoe Club Buffalo Canoe Club, Buffalo Canoe Club
7	15257	04	Theirs	Justin Coplan Gary Hurban, Joan Hurban	Nyack Severn Sailing Assn, Severn Sailing Assn
8	15495	95		Larry Macdonald Joy Macdonald, Maggie Macdonald	Buffalo Canoe Club Buffalo Canoe Club, Buffalo Canoe Club
9	14821	21		Ched Proctor Meredith Killion, James Ewing	Cedar Point Yacht Club YCYC, Cedar Point Yacht Club
10	15464	46	Girl Trouble	Keith Taboada Russell Schon, Christopher Schon	Metedeconk River YC Metedeconk River YC, Metedeconk River YC
11	15251	51		Debbie Probst Monica Jones, Lauren Jones	Buffalo Canoe Club Buffalo Canoe Club, Buffalo Canoe Club
12	15353	53	Rat Pack	Francisco Perez Christian Perez, Micah Ortuzar	Cofradia Nautica Del Pacifico
13	15487	87		William Brown John Faus, Matthew Schon	Barnegat Light Yacht Club Barnegat Light Yacht Club, Metedeconk River Yacht Club
14	15420	20	Holy Smoke	Ryan Ruhlman Tesse Laplant, Nick Turney	Pymatuning Yacht Club Pymatuning Yacht Club, Pymatuning Yacht Club
15	15456	56	I Can't Bear It	Josh Goldman Daniel Pryor, Ryan Minth	Cedar Point
16	15493	93		Richard Walsh Tina Walsh, Alex Cox	Temple Reef Sailing Club Temple Reef Sailing Club, Temple Reef Sailing Club
17	15462	24		Marvin Beckmann Vickie Matthews, Sam Myers	Houston Yacht Club Chicago Yacht Club
18	14777	33		Eric Oetgen Will Jeffers, Laura Jeffers	Savannah Yacht Club Petersburg Yacht Club, St Petersburg Yacht Club
19	15164	64		Jed Dodge Elizabeth Dodge, Bobby Dodge	Sodus Bay Yacht Club Sodus Bay Yacht Club, SBYC
20	15475	75	The Skip's Hammer	Jeff Coppens Matthew Burridge, Patrick Burridge	Mission Bay Yacht Club Carlyle Sailing Association, Carlyle Sailing Association
21	15480	80	CJ Express	William Faude Julie-Marie Macdonald, Jared Drakke	Chicago Corinthian Yacht Club
22	15205	05		Robert Wardwell Kent Derbyshire, John Steiner	Crescent Yacht Club Crescent Yacht Club, Willowbank Yacht Club
23	15457	57		Rob Ruhlman Abby Ruhlman, Patrick Wilson	Pymatuning Yacht Club Pymatuning Yacht Club, Pymatuning Yacht Club
24	15085	85	N/A	Lenny Krawcheck Oliver Humphries, Kayla Gibson	Carolina Yacht Club , Houston Yacht Club
25	15211	11	Bandit	Lawrence Frost Watt Duffy, Chance Millen	Southern

CHAMPIONSHIP AUGUST 10, 2012 HOUSTON, TEXAS—FLEET 521



R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
[17]	1	10	1	3	8	3	10	5	9	50
11	7	6	7	2	7	1	13	[28]	3	57T
5	12	1	9	9	4	6	3	8	[19]	57T
6	2	11	8	12	2	[32]	14	3	10	68
[19]	8	5	12	5	1	14	12	4	13	74
16	14	4	16	11	[35]	7	11	7	2	88
1	17	8	[30]	22	11	17	2	13	1	92
4	5	[23]	15	1	12	13	7	18	22	97
[32]	24	13	11	21	3	2	9	9	11	103
3	[32]	28	22	17	9	15	1	6	8	109T
[28]	9	2	5	23	5	8	22	19	16	109T
14	3	[46]	6	8	17	20	25	16	7	116
10	25	3	27	18	[29]	10	20	1	4	118
26	15	15	4	19	[40]	5	6	25	20	135
13	6	7	[42]	14	25	24	8	34	14	145
15	11	25	23	[26]	13	23	15	12	17	154
7	28	31	17	27	10	11	18	[32]	6	155
[39]	27	39	26	7	15	18	5	2	21	160
18	20	[36]	2	15	16	25	17	30	18	161
2	29	21	24	4	6	[45]	34	21	24	165
40	18	12	14	10	[56/OCS]	4	24	24	23	169
8	19	19	18	30	14	[34]	19	33	30	190
34	30	20	20	6	21	16	23	23	[56/DNC]	193
25	13	16	13	25	20	[48]	26	41	15	194
9	4	29	28	32	[38]	12	29	27	31	201

Pos	Sail#	Bow#	Boat Name	Skipper/Crew	Club
26	15265	65		Steven Davis, Ian Schhillebeck, Jan Davis	Denver Sailing Association , Denver Sailing Association
27	15406		N/A	Jamie Simmons Caroline Hall, Ryan Hughes	New Bedford Yacht Club MYC, New Bedford Yacht Club
28	15015	15	sLiteCantankerous	John Werley Bertie Werley, John Woodall	Pymatuning Yacht Club Pymatuning Yacht Club, Pymatuning Yacht Club
29	15417	17		Connor Godfrey Kayleigh Godfrey, John Tonczak	Buffalo Canoe Club Buffalo Canoe Club
30	9	09		Thomas Allen Karl Allen, Shelby Allen	Buffalo Canoe Club Buffalo Canoe Club, Buffalo Canoe Club
31	15473	73		Chris Hamilton Terry Hamilton, Jay Mueller	JIYC
32	14044	44		Charlie Wardwell Ron Buchanan, Randy Beauchamp	Visa
33	15000	14		Tim Werley Katie Werley, Kathryn Moloney	Pymatuning Yacht Club Pymatuning Yacht Club, Buffalo Canoe Club
34	15481	81		Gustavo Tamayo Pedro Latiff, Camilo Salcedo	Club El Portillo El Portillo, El Portillo
35	15139	39		Pierce Barden Ian Sanderson, Emily Aspland	Carolina Yacht Club Monmouth Boat Club, Lake Norman YC
36	15399	99	Memphis	Victor Lobos Sebastian Lobos, Alejandro Arrieta	Club De Yates El Venado Club De Yates El Venado, Club De Yates El Venado
37	15360	60	Shock Value	Clarke Newman Andrew Lee, Deanna Newman	Rush Creek Yacht Club Houston Yacht Club, Rush Creek Yacht Club
38	15075	07	WTF	Maegan Ruhlman Abby Rowlands, Kevin Bradley	Pymatuning Yacht Club Edgewater Yacht Club
39	14580	08	Emotionally Distressed	Stephen Cox Bergen Ackerman, David Cliffl	Silver Lake
40	15201	01	Bob'Sled	Robert Bernhardt Scott Kirchharr, Michael Arndt	Buccaneer Yacht Club , Delta Sailing
41	14136	36	USA 14136	Callender Herman. Jr Reed Baldrige, Bud Barnes	Southern Yacht Club Houston Yacht Club
42	14702	02	Twisted Sisters	Karen Dial Kathy Gaddy, Diana Wrisley	Columbia Sailing Club Lake Murray Yacht Racing Assn, Columbia Sailing Club
43	15315	16	Quest	William Cabrall Raeyane Farrell, Jim England	Denver Sailing Association Denver Sailing Association, Denver Sailing Association
44	15276	76	Philip Lange	Philip Lange Alister Thompson, Alexandra Lange	Buffalo Canoe Club
45	15310	31		Robert Harkrider, Jr Bill Sloger, Marya Barker	Augusta Sailing Club
46	14672	67		Abbie Probst Max Cahn, Julian Fraizm	Buffalo Canoe Club
47	15410	10	Southerly Buster	Ian Edwards Lindy Edwards, Andrea Zaite	NSC (& Houston Yacht Club) Houston Yacht Club, Houston Yacht Club
48	15471	71		Will Tyner Colin Kirby, Sara Fox	Charleston Yacht Club Charleston Yacht Club, Charleston Yacht Club
49	15326	78W	Mystique II	Gary Schwantz Jacques Schwantz, Ingo Matenaar	Lagos Yacht Club
50	15455	55		Per Huffeldt Tim Fox, Luke Mcallum	Yacht Klub Furesoen & Rush Creek Yacht Club Houston Yacht Club
51	15054	54	Blue Highways	Jonathan Lange Derek Lange, Michael Lange	Severn Sailing Association, Severn Sailing Association
52	14924	34	Last Minute	Tom Sutton	LYC
53	15330	30	Hana Hou	Scott Finkboner	Mission Bay Yacht Club
53	15255	25	Nicodemus	Richard Hallagan	Newport Yacht Club
53	15405	22	Odyssey	David Spira	Denver Sailing Association

R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
24	33	30	25	24	19	22	16	10	[36]	203
30	16	44	19	[56/OCS]	26	31	4	29	5	204
22	10	27	36	28	22	[42]	30	11	25	211
21	34	9	21	36	[47]	28	32	20	29	230T
[35]	26	24	33	20	31	26	21	17	32	230T
33	22	14	3	16	28	37	37	42	[56/DNC]	232
31	23	22	[39]	28/RDG	18	27	35	22	27	233
42	35	26	[44]	35	32	21	40	26	28	285
38	31	35	32	[40]	24	19	33	37	38	287
12	[43]	41	37	43	23	38	27	35	35	291
37	21	37	38	[56/OCS]	36	39	41	14	33	296
[52]	41	40	31	31	50	29	36	15	26	299
20	[56/DNS]	17	35	13	34	30	50	45	56/DNC	300
36	38	48	45	33	30	9	[51]	31	34	304
44	49	18	29	42	27	33	28	43	[56/DNC]	313
23	39	38	41	34	37	36	39	[44]	37	324
27	40	33	34	29	39	40	42	[46]	43	327
29	47	[52]	10	45	46	49	44	48	12	330
46	36	34	40	44	48	35	31	38	[56/DNC]	352
41	37	32	47	38	33	41	45	[49]	40	354
43	44	43	[48]	37	41	43	46	36	39	372
[51]	48	49	43	39	45	46	48	39	44	401
45	45	42	46	48	43	51	47	40	[56/DNC]	407
49	50	50	[52]	41	49	44	38	47	42	410
47	[51]	51	50	47	42	50	43	51	41	422
50	42	45	49	46	44	47	49	[56/DNC]	56/DNC	428
48	46	47	51	49	51	[52]	52	50	45	439
[56/DNC]	56/DNS	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	504T
[56/DNC]	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	504T
[56/DNC]	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	56/DNC	504T

NORTH AMERICAN AUGUST 5 – HOUSTON YACHT CLUB FLEET

On the Water — 690 images



CHAMPIONSHIP AUGUST 10, 2012 HOUSTON, TEXAS 521

On the Shore — 99 images



5471
1247



Photo credit: Paul Francis, Dmitriy Yegorov
Debbie Probst, Rebecca Bevirt, Laura Jeffers

The Chileans Invade Texas!



During the week of August 4–10, 2012, the Lightning North Americans took place at the Houston Yacht Club on Galveston Bay, Texas. This was my first time competing in the NAs. I was really excited about sailing in such a big and tough fleet. Our friends had commented it is one of the most competitive Lightning events worldwide, if not the most competitive.

Since I am the least experienced in my crew, I was a bit anxious about getting there and seeing what it was like to start in big lines, with more than fifty boats, how to fight for a spot and stay in front and away from the “octopus” (that’s what we call the gravitational force that drives you back when you’re in third or fourth row and unable to keep up with the leaders). We had been at the 2011 worlds in Búzios, Brazil. While competing there, in a smaller fleet of a bit over thirty boats, we found it especially hard to grab a comfortable lane. It was even harder to take opportunities and advance

places during each race. So a sixty-boat pack seemed like sailing in quicksand. It would certainly take a lot of teamwork, cold thinking and focusing on the big picture.

Nevertheless, after “running-in” with a much better-than-expected performance on our first day (even though the later days would demonstrate it takes much more than a couple good regattas to stand out at the NAs), that anxiety vanished, and, luckily, I was more relaxed and able to appreciate other more subtle aspects of this Class, understand its origins, and experience the local, sailing-community way of sharing with their foreign guests.

The Class members really made an impression on me by living up to the concept “best of both worlds.” Great events after the races made every evening a pleasant moment to share experiences, getting to know other crews from around the world and their background. Particularly



Christian Perez, Micah Ortuzar, Francisco Perez

rewarding were the daily opportunities dedicated to fostering novice crews by holding round tables with the experienced crews and helmsmen. Their support in describing the way they handle different maneuvers, best practices, local weather tips, as well as the more human related aspects of getting along and communicating effectively with teammates, was invaluable. This particular part of the event was to me a powerful example of how true sportsmanship is practiced and encouraged as a fundamental part of the sailing experience.

Everyday there was a busy schedule for competitors, working to get their gear ready. Organizers and hosts were busy working to provide the logistic support for such a big fleet, not to mention the impressive work of the Race Committee in keeping a square and aligned course during very shifty conditions. In spite of all this buzz, it was impossible to miss that this great effort was mostly being carried out by the club members. They operated the cranes and were out in the RC boats proficiently adjusting the course. When the time came for the keg and shrimp boil, it was the club members that did the cooking and serving. Also, at the pool party, they were there to exchange T-shirts and get to know their guests. It was a nice opportunity to converse with the club members and tell them how great it was to be hosted in such a welcoming way. In response to that, they commented that is the way they work as a community, they constructed the Beachcomber, a waterside covered dock area, themselves and

had done several other maintenance and construction tasks in the same way—volunteering with their own time and effort and at the same time building community ties.

Back home in Chile we do have examples of this culture in our fleets, especially through the work some generous people in keeping this family healthy and growing. Good examples are the Lobos brothers in Concepción and Tito and the Perez family in the central zone. It was nice to experience this way of building the Lightning community in the country of its origin with a home-like feeling, even though it was in the context of a serious and competitive event. It makes me realize that the same values are shared by different fleets around the world, just with different accents—some of them funny.

In the end, after a tough week of sailing, there was a much richer wealth of experiences than just the memories of each race, which, by the way, were awesome, the struggle to keep up with the scores and the final positions each team got. It was a great week with unforgettable moments.

See you next year!!

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BOBBY'S STORY

BOBBY DODGE
AGE 9 – FLEET 108

OK, so we left the house, went through Pittsford all the way to Dick's. We stopped and got some sailing stuff. We drove through Ohio and then through Cincinnati, where we saw the Cincinnati Red's stadium, and there was a game going on there. We also saw the Cincinnati Bengal's stadium.

Then we drove through Louisiana, and then we were on the border of New Orleans, and then we got to Texas. When we got to Texas, we were only 120 minutes away from Houston.

When we got to Houston, we got a hotel, and my dad and I were fighting over which bed we would get. We were both wanting to get the bed that was closest to the air conditioning.

We drove into the Houston Yacht Club and saw all the boats sailing, and I said, "What, they started the regatta before we came?!" My dad explained it was the Masters'.

We watched the Optis sail, we saw 420s go out from the harbor, and then the Lightnings came in, and I got to meet some people, like Tom Allen and Larry MacDonald and Debbie Probst.

On the first day of the race, we got a twenty and an eighteen. When the people were getting their boats out of the water, I got to meet Ched Proctor because he was the boat closest to us.

The second day we thought one of the races was going to be our drop, but it turned out not to be. The next race we got a second place, losing to Jody Lutz. I was really upset. When the regatta was over, my dad said he tried to win that race for me, and if only he had tacked when Jody tacked, we probably would have won that race. But we didn't.

Then we got a fifteen and sixteen on the next day. At the end of the third day, I got to hang out with Jay Mueller's daughter, Emma.

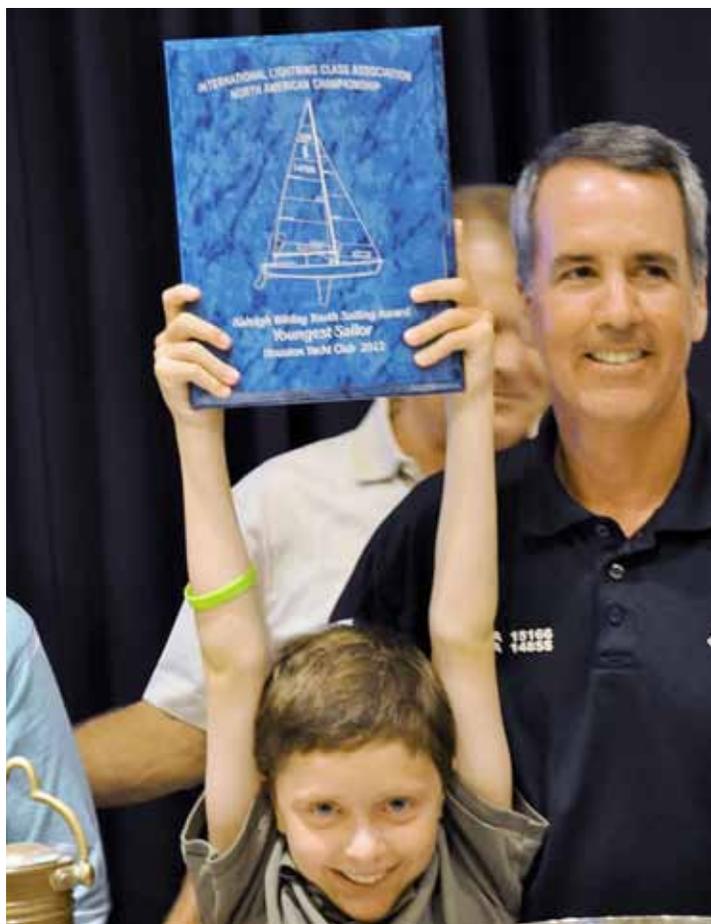
The fourth day we got a thirty-seven. Now, that thirty-seven was our drop. Then after that, we got another sixteen, a fifteen, and then we got nineteen. That was the regatta.

At the awards ceremony something really exciting happened. The committee people announced the youngest sailor award, and it was me! Then I got a standing ovation!

When the awards ceremony was over, people were high-fiving me and telling me how old they were when they sailed at the NAs. One person told me I wasn't going to be able to keep up this pace because they have a seven year old getting ready to sail.

The next day mom and I went to the airport, got on a plane which had a television on it, went to New Jersey, slept at my grandma and granddaddy's and then drove six hours back to New York. It took dad two days' driving to get back to New York from Houston.

That's the story of my experience at the NAs!



Bobby Dodge and 2012 Champion Jody Lutz



Tortilla Fun!



Wardwell family



Time for Dancing!



Lightning
pictionary



Parking lot attire—did they call
each other that morning?



Pink Ladies



Lange family



Current and past presidents

Jack Elfman Award



Marvin Beckman

Highest finishing Master who also competed in the Masters NA Championship Regatta

Swanson Award



Abbie Probst

To promote and encourage women skippers
 (photoed above with her mom Debbie)

Colin Park Memorial Award



Allan & Katie Terhune

Highest finishing married couple

Fleet 36 Award



Conner Godfrey

Highest placing junior skipper
 (with crew, Kayleigh Godfrey, John Tonczak)

Kaleigh Wilday Trophy



Bobby Dodge

Youngest competitor
 (Bobby's Story on page 36)

Thermis Trophy



Francisco Perez

Highest first time in NA Championship
 (Francisco's story on page 34)

Highlights from the NAs

- 6 – ALL-Family Teams
- 11 – Husband/Wife Teams sailing together
- 12 – Teams with two or more family members on board
- 29 – Total Teams with two or more family members on board!!
- ONLY 1 Team in the Top 12 did not have two or more family members aboard!

6 International Teams: 1 from Australia, 3 from Chile, 1 from Colombia, 1 from Nigeria
 9 First-time Skippers sailing in the North Americans: Marvin Beckman, Connor Godfrey, Cal Herman, Jr., Per Huffeldt, Eric Oetgen, Francisco Perez, Abbie Probst, Gary Schwantz and Jamie Simmons

Boat Grant Participants Sailing (current and alums): Will Brown, Justin Coplan, Sara Fox, Caroline Hall, Collin Kirby, Jamie Simmons, Will Tyner

6 ILCA Presidents (past and present) were sailing: Bob Wardwell, Bob Harkrider, Bill Faude, Steve Davis, Rob Ruhlman and John Faus

Women's, Juniors' & Masters' Champions



Runner-up:
Laura Jeffers,
Johanna Schon,
Madison Curtis



2nd Runner-up:
Lauren Beauchamp,
Aubrey Wardwell,
Naomi Delzell



Runner-up:
Adam MacDonald,
Julianne MacDonald,
Karl Adam



2nd Runner-up:
Abbie Probst,
Max Cann,
Danny Jordan



Runner-up:
Rob Ruhlman,
Abby Ruhlman,
Nick Turney



2nd Runner-up:
Steve Davis,
Jan Davis,
Will Brown



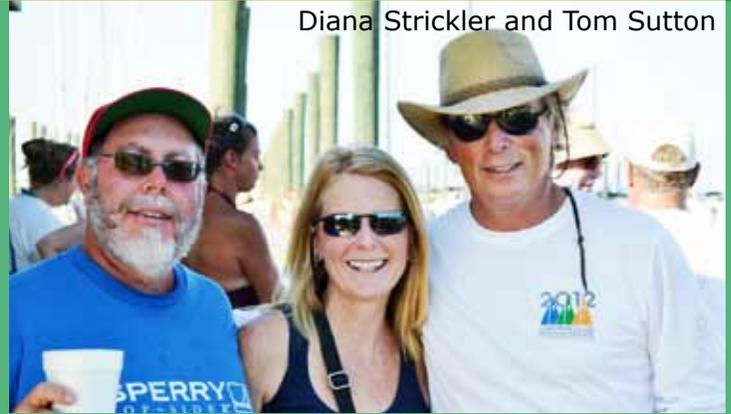
Joy, Maggie &
Larry MacDonald
NA's Race 5 Winner



Rick Tears,
Clarke Newman,
Doug Byerly



Team Waldie



Diana Strickler and Tom Sutton



Emma Mueller



Sarah & Chris Schon & Madison Curtis



Sabra Francis, Rob Ruhlman, Ian Edwards, Paul Francis



Allan Jr, Bob Harkrider



Junior's Team MacDonald



Junior's Team Yoshiyasu



Measurement



Tent City!



Debbie Probst



Measurement



JUNIORS' NORTH AMERICAN CHAMPIONSHIP

HOUSTON YACHT CLUB

JULY 31 – AUGUST 4, 2012



Champions: Jonathan Lutz, Jonathan Pottharst, Reed Baldrige

It seems my family has been planning a trip to the Junior North Americans for ten years now, and although it's only been six, this year was the first year I was to skipper the boat. After years of watching Matty Schon and my brother Jason skipper with much success, it was my turn to take the reins this year in Houston. Learning from our victory last year with Jason at the helm, I was prepared and determined to make another run at the title. After winning the New Jersey Junior State Championship, I felt prepared for the challenge, especially against the newly-crowned Youth World Champion, Adam MacDonald.

In order to try to win the event, I needed to find an all-star team that would be willing to travel to Houston with me. Reed Baldrige, a member of Houston Yacht Club, and Jonathan Pottharst, a native of New Orleans, agreed to sail with me. Both Reed and Jonathan were top-notch junior sailors, and although they had never stepped foot on a Lightning before, I felt very confident in our team.

To everyone's surprise, the conditions in Houston were terrific, as we saw a strong and steady sea breeze during all three days of racing. The great conditions made our job easier,

as our goal was to sail fast and stay consistent. We focused on having good starts, sailing the boat fast forward through waves, and depowering the boat when necessary. Fortunately, our game plan worked to perfection, as we were able to win seven of the eight races on our way to a ten-point victory. Adam MacDonald and Abbie Probst, who both sailed very fast, rounded out the top three.

My goal of winning the regatta could not have been accomplished without the amazing work of my team. Reed did an excellent job flying the spinnaker and using his local knowledge to help me with the breeze, while Jonathan was a huge help in keeping the boat moving fast through the water.

I would also like to thank the organizing committee and the race management team at Houston Yacht Club, who ran the regatta flawlessly. Lastly, I owe a major thank you to my dad, Jody, for helping me grow as a sailor throughout my junior career, and I am proud to be able to engrave my name alongside the names of four other Lutz champions: my uncle Jay, my dad, cousin Taylor, and brother Jason.

Jonathan Lutz



Champions: Maegan Ruhlman, Samantha Maras, Katie Werley

As soon as I agreed to go to Houston, I knew I was in for another amazing trip with two great friends, as well as an unforgettable week of sailing in a new place with new and old friends. Yet, as any new experience might, Houston taught Maegan, Katie, and me some valuable lessons along the way.

Lesson #1: Always check your air conditioning before you leave for a road trip.

We started our journey to Houston from Pyramating Yacht Club, a twenty-four-hour drive. Twenty four hours seemed like a long trip to begin with, but when we realized that we didn't have working air conditioning, that twenty-four hours seemed to double, maybe even triple. The further we traveled south, the hotter it

got. However, this turned into a silver lining for Nick, who drove the whole way, thanks, Nick, because, let's face it, in that much heat, not even the three of us, very talkative girls, wanted to chit chat.

Lesson #2: Sunscreen, water, sunscreen, water, sunscreen, water...you get the message.

Everyone who kept asking, "Houston in August?" was definitely asking a valid question. The Texas heat was no joke. It makes sense now why people who live in Texas stay inside in the summer and come outside in the winter, much the opposite of us in the north.

When we arrived at measurement on Tuesday, we quickly realized the benefits of a tent

and headed to the nearest Walmart. Everyone seemed to learn that was the route to go, as more and more tents popped up over the boats. Soon all of the tent shelves at nearby stores were empty. It only took that first day to realize the sun was also as powerful as it was hot, and it seemed impossible to apply enough sunscreen. Yet the amount of sunscreen applications didn't even compare to the amount of water we drank. The number of bottles we took on the boat seemed absurd in the morning, but it turned out to be the perfect amount each afternoon. In addition, we quickly realized that Gatorade really is a lifesaver. Having a hydration specialist on board was definitely necessary—thanks, Katie!

Lesson #3: Having three people on the boat that are tone deaf makes us believe we are great singers, and it lightens the mood in between races.

It seems that we are always telling our juniors to stay focused on the race they are sailing right now, but we all know it can be challenge to not dwell on the last mistake. Prior to Houston, the last big event Maegan, Katie and I sailed together was the Women's NAs in New Jersey two years ago, where we finished second after a tough battle the last day. Even though Maegan won the Women's with her team last year in North Cape, we wanted to win as our take-two' team.

We started out strong on day one with two wins, but we knew that we were in for another fierce battle. Sure enough, once again, it came down to the last day. Laura Jeffers and team came out really strong and won the first race of the day. We knew we had to win the last race, or we would be repeating our fate from New Jersey. Instead of replaying the last race over and over, we listened to what we teach our campers and sang songs and joked before the final race. Thanks to Maegan, the Flintstone's vitamin song is still stuck in my head!

As the Juniors' sequence started, we buckled down and focused on the final race of the regatta. Seeing the wind build was a good sign for our team, but knew we needed to sail fast and make good decisions. We were able to get the job done and couldn't have been happier as we crossed the finish line, finally getting our win as a team.

Lesson #4: There really is no "I" in team and the "me" doesn't count either!

I have come to believe that being a crew on the championship winning boat has similarities to being a crew on the last-place boat. Everyone enters a regatta, or a race for that matter, with a desire to win as a team. Each person there is competing as a team and does not want to let their teammates down. This puts pressure on each of us throughout an event. But the team that comes out on top is the team that is able to control the pressure they feel and focus on the racing. On our boat, we each have a job to do. While the skipper must focus on driving the boat, he/she needs the crews to help call tactics and focus on providing them with the details of the course around them. As a crew, I know that each detail I provide impacts the skipper's decision. This puts pressure on the crew to make good calls. Having never sailed in Houston, I was continuously learning and hoping that my calls were improving. But we all know one bad call can jeopardize winning a regatta and push tension levels higher. Going into the last race of the event, we formed a plan and executed it well. But as we were sailing to the finish line with a nice lead, I couldn't let go of the feeling that "it's not over until we cross that line." As we crossed that finish line in first place, winning the regatta, I was able to take a big sigh of relief because we had accomplished our goal. Each person on the water feels the pressure, including the crew, because in my book, you win as a team, and you lose as a team.

The Houston Yacht Club did an amazing job hosting both weeks of North Americans. The club really came together to show us the best sailing they could with the conditions and classic southern hospitality. It was a hard-fought week of sailing, and we wouldn't have been able to do it without our competitors, so thank you ladies for coming to compete. I also must thank the Lightning Class as a whole because this Class is really unlike any other. One of my favorite Lightning Class traditions is the special flash for the winners of our biggest events; it was an honor to sail under a pink flash all week and to know we earned one too. Raise your sails with pride as you hoist your special flash—not only does it show your accomplishments, but it makes for really sweet pictures!

Samantha Maras



Champions: Justin Coplan, Joan Hurban, Gary Hurban

We almost didn't go to the 2012 NA Masters' Championship in Houston this year due to the forecast of sweltering temperatures and the fear of no winds. Luckily, the organizers got the word out that a sea breeze comes in daily, and they would not take us out until it started filling in. They were right, and those who stayed home missed a great regatta.

From the time we arrived at Houston Yacht Club, members showed us great hospitality, and they couldn't do enough for us. They found us and many others housing with other club members. We were only five minutes from the club.

Each day we would arrive at the Club around 10:00 AM, get the boat ready, launch it, and then go to a buffet lunch in the air conditioned clubhouse overlooking the race course at 11:00. At noon we would walk down to the dock, step onto our boat, and sail out to the race course. By 1:00 PM, we started the first race in a six-to-eight knot sea breeze, which built to twelve to fifteen knots by the end of the second race.

After the races each day, there was a beer keg, daily awards, swimming in the club pool, and a variety of social activities, capped off by a great awards dinner at the Yacht Club.

Rob and Abby Ruhlman with Nick Turney won the first race, and we came in second. Steve and Jan Davis with Will Brown won the second race, with Team Ruhlman in second. There were ten to twenty-degree oscillations with variations in pressure, making for challenging conditions. After four races, we were four points behind both Rob and Steve, after discarding a throwout.

We won the fifth race. As we approached the finish line we were in first, with Phillip Lange in second, so we gave him lots of clean air, and he edged out Steve and Rob, which put us only one point behind Steve and two points behind Rob.

The competition was so good that it came down to the last leg of the last race. As we approached the last leeward mark, there was a left shift. We rounded the right gate and tacked onto the favored port tack, while Rob and Steve took the left gate. Near the finish we were ecstatic to find ourselves in first, with Mark Grinder in second and Phillip Lange in third, followed by Rob, then Steve. This gave us a one-point lead to win the regatta. What a thrill! Rob was second overall, with Steve third, and Phillip and Mark tied to finish fourth and fifth respectively.

It is worthy to note that the top three boats were husband and wife teams, and, as Steve Davis pointed out, we each had a "young buck" for a third.

My crew was outstanding. My wife Joan crewed for me for many years after we bought our first Lightning with our wedding money. Then she bought her own boat, and we have been sailing His and Hers Lightnings for many years. She went on to win the Adams Cup and many other regattas. She was great in the front. Justin Coplan was our third. He started crewing for me when he was in high school, when he was already a very good Laser sailor. After sailing in college, I wrote a letter nominating him to the Boat Grant Program, where he did very well. He has since won the Metropolitan Districts five times in a row and had just won the Atlantic Coast Championships. Obviously, he is an outstanding sailor, and we could not have done it without him.

Many thanks to the regatta organizers, Paul and Sabra Francis, Ian and Lindy Edwards, and the many other Club members who worked so hard to make this a great event.

Gary Hurban



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WOMEN'S, JUNIORS NORTH AMERICAN JULY 31 – HOUSTON YACHT CLUB



Women's North American Championship

Pos	Sail#	Bow#	Boat Name	Skipper/Crew
1	15075	7	WTF	Maegan Ruhlman, Katie Werley, Samantha Maras
2	14777	33		Laura Jeffers, Johanna Schon, Madison Curtis
3	13738	44		Lauren Beauchamp, Aubrey Wardwell, Naomi Delzell
4	15362	62		Anne Lee, Lindy Edwards, Katie Cummings



Juniors' North American Championship

Pos	Sail#	Bow#	Boat Name	Skipper/Crew
1	15166	66		Jonathan Lutz, Jonathan Pottharst, Reed Baldrige
2	14895	95		Adam MacDonald, Julianne MacDonald, Karl Allen
3	14672	67		Abbie Probst, Max Cann, Danny Jordan
4	15487	87		Chris Schon, Kathryn Curtis, Haley Kardek
5	15460	77W		Yuki Yoshiyasu, Charlotte Rose, Vanessa Keeling
6	15417	17		Kayleigh Godfrey, Connor Godfrey, Erin Godfrey
7	15312	12	Ragnot One	Ian Beck, Collin Scoville, Rachel Walston
8	15490	26		Ginny Vance



Masters' North American Championship

Pos	Sail#	Bow#	Boat Name	Skipper/Crew
1	15257	4	His	Gary Hurban, Joan Hurban, Justin Coplan
2	15457	57		Rob Ruhlman, Abby Ruhlman, Nick Turney
3	15265	65		Steve Davis, Jan Davis, Will Brown
4	15276	76	No Worries	Philip Lange, Alistair Thompson, Derek Lange
5	15272	72		Mark Grinder, Thomas Allen, Natalie Bates
6	15360	60	Circus	Rick Tears, Clarke Newman, Dougie Byerly
7	13877	31		Robert Harkrider, Jr, Sharon Harkrider, Tom Schroder
8	14136	36	USA 14136	Cal Herman, Jeanne Herman, Art Herman
9	15462	24		Marvin Beckmann, Vickie Matthews, Sam Myers
10	15410	10	Southerly Buster	Ian Edwards, Andrew Lee, Todd Wake
11	15329	29	Na	Tommy Meric, Scotty Barrat, William Romeo
12	15315	16	Quest	William Cabrall, Jim England, Rebecca Espinosa
13	15326	78W	Mystique	Gary Schwantz, John Womble, Chad Wilson
14	15455	55		Per Huffeldt, Tim Fox, Johnny Walston
15	14924	34	Last Minute	Tom Sutton, Julie Goetschius, Richard Voyles
16	13742	75	Old Blue	Larry Schmitz, Thomas Goddard, Jeff Coppens

AND MASTERS' CHAMPIONSHIP AUGUST 4, 2012 HOUSTON, TEXAS—FLEET 521



Club	R1	R1	R3	R4	R5	R6	Total
Pymatuning Yacht Club	1	1	[2]	1	2	1	6
St. Petersburg Yacht Club	2	2	1	2	1	[5/RAF]	8
Virginia Inland Sailing Association	[4]	4	4	3	3	2	16T
HYC	3	3	3	[4]	4	3	16T

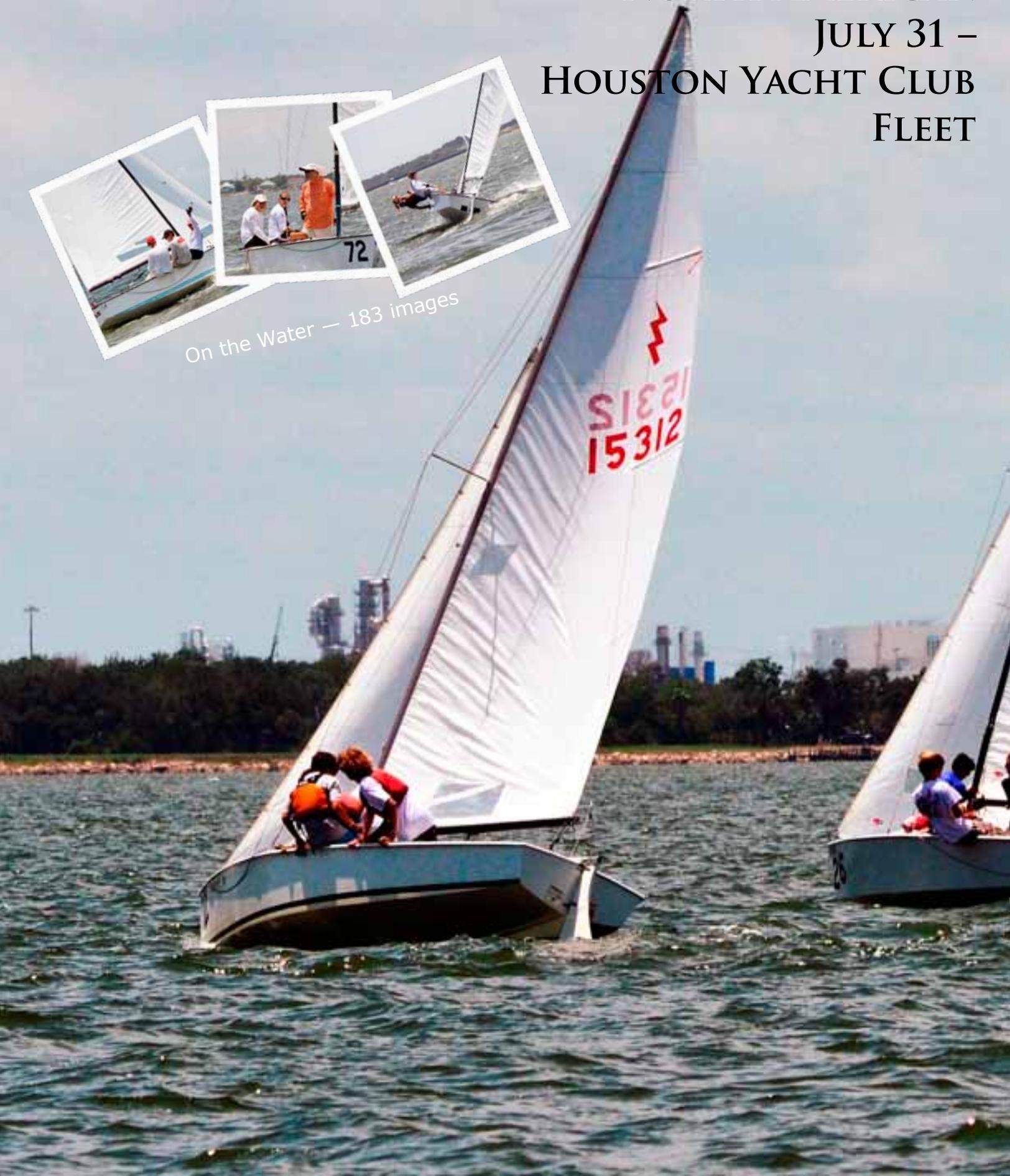
Club	R1	R2	R3	R4	R5	R6	R7	R8	Total
Metedeconk	[2]	1	1	1	1	1	1	1	7
Buffalo Canoe Club	1	[4]	3	2	2	3	3	3	17
Buffalo Canoe Club	5	2	2	3	[9/DSQ]	4	2	2	20
Metedeconk River Yacht Club	3.5/RDG	3	[4]	4	4	2	4	4	25
Houston Yacht Club	4	5	6	[8]	3	6	5	5	34
Buffalo Canoe Club	3	[6]	5	6	6	5	6	6	37
Houston Yacht Club	6	7	7	5	5	8	8	[9/DNS]	46
HYC	7	[8]	8	7	7	7	7	7	50

Club	R1	R2	R3	R4	R5	R6	Total
SSA	2	4	3	[6]	1	1	11
Pymatuning Yacht Club	1	2	[7]	2	3	4	12
Denver Sailing Association	3	1	4	1	4	[5]	13
BCC	6	[8]	2	5	2	3	18T
Buffalo Canoe Club	5	3	[8]	3	5	2	18T
Corinthian Sailing Club	[14]	7	1	8	7	11	34
Augusta Sailing Club	4	[12]	5	11	9	6	35
Southern Yacht Club	8	5	6	4	[17/DNC]	17/DNC	40
Houston Yacht Club	7	10	9	10	[11]	7	43
NSC (& HYC)	10	6	11	9	8	[17/DSQ]	44
Southern yacht club	9	9	[13]	12	6	9	45
Denver Sailing Association	11	11	10	[13]	10	8	50
Lagos Yacht Club	12	[13]	12	7	12	10	53
Yacht Klubben Furesoe/Rush Creek YC	13	14	14	14	13	[17/DNS]	68
LYC	[15]	15	15	15	14	12	71
MBYC	[17/DNC]	17/DNC	17/DNC	17/DNC	17/DNC	17/DNC	85

WOMEN'S, JUNIORS NORTH AMERICAN JULY 31 – HOUSTON YACHT CLUB FLEET

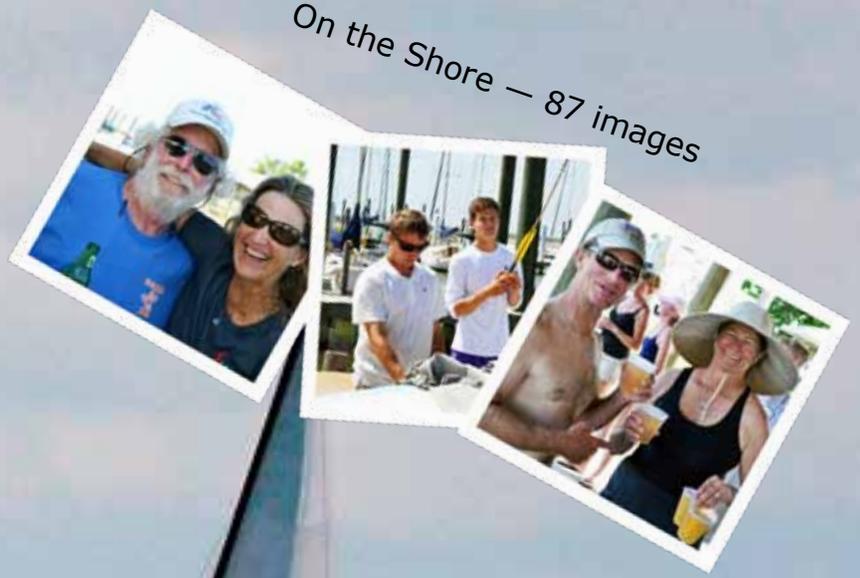


On the Water — 183 images



AND MASTERS'
CHAMPIONSHIP
AUGUST 4, 2012
HOUSTON, TEXAS
521

On the Shore — 87 images



2012 ADDITIONAL CHAMPIONS

NEW ENGLAND DISTRICT CHAMPIONSHIP
MALLETT'S BAY BOAT CLUB/FLEET 301 – COLCHESTER, VT
Bill Fastiggi, Suzy Coburn, Charlie Maitland

NEW JERSEY JUNIOR STATE CHAMPIONSHIP
SURF CITY YACHT CLUB/FLEET 196 – SURF CITY, NJ
Jonathan Lutz, Jack Ruggerio, Tommy Fortunato

YOUTH WORLD CHAMPIONSHIP
TUUSULANJÄRVEN PURJEHTIJAT, JÄRVENPÄÄ, FINLAND
Adam MacDonald, Abby Bennett, Sam Jones

EVANS REGATTA
WINDJAMMER SAILING CLUB-FLEET 112 – GREEN BAY WI
Walsh, Faude, Orlebeke

HIGGINS LAKE REGATTA
HIGGINS LAKE BOAT CLUB/FLEET 110 – HIGGINS LAKE, MI
Cameron Carlin, Zach Carlin, Bobby Wertman

ATLANTIC COAST CHAMPIONSHIP
ATLANTIC HIGHLANDS YC/MONMOUTH BOAT CLUB – FLEET 70
Justin Coplan, Danielle Prior, Mike Carney

DUCK CHALLENGE
HAVRE DE GRACE YC/FLEET 192 – HAVRE DE GRACE, MD
S. Constants, M. Constants, Lisbet Kugler

SQUAM LAKE REGATTA
SQUAM LAKES ASSOCIATION/FLEET 322 – HOLDERNESS, NH
Ted Hardenbergh, Mary Hardenbergh, Tommy Hardenbergh

FINNISH NATIONAL CHAMPIONSHIP
TAMPERE, FINLAND
Matti Aalto, Rosabella Hartman, Alekski Lappalainen

DELTA LAKE YACHT CLUB 4TH ANNAUL REGATTA
LAKE DELTA YACHT CLUB – ROME, NY
Fiberglass: Jack Jones, Lori Foster, John Handel
Woody: Craig Thayer, Jeff Ennis, Leo Hallagan

50TH ANNIVERSARY BROTZ REGATTA REGATTA
SHEBOYGAN YACHT CLUB & US SAILING CENTER
FLEET 187/SHEBOYGAN, WI
Dan Moriarty, Toby Moriarty & Rick Bernstein

SALINAS YACHT CLUB ANNUAL CHAMPIONSHIP
SALINAS YACHT CLUB/FLEET 405 – SALINAS, ECUADOR
Carlos Luis Lecaro & Rafael Lecaro

COLOMBIAN NATIONAL CHAMPIONSHIP
CLUB NAUTICO EL PORTILLO/FLEET 501 – TOMINE, COLOMBIA
Mauricio Valenzuela, Alberto Valenzuela, Adriana Garcia

CAMPEONATO BRASILEIRO
GUARATUBA, BRAZIL – FLEET 524
Claudio Biekarck, Gunnar Ficker, Marcelo Silva

MANAHAWKIN BAY CUP/SCYC ANNUAL REGATTA
SURF CITY YACHT CLUB/FLEET 196 – SURF CITY, NJ
Keith Taboada, Chris Schon & Russ Schon

CONNECTICUT GOVERNORS CUP
NIANTIC BAY YC/FLEET 85 – NIANTIC, RHODE ISLAND
Dave Peck, Nina Peck, Norm Peck

PONTIAC WHITE CAP REGATTA
PONTIAC YACHT CLUB/FLEET 54 – CASS LAKE, MI
John Garrison, Ruth Lyons, John Mathers

BOW LAKE ED HINDS
MEMORIAL ONE DAY REGATTA
BOW LAKE-FLEET 493/BOW LAKE, NH
Art Cunningham, Pat MacQueen, Aaron MacQueen

BRUCE GOLDSMITH MEMORIAL REGATTA
DEVIL'S LAKE YACHT CLUB-FLEET 31/MANITOU BEACH, MI
John McCree, Becca Brown, Dave Corcoran

Complete results for the regattas can be found on the ILCA website: [Regatta Results – 2012](#)

UPCOMING EVENTS

October

Fall Blowout	October 13
Frigid Digit	October 13–14
Pennsylvania Governors Cup	October 20–21
Charleston Wild Oyster Regatta	October 20–21

November

Bluenose Regatta	November 2–4
Jubilee Regatta	November 10–11
Hampton Fall Fling	November 10–11

December

South American Championship	December 6–9
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March

Deep South Regatta	March 9–10
Lightning Midwinter Championship	March 11–13
Winter Championship	March 14–17

	Area Championship
	Open Regatta

Please be sure to add your regatta(s) to the [Event Calendar](#) on the ILCA website.



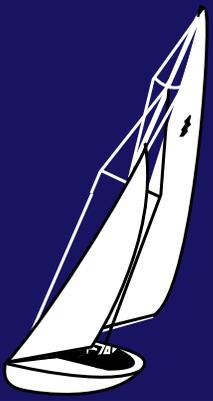
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Lightning

Bob Astrove — astrove@hotmail.com

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

Chainplate Relocation Revisited

By Bill Sloger

In the January, 2000, issue of Flashes there are four articles regarding chainplate relocation in older boats. The one that I wrote is on page 15; this is a sequel to that.

Recently, the port bolted chainplates of my Lip-pincott #11771 failed. This was due to a buffeting which the hull experienced from motorboat generated waves while tied to a dock. The deck-to-hull joint from forward of the upper chainplate to ten feet aft was separated and, I believe, led to the chainplate bolted connection failure.

With that I decided to repair the damage by removing the old bolted-in-place chainplates and epoxy bonding replacements, similar to Herm Nickels description in the 2000 Flashes. Read the Nickels piece for a further description of wrapping the chainplates with woven roving.

(It has been suggested that individual boat builders may have varied on how they fastened the chainplates to the hull. So before cutting into the inner glass liner and removing any of the foam core, one should determine if their plates are bolted as were mine. Start by removing the rub rails. If you see several flat headed screws under the rubrails, this is a pretty good indication. I would then go inside the hull and remove the single glass/resin layer which is covering the inside of the plates, just under the deck and above the top of the foam core. The bolted-in plate will be exposed.)

First the inner glass fabric must be removed, followed by the one-inch foam core. This was done with a Fein oscillating tool using a wood/metal flush cut blade. Other types are available, but this was what I had on hand. Be care-

ful not to cut into the hull laminate. Then wire brush off any remaining foam core. I did this until the foam core white changed to yellow, an indication that resin was being removed. A change in smell was also noted.

As the photos show this cut out was about 8" X 15". I made the woven roving wrap around the chainplates longer than Nickels suggested because I wanted to be sure about the bonding of the wrapped plate to the hull and to further spread out the load. I did not use mat, as Nickels suggested, because epoxy does not bond to mat, possibly because a proper resin to glass bonding agent is not applied to mat during its manufacture. I have since learned that polyester resin works well with mat because the resin somehow joins with the mat bonding agent.

As a test on dry land, I tightened the lowers to 300 pounds for several days and saw no decrease in tension level over that time period. We have also hoist launched the boat without pullout of the plates and no lasting decrease in lower shroud tension.

Naturally, I was a little nervous. With this modification, the lower chainplate during hoist launching sees a vertical load of the lower shroud of 250 pounds, plus 1/4th of the boat weight, 200 pounds, for a total of 450 pounds—assuming the boat weights 800 pounds and there is no decrease in lower shroud tension during the hoist. I have since used the slings to weigh my boat and noted no decrease in the both lower shroud tension levels, which is an indication to me that the added load on the lower chainplates resulted in no displacement of the chainplate to hull joint.

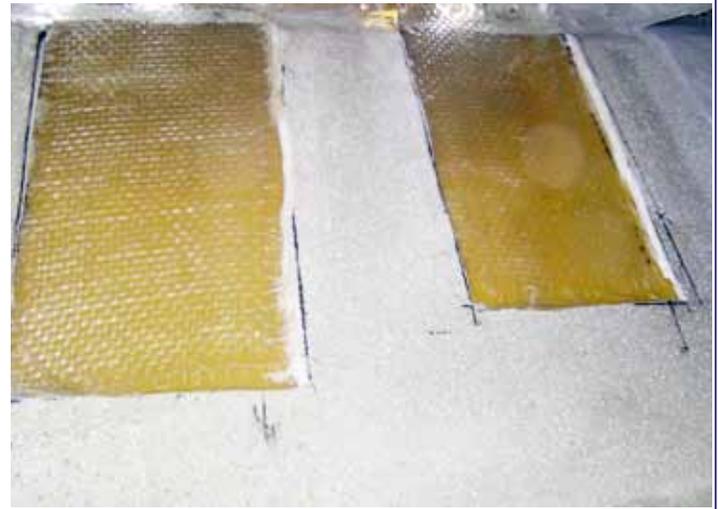
Mas brand Epoxy was used because it does not blush a waxy amine film onto the surface during curing. Polyester resin could be used to save money. Full cure of epoxy is three to five days.

This modification is not easy and is messy, but it can be done. And now that I have done it, I will no longer be concerned about the possibility of dropping the boat during hoist launchings.

New chainplates were purchased from Nickels, see their website. It just occurred to me that I could have saved \$48 by cutting the old chainplates into tees and glassing them into place.



Bolted in place chainplates removed from Lippincott #11771



Port side inner fiberglass liner and foam core removed and woven roving epoxy bonded to hull. Roving was sized to fit the cut out area. Or up to the deck if you prefer, it couldn't hurt.



Chainplate tees wrapped with woven roving prior to bonding to the hull. Only pre-epoxy the "Tee" part of the chainplate. Not more as I have done. This pre-epoxying was done to be certain that the roving fitted snugly around the Tee. Tension was applied to the chainplate/glass to aid in the snug fit. The overall size of the plate wrap was 8" wide and length to fill the cut out area with the chainplate in the installed position.



Forward chainplate epoxy bonded to hull with 3" wide fiberglass tape layered over woven roving. It may not look like total wet out has been achieved but it was. Tape was used to cover the woven roving because it has a woven selvage and does not unravel so everything will be neater.

Please remember that Article I, Section 46, rules that the attachment point of the upper shroud must not exceed 23" from the front of the centerboard pin. This point can easily be determined from your measurement certificate. Dimensions "W+X-23inches" will give you that point along the centerline of your deck from the bow. A perpendicular across the deck will give you the maximum forward of the upper shroud attachment points. An idea might be for a Class Measurer to assist determining this and noting on your certificate that the chainplates have been relocated.

Questions, comments, improvement suggestions: email wsloger@att.net or telephone 843-216-1939



International Lightning Class Association

1528 Big Bass Dr
Tarpon Springs, Florida 34689 USA



**Women's, Juniors' & Masters' NAs - Nyack Boat Club, Nyack, New York
August 13-17, 2013**

**Note: the Junior NAs is the qualifier for the 2014 Youth Worlds at the Buffalo Canoe Club*
**North American's - Cedar Point Yacht Club, Westport, Connecticut
August 17-23, 2013**



2013 Marks the ILCA's 75th Anniversary!

Please join us during one of these special Anniversary Celebrations!

More details will be posted on the ILCA website soon.

-  Chilean Nationals 12/31/2011
-  St Petersburg Winter Championships 3/16/2012
-  World Championship 6/9/2012
-  North American Championship 8/21/2012

We are looking for stories that describe what the Lightning Class means to you and your family or photos that show the make-up of our Class. These items can be as long or as short as you would like. They may be used in the yearbook, Flashes, monthly e-Blasts or on the website. Please contact the Class Office if you have any questions or would like to submit a bit of history.