

International

Lightning Flashes

North Americans/August, 2011, Volume 71, No. 5

**Brotz Regatta
The Duck Challenge**



Women's, Juniors', Masters' and
North American Championships

Proctor Team Wins the North American Championship

Urs Wyler Team Wins the European Championship



Cover Photo Credit: Ernie Dieball



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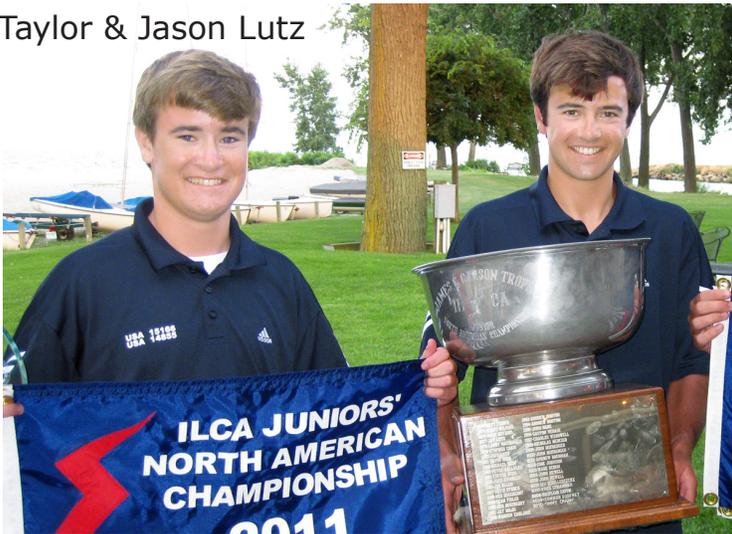


Then & Now



Last Month's boys lying on beach towels:
From Top down: Timmy Crann, Taylor Lutz
and Jason Lutz

Taylor & Jason Lutz



Timmy Crann



They have come a long way from sitting on the beach! They are all Junior North American Winners! Watch these kids—you will see more from them in years to come.

Save The Date: 2012 North American Championships
Houston Yacht Club, Houston, Texas!

WJMs July 31 and August 1: Measurement/practice

WJMs August 2–4: Racing

Championship August 4–5: Measurement/practice

Championship August 6–10: Qualifying/Championship Series

**International Charter Boats will be available. Watch for details to be posted on the website or contact Ian Edwards (ifedwards@mindspring.com) for more information.

North Cape Yacht Club 2011



Women's, Juniors', Masters' – On the Water
244 photos / Photo credit: Brian Wholehan

Women's, Juniors', Masters' – Awards
46 photos / Photo credit: Laura Jeffers

North American Championship Women's Juniors' Masters' Championships

Click Images to View Photo Gallery



NA Championships
236 photos
Credit: Ernie Dieball

North American Championships
Awards / 44 photos
Photo credit: Debbie Probst
Rebecca Bevirt

Minute to Win It
21 photos / Photo credit: Laura Jeffers



NORTH AMERICAN CHAMPIONSHIP



**CHAMPIONS: Ched Proctor
Jamie Ewing & Meredith Killion**



I was very fortunate in pulling together a good team for the Lightning North Americans. With the economy the way it is, people have been reluctant to take a full week off from work. Jamie Ewing sailed with me and Jay Mueller last year, and we had a great time. Like so many capable people these days, back in February he found himself looking at unemployment, as his firm was in the process of closing down. In June, he told me that if he still didn't have a permanent position come August, he'd definitely like to sail at North Cape. Sometime in mid-July he said prospects weren't encouraging for the next few weeks, so let's go to North Cape! At that point I'd pretty much resigned myself to doing something else, but when Jamie suggested it, I just couldn't resist temptation and changed my plans again.

My other long-time teammate Jay was unavailable, as his wife was due to give birth during the championship, so we still needed a third. Meredith Killion, who races with us in the V15 fleet at Cedar Point, was an excellent candidate, but she found it difficult to arrange the whole week away from work. After a close reading of the NOR, it looked highly unlikely that we would be racing on the Friday. So we told her she only needed four days away from the office, flying home late Thursday evening to be back at work Friday. That worked for her, so we were on! We then organized a couple of evening practice sessions, one of which was in a lovely easterly breeze. We had a good time and so were pretty enthusiastic to get to the regatta.

I also decided to go to Burlington for the ACC championship, and Peter Hall suggested that I sail the Masters' North Americans at North Cape Yacht Club crewing for him. Since coming home from Burlington would allow me only a day before I had to be at North Cape to set up and get organized for the Masters' Championship, the obvious choice was to drive to North Cape straight from Burlington. All of this worked well logistically—it just meant being away from home for two weeks straight. Fortunately, Mallets Bay Boat Club and North Cape Yacht Club are both two great places to sail and spend time.

All the regattas had some great sailing with good competition. They told us at North Cape that they had beautiful wind for the Snipe Nationals the week before, and, true to form, the Masters' ended with a beautiful south easterly on Friday. I suggested to Peter, as we sailed out, that we shouldn't sail too much that day—after all we didn't want to use up all of the good breeze just before the North Americans!

After a great Masters' event, we were on to the big show. Jamie and Meredith arrived Saturday morning, and we spent the afternoon practicing. The next day opened the qualifying series, which was a bit rough for us, as we found ourselves working out our communication and tactics. We were hoping to get some

of this out of our system for the Championship.

The first two qualifiers were held on Sunday, and Monday never supplied a breeze that the Pro David Schaffer felt appropriate to run a race. So the schedule was revised to hold one qualifying race at 10:00 AM on Tuesday, then come in to do the split and head back out for the first two Championship races. We had hoped that this one final race would be enough to get the tactical roughness out of our system before the Championship.

In that qualifying race we won the pin and tacked to cross the fleet. After the fleet crossed behind us and tacked up on our left, they all passed us. We were very deep and had to claw our way back to get a half reasonable finish.

Race 1

The first race was run Tuesday, August 9, in the afternoon after the qualifying Race 3. The wind was again out of the North West, building in front of a frontal approach that evening.

On the first beat of the morning qualifying race we had been severely burned by boats to the left of us, so we determined not to let that be the case again. We probably got too far left too early and, therefore, had some distance to make up on the leaders because





we rounded the weather mark somewhere out of the top ten. We jibed fairly early to port to get away from the bunch of boats fighting high. Things started to go better after that.

We rounded the second weather mark in third place a few lengths behind Skip Dieball and team, while Allan Terhune's team had a fairly comfortable lead. Tom Allen was a ways behind us in fourth, which was, as it turned out, just the right distance behind. After setting the spinnaker and jibing, I asked, "Is this a four or a five course?" The difference would be that if it were a five course posted, we would need to turn upwind at the leeward gate on a beat to the finish, versus continuing past the leeward gate to the finish line for course four. As it turned out, none of us had seen the course board. The start had come quickly after a postponement, and we had spent the entire sequence towards the pin end, in keeping with our plan to go left.

I noted that the good news was that we were not winning, so we could just follow the leaders. We figured it was probably a four course for two reasons: 1) The PRO had stated that he wanted to run two championship races that afternoon, and 2) the committee boat as still anchored downwind with a pin set, looking like a finish line.

What happened next couldn't have gone better for us, even if we had known. Apparently, Allan in the lead was confused because they put up their jib, dropped their chute and were sailing towards the left hand mark. Meredith noted this, so we started to wonder. Tom Stark, sailing with Skip in the second-place boat, turned around and asked us, "Are we finishing?" Meredith shrugged, as we were a little confused by Allan Terhune's actions. We decided to err on the side of safety, and we hoisted our jib and prepared for the rounding. Skip did the same, and after seeing the two of us with our jibs up, he rounded and hardened up around the mark.



#45 – Wake Team

#39 – Starck Team

As we started to do the same, Jamie turned around and said that Tom was “not taking down his spinnaker.” So we bore off and headed down to the committee boat with our jib up and chute down. We had just enough distance on Tom to beat him to the line and got the gun (horn). It seemed like things were beginning to fall our way.

Race 2

The first attempt at Race 2 started shortly after the finish of Race 1 late on Tuesday. The front was moving in, and the breeze and shifts were getting bigger. Again, we were a bit behind at the weather mark, but a quick jibe to port helped us get into the new breeze and move toward the front of the fleet. Todd Wake’s team, Neal Fowler and Kristine Wake, rounded in front of us, and were one of the few other boats to jibe early. We both rounded the left gate mark, looking downwind. The leaders turned the other mark but were not much ahead of us. We followed Todd out to the right side on port tack.

The new weather had been pulling the wind to the right, and the cloud cover was greater in that direction. Before long, it looked like we would be in good position to lead or be second at the weather mark. When we were two thirds of the way up the leg, the race was abandoned, as the RC had heard reports of severe weather. Oh well, it was good fun while it lasted.

Wednesday was going to be a big day, as the start was again moved up to 10:00 AM, and the RC told us they would run three races if conditions allowed. The breeze was quite strong when we arrived at the race course early Wednesday morning.

The Real Race 2

The real Race 2 got underway on schedule. The details have become a little fuzzy in my head with time, as the three races on one big breeze day, and the first two in particular, have begun to blend together. As I re-read the event blog, thanks to the team that put that together, I see we had a small lead



#35 – Ryan Ruhlman Team

over Dave Stark at the weather mark. That brings back the memory of the first leg a bit. We started fairly well and tried to favor the middle left of the course. Dave Stark was a little to the left of us for the second half of the beat. We were well left of the rhumb line early on. Dave Stark sailed behind us on starboard, heading toward the left, and set up on our weather hip on port tack. With a long port to sail, it seemed the wind would come back right some time, and we'd be able to extend on David. As it turned out, he held the breeze on the left, and we fell out of it.

That is how Dave narrowed our early lead to round close behind us. Dave jibed to port first and gained in a puff. At the bottom we elected the right gate, looking downwind, and David rounded the left at pretty much the same time. Ryan Ruhlman rounded the left gate also, while we tacked to defend to the left of David. Ryan continued on port to the right side. The wind went right, and Ryan came through to win. Juan Santos also held out to the right early in the leg and, thus, got in front of us. Juan tacked on us, and left David clean on our right while the wind was in left phase. We tacked away from Juan Santos' wind shadow and lost considerable distance at the top left.

Race 3

We won the pin hoping the left side would do its thing. We had a challenge since there

was a bit of a right shift near the time of the start that we failed to notice. We missed a few waves right off the line and the boat on our weather hip was able to work off us, while Tito had started well a few boat lengths up and was holding us out to the left. A lot of the fleet from the weather end seemed to be wound up, so our plan to tack and cross looked more like a tack and duck—of about thirty sterns. Not a great feeling! We continued on out until we were able to tack without ducking because all the boats, including Tito, had already tacked. This had us very near the port tack layline in the corner. This was definitely a place I like to avoid, as all the cards are already played, and we just have to hope for some breaks.

Our biggest break was when Tito was tacked on by one of the boats coming in ahead from the right. He tacked to clear his wind. He crossed us and tacked to weather to our left instead of tacking on us. So we had a pretty clear lane until we got fairly close to the mark. Despite missing the main shift, our clear lane allowed us to round not too far behind the leaders.

Todd Wake started near the weather end of the line, apparently fairly late. He cleared out to the right and rounded the first weather mark with an eight-boat length lead. They continued to extend for the rest of the race and won easily. How we got to our 5th place finish, I can't remember too clearly. Howev-

er, I do think this is the race where we had a very dramatic leeward mark rounding. We were nearly overlapped with a large group of boats as we approached the left gate. There was quite a sudden left shift, putting us severely by the lee. My thinking suddenly went from tactical position to surviving, which seemed to work OK, as we doused early and rounded behind the group, but cleanly and with our own lane.

When we rounded the second weather mark, we were again right behind Skip. Another early jibe once again put us in a strong puff, and we gained several hundred meters on all the boats around us, including Skip.

Race 4

The wind had shifted further right. The course for this race was a five. We used every bit of it to climb back after a pretty mediocre start and completely missing the first shift. Having been burned at the leeward end of the line in the prior race, we chose to start near the middle. But this time a large group of boats were able to tack to port and cross off the leeward end. We ended up in

the middle and getting bounced around by the winds on each side. Part way up the leg we were not doing well and elected to try cutting our losses by getting to the right. We rounded fairly deep and started chipping away one boat at a time.

Allan Terhune and Bill Faude started near the weather end and tacked immediately to port. They hooked into an early right shift that lifted them to the mark, and Allan, in particular, had an unassailable lead at the weather mark. We again jibed early, using the port jibe on the run to gain considerable distance. On the second beat we took a long port tack and sailed through what we had previously regarded as port tack headers to get to the vein of breeze that seemed to be hanging out on the right. This worked pretty well. We were a little behind Dave Stark and continually working similar shifts. Near the starboard tack layline we ducked to the right of him and missed an opportunity to pass him. We rounded the weather mark much closer to the leaders and again jibed fairly early. We gained on the next boat ahead, which was Kevin Robinson sailing with his



#41 - Terhune Team



#16 - Faude Team



#33 – Scanlan Team/ #57 – Robinson Team

daughter Paige and Kathryn Maloney. Lacking a bit of the he-man beef, they were probably sailing a little conservatively in the breezy conditions. We gained an overlap inside to the right of them. When they jibed to starboard, we probably should have given up a little distance and ducked them to hold our port tack. As it was we sailed a little out of phase to keep clear and went to the right mark rounding inside them. This allowed David to get a bit ahead, but, surprisingly, we had by then broken through the main pack and had very few boats left in our vicinity.

Upwind we again tried to work back to the right every chance we got. Jamie and I had the same reaction at one point—Allan Terhune and Bill Faude were well extended and probably out of reach. Then there was Tim Scanlon, who had been sailing well, then David and us. We had no idea what had happened to the rest of the fleet, but suddenly a 3rd or 4th was in sight if we sailed smart and fast.

Somehow we got to David and were able to tack on him, sending him a little too far right near the end. We took one more wiggle on

port later on, and Bill Faude and Tim Scanlon allowed us to the right of them. Tim took a dig back to the right but was behind us and tacked on the layline. Faude barely crossed us at the pin end of the line, but we were able to tack across Tim to gain third place. As we sailed in, we realized that the day had gone pretty well for us. In the first race we gave up a lead. But in the other two races we had struggled back from fairly deep positions to finish strong, and it looked like with no throw out we'd be leading.

Thursday

On the score sheet, David Stark was the closest to us, at 18 points to our 13. But Allan had a 5-4-1, and if there were two races the last day, he'd likely drop a DNF, so he'd be counting 10 plus whatever he got on Thursday. And if we missed a few opportunities and got behind, we'd certainly be tacked on, making it difficult to stay in the lead. It felt like there was a long way to go.

With the front already a day gone, this day brought a weakening northerly wind, and PRO

Dave Schaffer elected to have us out for a 10:00 AM start time to try and get a race in before the wind died. But as the fleet sailed downwind toward the starting area, the wind died, and the Committee postponed. At 12:30 Dave Schaffer felt the wind was sufficient to start a race and lowered the postponement. With the length of time left before our 2:00 PM cut off, it was beginning to look like a one race day, so Allan would have to count his DNF.

Our closest competitor then was David. What was left of the wind was still out of the north-west and seemed full of holes, so we hung out around the mid line area trying to figure out where the first puff would come from.

At a minute and a half to go, we were near the pin heading toward the boat on port tack. Much of the fleet seemed to be lining up at the boat in what seemed like a right puff. We wondered how close we could get to the fleet, with David Stark a little ahead of us and Allan Terhune behind us to our left.

When David tacked around I decided this would probably be as good a place as any, so we took our spot. No one was all that close to weather of us, and we were a little closer to the line than David. Just before the gun, the breeze shifted left, and we found ourselves able to easily cross everyone to weather of us. We tacked in the final seconds of the countdown.

At the start, we were on port with speed, crossing the fleet below us and bow-out on those above us. Todd Wake was the closest on our hip, with Allan above and behind him. Everyone to leeward of us found themselves parked in a hole, while those of us on the left side were sailing a one-tack beat to the mark. With more breeze to the left, Todd eventually rolled us, but the RC made the right call and abandoned the race.

Though N over H was signaled, it still took a second before it sunk in—that the prior results stood, and we were the 2011 North American champions!





Overall Thoughts/Lessons Learned

1. Boat Speed and Clear Lanes

We found that good boat speed and clear lanes could make up for tactical mistakes. More specifically, while in clear lanes sailing upwind, we concentrated on making the boat go fast. Meredith was calling immediate puffs and lulls while I was focused on driving the boat through the waves. At the same time, Jamie was paying attention to the larger wind patterns and fleet management.

All three of us were hiking very hard as we were overpowered in many of the upwind legs! This allowed us to make headway up the course, even if we were pinned at times from tacking exactly where we wanted to. Luckily we were always able to round in the top half of the fleet and put ourselves in a position to make gains downwind.

With Jamie concentrating on flying the spinnaker, tactical decisions were left to Meredith and me. We were perhaps too conservative in a couple of the earlier windward mark roundings and sailed too long on starboard before jibing. As the wind shifted right during Races 3 and 4, we were more proactive about jibing earlier, not only to catch the breeze but also to separate ourselves from the other boats. It was great fun to sail in surfing condi-

tions downwind, and we continued to focus on speed. Clean air downwind was a premium, and we would frequently up or jibe to clear our air from other boats.

We often seemed to be more centered on the runs compared to the boats around us, but were careful to watch for wind pressure bleeding down the side of the course. Sometimes heading up only a boat length or two made the difference between getting into more pressure and just missing a puff.

2. Know the Course

This is one of the basics and should go without saying, but we were guilty of not knowing the course during the first championship race.

3. Observe/Practice

On all of our sails out to the race courses, we tried to glean as much information as possible—shifts, pressure differences, movement of puffs, etc. Watching the other fleet sail around the course was helpful, as well to see how wind changes actually affected the boats.

Additionally, because it was the first time the three of us had sailed together, we took advantage of extra practice time. After racing was cancelled for the day on Monday, we stayed out on the water to tune with a few other boats. It felt good to



get some light air speed tuning in and also to work on team coordination through the jibes to keep the spinnaker full and the boat moving.

4. Have Fun!

While our ultimate goal was to do well at the event, part of the equation was certainly to have fun, and sailing at North Cape Yacht Club made this easy to do. PRO Dave Schaffer and his team of RC volunteers did an excellent job of running quality races. Hank and the other hoist



operators made sure that the launching/hauling process moved as quickly as possible. A big thank you goes to Laurie and Skip Dieball for all of their off-the-water organizing. Everything from registration, after-racing entertainment, and the dinners were top notch! Thanks to all of the other members and staff at North Cape for making us feel really welcomed and we look forward to coming back for future events. I still don't exactly know what is in a Painkiller, but it's probably better that way!



NORTH AMERICAN

Pos	Bow#	Crew
1	32	Ched Proctor, Jamie Ewing & Meredith Killion
2	39	David Starck, Jody Starck & Ian Jones
3	45	Todd Wake, Kristine Wake & Neal Fowler
4	60	Tito Gonzalez, Alberto Gonzalez & Christian Herran
5	13	Bill Fastiggi, Suzy Coburn & Jamie Allan
6	57	Tim Scanlon, Christine Moloney & Becky Scanlon
7	9	Tom Allen, Val Tarrtif-Holly & Mike Holly
8	16	William Faude, Jared Drake & Lauren Jones
9	88	Skip Dieball, Tom Starck & Meghan Jordan
10	41	Allan Terhune, Katie Terhune & Sarah Paisley
11	54	Charlie Wardwell, Ron Buchanan & Mark Buchanan
12	35	Ryan Ruhlman, Patrick Wilson & Tesse LaPlante
13	34	Rob Ruhlman, Abby Ruhlman & Maegan Ruhlman
14	20	Juan Garces Santos, Juan Andres Santos-Dillon & Sebastian Herrera
15	61	Caroline Patten, Michael Crann & Tyler Menninger
16	28	Clarke Newman, Gavin Rudolph & Hamrick Morgan
17	53	Bob King, Steve Cox & Steve Frazier
18	46	Richard Walsh, Tina Walsh & Alex Cox
19	1	Jim Allen, Ernie Dieball & Christy McGee
20	7	Aroldo De Rienzo, Kenneth Porter & Gerritt Gentry
21	19	Lawrence Frost, Chance Miller & Jack Sawyer
22	33	Kevin Robinson, Kathryn Moloney & Paige Robinson
23	10	Jed Dodge, Bill Dodge & Sarah Costich
24	31	Fernando Rabago, Yon Belausteguigoit & Joaquin Bargallo
25	59	Justin Coplan, Danielle Prior & Nick Troche'
26	25	John McCree, Dave Corcoran & Nina Polis
27	2	Mark Allen, Beth Grobsbeck & Brian Smith
28	47	Bob Wardwell, Mike Healy & Kent Derbyshire
29	40	James Taylor, George Auer & Carl Taylor
30	38	George Sipel, Jeff Hagman & Chris Snyder
31	50	Tim Werley, Katie Werley & Ben Goldberg
32	4	Bill Buckles, Wes Wallace & Stewart Wallace
33	22	Chris Hamilton, Terry Hamilton & Kevin Bradley
34	30	Thomas Post, Steve Varnum & Tim Johnson
35	21	Josh Goldman, Derek Gauger & Monica Trejo
36	42	Will Tyner, Reese Wilkins & Conner Brade
37	15	Debbie Probst, Tanner Probst & Jenna Probst
38	12	Bill Cabrall, Jim England & Rebecca Bevirt
39	36	Jeffrey Schmahl, Michael Schmahl & Andrew Schmahl

CHAMPIONSHIP

	R1	R2	R3	R4	Total
	1	4	5	3	13
	7	3	3	5	18
	6	10	1	10	27
	8	5	11	9	33
	4	6	16	11	37
	13	13	12	4	42
	2	8	9	26	45
	11	19	13	2	45
	3	17	7	20	47
	5	40\DNF	4	1	50
	27	12	6	12	57
	15	1	8	34	58
	19	16	2	30	67
	41\DSQ	2	18	8	69
	20	7	15	27	69
	10	11	31	18	70
	17	26	14	17	74
	14	18	19	28	79
	21	14	21	23	79
	9	29	17	32	87
	29	31	10	19	89
	31	33	22	6	92
	40\DNF	9	32	15	96
	23	24	35	16	98
	12	40\DNF	40\DNS	7	99
	35	20	33	13	101
	32	30	26	14	102
	16	21	25	40\DNF	102
	18	32	30	22	102
	22	25	23	33	103
	34	15	20	35	104
	30	23	27	24	104
	26	22	40\DNF	21	109
	28	28	28	25	109
	25	27	29	31	112
	33	34	24	29	120
	24	36	36	40\DNS	136
	37	35	34	36	142
	36	40\DNC	40\DNC	40\DNC	156

NORTH AMERICAN



CHAMPIONS: Ched Proctor, Jamie Ewing, Meredith Killion



2nd Place: David Starck, Jody Starck, Ian Jones
David and Jody were also presented with the Colin Park Award for the highest finishing couple in the Championship Division



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

CHAMPIONS



**4th Place: Tito Gonzalez,
Alberto Gonzalez, Christian Herran**



**5th Place: Bill Fastiggi
Suzy Coburn, Jamie Allan**



**6th Place: Tim Scanlon,
Christine Moloney, Becky Scanlon**



**7th Place: Tom Allen,
Val Tarrtif-Holly, Mike Holly**



**8th Place: William Faude,
Jared Drake, Lauren Jones**



**9th Place: Skip Dieball,
Tom Starck, Meghan Jordan**



NORTH AMERICAN CHAMPIONSHIP PRESIDENT'S CUP



**CHAMPIONS: Lenny Krawcheck
Oliver Humphries, Elise Annis**



First, I'd like to thank the Lightning class, Laurie Dieball, Fleet 42, and all the North Cape Yacht Club volunteers for hosting an incredible regatta. Although it has been thirty years since I've sailed out of NCYC, it's clear they haven't lost their flair for running a top-notch

event with an abundance of hospitality and great sailing to boot.

As a few of you know, I'm a newbie to the Lightning Class and haven't participated in a NA/World event since 1978. Sad to say, I got lost for twenty or so years in other activities, including a career, but I've righted the ship and pulled into the Lightning Class harbor.

I also must thank my home club, Fleet 216, from Bay City Yacht Club, especially Joe Dissette, John McCree, Matt Princing, Jennifer Princing, Chris Princing and Gary Sowden, who have been a great help in answering my many questions and getting me up to speed—at least once in a while. It's a testament to our members that a new guy can feel at home so soon. That camaraderie, along with the tough competition and great sailing, drew me to the Lightning Class.

One of the "joys" of coming back to sailing after such a long hiatus is finding crew. I was fortunate to have my brother Frank Lyons as middle and Diana Synowiec, Laurie Dieball's sister-in-law, working bow. Frank and I sailed against and with each other when we were young. But this was the first time for Diana on a Lightning, and she deserves major kudos

for her willingness to jump into the fray. The rate at which she learned, even in challenging conditions, puts her on my short list for a call next time.

Our race week began with a disappointing first race in the qualifier. A bad start by me put us into a hole, and we found ourselves out on the left layline with a right shift. We improved the second race; the third was so-so. Then the wind didn't show, leaving us five points from the Blue Fleet cutoff. Feeling good about our boat speed and quite displeased with my starts and tactics, we were confident we'd be competitive in the President's Cup if I could only get the six inches between my ears to work.

The first race of the President's Cup greeted us with a moderate 12-15 knot breeze out of the west, choppy seas and a spacious starting line. We had clear air and good speed off the line, looking for the first shift. Unfortunately, an "aquatic excellence" award-worthy move (a missed hiking strap, which resulted in a head-over-heels, wet crew member and an over-trimmed jib), along with a few other mishaps, put us in the back of the fleet by the end of the first leg. But good crew work, boat speed and calling a few shifts allowed us to fight back to seventh place at the downwind finish.

Team Lenny Krawcheck, who won the race and the series, showed us all how it's done by winning by a wide margin. After starting the second race, it was quickly abandoned due to darkening skies and a severe thunderstorm warning.

Day two began with the similar, but freshening, breeze out of the WNW. The first race of the day, Race 2, we had another "aquatic event" and found ourselves in sixth at the weather mark. With good downwind speed, staying in the puffs, and working hard up the next beat, we made our way into fourth place in the end, finishing behind Ed Wagnon, Lenny Krawcheck and Tom Vickers.

As the wind began to build for Race 3, we had a good start and were in the hunt with many lead changes—all very tight until the end. Adam MacDonald, showing great form downwind, took the finish, followed by Lenny Krawcheck in second and us in third.

Expecting a left shift, we called the start of Race 4 as pin end. When the shift occurred, we tacked to consolidate and were in the top three with Lenny Krawcheck, Adam MacDonald and Edward Wagnon all in the hunt. We had good speed in the heavier air, choppy conditions and were able to call the next two shifts, and—bang—we had that "happy" distance where you have some tenuous control. With loose cover we managed a six-boat-length lead at the first weather mark.

The wind continued to build to 18 knots near the weather mark, with quick gusts in the 20s, which included some nasty direction changes that made conditions quite difficult. The biggest challenge was downwind where a number of competitors capsized by failing to keep the hull under the spinnaker. As we approached the weather finish near NCYC, the amount of both direction and velocity intensified, and it was quite a handful to manage. A few 15+ degree shifts, with winds in the high teens, resulted in a number of almost "auto tacks" with me being submerged once with the tiller hard over as we approached the weather mark. Using a loose cover, playing the shifts and being bit conservative downwind, we held on to take first on the upwind finish, followed by the ever-present Lenny Krawcheck in second, Edward Wagnon in third and a very fast Adam MacDonald fourth.

On Day 3 the wind was light and shifty. The AP came down in an attempt at a race, but it was quickly abandoned after a 40+ degree wind shift. Done for the day—game, set and match.

While we all hoped to have a few more races, those we did have resulted in great competition. Thanks again to North Cape and all involved for putting together a first-rate event, great racing, delicious food and drink—a most gracious atmosphere indeed. Coming back to NCYC was like visiting with an old friend, and meeting many new friends from around the country on my first Lightning NA made this year's North Americans a memorable event.

Cheers,

Dave Lyons

NA President's Cup Runner-Up

14933-Redlion - Fleet 216

NORTH AMERICAN

Pos	Bow#	Crew
1	24	Lenny Krawcheck, Oliver Humphries & Elise Annis
2	51	David Lyons, Frank Lyons & Dianna Synowiec
3	17	Adam MacDonald, Joy MacDonald & Laura Jeffers
4	44	Edward Wagnon, Stewart Fosscoco & Brian Bahler
5	43	Tom Vickers, Lindsey Vickers & Ben Mercer
6	27	John Morley, Jane Allen & Phil Morley
7	11	Ian Edwards, Lindy Edwards & Deanna Newman
8	26	Matthew Morin, Kevin Morin & Michael Morin
9	29	Craig Pomeroy, Erin Pomeroy & Abbey Pomeroy
10	6	Aroldo De Rienzo III, Alexandra De Rienzo & Jorge Murrieta
11	37	Bob Shutt, Zach Austin & Lisa Meadows
12	55	Ed Bayer, Paul Maurer & Emily Simon
13	48	Mike Welch, Brian Beaudet & Fred Blackmer
14	58	Trey Rose, Andrew Lockheart & Mike Garza
15	8	Kenneth Deyett, Mary Endsley & Ali Deyett
16	5	Pete McGinity, Dale Krcek & Mary Gemberling
17	23	Jody Kjoller, Jason Wells & Colin Mackay
18	80	Bill J Allen, Stewart Webster & J R Kendall



Mike Welch, First-time NA skipper, with crew
Brian Beaudet and Fred Blackmer

PRESIDENT'S CUP

R1	R2	R3	R4	Total
1	2	2	2	7
7	4	3	1	15
5	6	1	4	16
11	1	5	3	20
9	3	4	6	22
2	9	6	7	24
4	11	7	9	31
12	5	9	5	31
6	8	8	19\DNS	41
10	19\DNF	10	10	49
15	19\DNF	13	8	55
19\DNF	12	12	12	55
13	7	19\DNF	19\DNS	58
17	19\DNF	11	11	58
3	19\DNF	19\DNS	19\DNS	60
14	10	19\DNS	19\DNS	62
8	19\DNF	19\DNS	19\DNS	65
16	19\DNC	19\DNC	19\DNC	73



Jody Kjoller, First-time NA skipper, with crew Jason Wells and Colin Mackay

NA PRESIDENT'S CUP CHAMPIONS



CHAMPIONS: Lenny Krawcheck, Oliver Humphries, Elise Annis



2nd Place: David Lyons, Frank Lyons, Dianna Synowiec



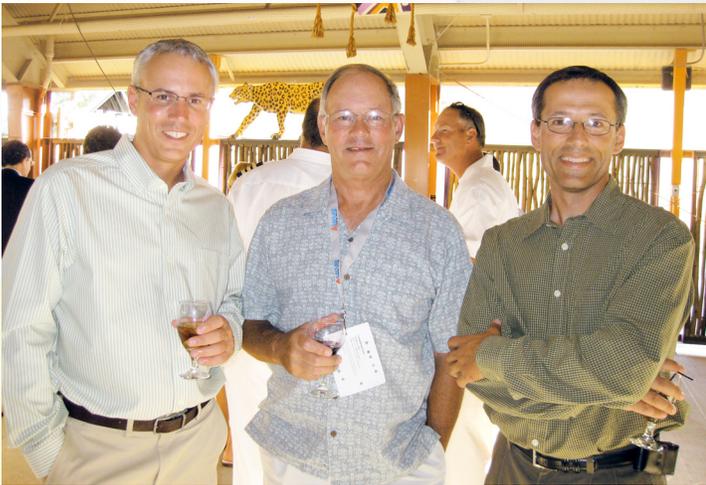
3rd Place: Adam MacDonald, Joy MacDonald, Laura Jeffers



4th Place: Edward Wagnon, Stewart Fosscoco & Brian Bahler



5th Place: Tom Vickers, Lindsey Vickers & Ben Mercer



SPECIAL



Elfman Award – Rob Ruhlman
Highest finishing Master who also competed in the Masters NA Championship Regatta



McDermott Award – Aroldo de Rienzo
For the most improved in the qualifying series compared to the prior year



Fallon Trophy – Chris Hamilton
To the last boat to qualify for the Championship Fleet series compared to the prior year

AWARDS



Fleet 36 – Adam MacDonald
Highest placing junior skipper



Thermis Trophy – Charlie Wardwell
to the highest finisher in the Championship
Fleet who has never qualified before



Swanson Trophy – Caroline Patten
To promote and encourage
women skippers



Kaleigh Wilday Trophy – Jenna Probst
To the youngest competitor
11 years old

SPECIAL AWARDS

North American Championship Colin Park Award
David and Jody Starck
Highest finishing couple – picture on page



NA President's Cup Colin Park Award
Ian and Lindy Edwards – Highest finishing couple

Appreciation Awards

Laurie Dieball – Regatta Chairman

Dave Shaffer – Principal Race Officer

Barb Shaffer – Scoring

Barb Hickey – Facilities

Chris Princing – Trophies and Awards

George Sipel – Measurement Chair

Skip Dieball – Administration / Chairpersons Psychologist

Heidi Schultz – Head of finances, banquet coordinator, registration

Dean Cady – Judge

George Griswold – Judge

Jim Keane – Judge

June Shaw – Judge

Hank and Ester Calahan – Honorary Regatta Chairpersons

Ernie Dieball – Dock and Grounds

Jeff Hagman – Support Boat Coordinator

Mike Scott – Social Chair

Phyllis Lark – Public Relations and Design

Vice Commodore Ken Kania – NCYC Liason

Travis Weisleder – Title Sponsor

North Cape Yacht Club

FUN FACTS

In 2011 we had 12 first-time North American Skippers
Different skippers won each race in the Championship and President's Series
27 boats had 2 or more family members aboard
6 boats were all family boats!



Schmahl all-family boat



Bow 27—John Morley, first time skippering NAs



Bow 5—Peter McGinity, first time skippering NAs
Bow 8—Deyett all-family boat



Craig Pomery—first time skippering NAs and
all-family boat



Trey Rose – first time skippering NAs



Probst all-family boat



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Lightning Family News Just Arrived!



Welcome Emma Savannah!

Emma Savannah Mueller was born August 19, 2011, at 9:34 AM, 7 pounds, 13 ounces, 21 inches, at St. Rafael's Hospital in New Haven, Connecticut.

Her proud parents are John W. (Jay) Mueller III and Mary Amellin Mueller. She adds another generation to the Mueller Lightning legacy!

Calling Out All Smart Phones Owners!



Want to help grow the Lightning Class? Go to YouTube, and download/save the wonderful Lightning Class video that is there (the one with Greg Fisher planing away under spinnaker at the end yelling 'YeeHa!') to your phone.

Keep the icon on your screen, and whenever someone finds out you are a sailor and says "Oh, really?", pull out your phone, start up the video, which is quite professionally done, and tell them that you sail Lightnings, just like the action on screen. This will make us all instant, professional, ambassadors for the Class. It will get you crew, help grow your fleet, and be a lot of fun to boot!

If you search 'Lightning sailboat' or something similar on YouTube, you will find the video easily.

*Bill Cabrall
Fleet 488, Fleet Captain*

Calling all graphic designers and creative people!!

Would you like a chance to win a \$50 gift certificate to APS? Well, here is your chance...

Turn in the best logo design for the 2012 Southern Circuit, and it's yours! Your design will be seen by hundreds of people on shirts, glasses and in advertisements for the regattas. The creative design must include recognition of the three regatta stops: Savannah, Miami and St. Petersburg. We are looking for a .jpg file with a maximum size of, 2.25 inches high by 3.5 inches wide.

Please send any questions or submit your entry to southerncircuit@lightningclass.org by November 30, 2011.

2012 Southern Circuit — Save The Dates — March 10–18, 2012

Savannah: March 10–11 / Miami: March 12–14 / St. Petersburg: March 15–18



NORTH AMERICAN WOMEN'S CHAMPIONSHIP



**CHAMPIONS: Maegan Ruhlman
Abby Rowlands & Laura Jeffers**



The Lightning Class has always been home to me. Having grown up sailing at Pymatuning Yacht Club, my true love and passion for the racing and competitive side of sailing flourished once I started traveling on the Lightning circuit, interestingly enough, at North Cape Yacht Club. I'll admit that at that particular point in life, I may have been a bit more interested in my home life, school, and the sports teams I belonged to; however, after two weeks, my world would never be the same. It's hard to pin point what I love most about the Lightning Class, but one thing I deeply cherish is the precious balance we strike between tough competition and a family friendly, non threatening atmosphere. Having focused much of my sailing away from the Lightning Class over the past few years, I can certainly say, it feels great to be back home!

I consider myself very lucky as a female sailor, as I grew up surrounded by strong, successful, and confident women sailors who had a huge impact in my growth and were wonderful role models. I started as a crew for my brother, and distinctly remember the dilemma Martha Fisher and I faced the next year with wanting to sail the Juniors but not being able to find a boy to skipper for us. Well, clearly that didn't last long, as my parents talked me into driving the boat, and Martha and I started our journey into the world of female sailing, almost always sailing with an all-girl crew. I knew, from that moment forward, that we were luckier than all the boys, because once we aged out of juniors, we could still have our two weeks in paradise at the beginning of August by competing in the Women's North Americans.

This year at North Cape was a special one for me because, as I previously mentioned, the first NAs I ever competed in was at NCYC. In the past, I remember the “adults” always talking about NAs in terms of not only place, but year. This was funny because to me and my friends, no year was needed, it was just North Cape, Connecticut, Buffalo, Sheboygan, etc.

As I look back and begin to describe North Cape 2011, I wonder—does this mean I’m now an “adult?” I think that pretty much sums up that week for me. So much has changed since 2001, and yet, some things just never will. I remember dancing in 2001 to the bands on various nights with Joy MacDonald. I remember dancing in 2011 to the bands on various nights with Joy MacDonald.

In 2001 what hooked me the most was the deep connections that were formed amongst all of us juniors. The friends I made there are still some of my closet and most cherished friends. Though growing older has lead us down different paths, whenever we find our way back together, life couldn’t feel more right. Indeed, in 2011, everywhere I looked, I saw juniors crowded together laughing, sharing stories, talking about racing, playing games, and enjoying this wonderful world we are lucky enough to live in.

While I spent most of the week living in déjà vu, there were often reminders of how things have changed. My front crew, Abby, and I spent a few summers together coaching at Edgewater Yacht Club in Cleveland, Ohio, where we taught, among many, three little boys around the age of ten. Imagine my surprise when Abby and I were walking through registration and I turned to her and said, “weird, that guy looks like an older version of Stu, doesn’t it?” Abby turned to look and said, “Oh my God, that IS Stu!” The three little boys who were crazy little Opti Racers were now young men sailing a Lightning together. After getting over the initial shock of how tall they were, I couldn’t help but smile and think—well, it is sort of like an overgrown opti...

I realize these articles are supposed to be about the racing details, weather conditions, how my team worked together to finally do what we set out to do, but upon reflection, the aforementioned memories are the ones that stand out in my mind, much more so than the racing. I’ve been fortunate to race many different boats in many different places, whether fleet or match racing, and the racing is what it is. Some days are good, some great, and some are downright miserable. What makes the difference, makes the event, and makes





Jones Team

this Class is the remarkable group of sailors and friends we have accumulated. It is quite rare to find the talent that we have combined with such modesty, grace, and encouragement. The Lightning Class exemplifies that you're only as good as your competition, and I am proud to be a part of a community through which support and companionship courses through the veins.

Overall, I'd say the Race Committee at NCYC did the best they could with what they had, and it was a great sailing event because we saw a range of conditions. The driving was tough, and impeccable crew work was a must. I was fortunate to have rock stars in Laura Jeffers on tactics and spinnaker, and Abby Rowlands, who "does EVERYTHING." I certainly couldn't have made it through the week successfully without their intelligence, smooth maneuvering, quick thinking, patience, and humor.

In sailing, all too often, the skippers get the accolades. While there are a lot of talented drivers out there, the crews are the ones who gel everything together and get it done. Any good skipper should agree that his or her success lies in the hands of the crew, and I was very thankful to have Abby and Laura

with me for the week, especially on that last day when we had to go out and win the first race, and then beat Ali in the second. Everyone who knows me knows that I can get a bit wound up, and am, therefore, my own worst enemy. I distinctively remember crossing the finish line after the last race and thinking, wow, I can't believe we didn't mess that up. Trust me, I tried, but Abby and Laura were determined to overcome everything I put in our way—and they did an amazing job.

All in all it was yet again a fabulous week filled with many great memories. Though the particulars of racing are hazy to me now, some do stand out. In particular, I remember going down the final leg of the first race with a comfortable 7–8 boat length lead, only to all of a sudden find ourselves in a heated match race with Ali Jones and team. It ended with one good catch of a wave to cross the finish line, maybe three feet in front of their bow! Ali, Monica and Debbie put up a strong fight for first all week and certainly kept us on our toes.

As I think back on this week, particularly through female eyes, I am thoroughly impressed with not only the amount of girls in the junior program, but the amount of talent



Dial Team



they exude—whether as an all female team, a skipper, or a crew. One thing is for sure, this was a tough win to pull out for us, and it's only going to get tougher!

A final thank you to Laurie Dieball and team, Dave Schaffer and team, North Cape Yacht Club, Hank on the hoist, Coach Nick, my female competitors, my awesome crew and

everyone who attended this year's WJMs! Of course, I simply cannot thank my parents, Rob and Abby Ruhlman, enough for everything they have done and continue to do to support me in all areas of life, but especially in sailing. I am proud to be a part of this Class, and I am SO happy to sail under my brand new pink flash!



Princing Team

NORTH AMERICAN

Pos	Sail #	Crew
1	15075	Maegan Ruhlman, Abby Rowlands & Laura Jeffers
2	4249	Allie Jones, Monica Jones & Debbie Prost
3	14702	Karen Dial, Kathy Gaddy & Diana Winsley
4	14933	Jennifer Prancing, Jamie Vanderhovel & Caroline Longshore



WOMEN'S CHAMPIONSHIP

R1	R2	R3	R4	R5	R6	R7	Total
1	1	2	2	(3)	1	1	8
2	2	1	1	1	2	(3)	9
3	(5\DNF)	3	3	2	3	2	16
(4)	3	4	4	4	4	4	23

The Future of Women's Lightning Sailing looks STRONG!



The Buffalo Canoe Club Girls: (left to right) Christine Moloney, Allie Jones, Julianne MacDonald, Kayla Oak, Lauren Jones, Joy MacDonald, Abby Bennett and Maggie MacDonald



Kayla with her parents, Scot and Suzanne Ellis



How about an A3 Team? Abby Rowlands, Abbie Probst and Abby Ruhlman



NORTH AMERICAN JUNIORS' CHAMPIONSHIP



**CHAMPIONS: Jason Lutz
Jonathan Lutz & Tommy Zanowic**



Back in August of 2008, I was lucky enough to have won the Junior North Americans while manning the middle for my cousin, Taylor. I was ecstatic to have won, but, at the same time, was not completely satisfied and made it my goal to win the regatta again, except next time as a skipper. Of course, to try to accomplish my goal, I would need to recruit a first-class team. My brother, Jonathan, returned for a second year to be my bowman, while I enlisted one of my best friends and longtime sailing partner, Tommy Zanowic, to fly the spinnaker. After winning our only "tune-up" regatta, the New Jersey State Junior Championship, we felt confident about our chances as we headed out on our ten-hour drive to North Cape.

We woke up on day one to a strong westerly breeze and building chop out on the Lake. We struggled to find our "groove" during the first

race of the day and finished a disappointing sixth. We immediately called that race our drop and regained our focus for Race 2. After a few minor adjustments for the building breeze, we got off to a great start, hiked the boat flat, and never looked back as we won the race comfortably. The Race Committee decided not to sail a third race, due to the breeze, and we found ourselves two points out of first after day one.

Day two brought lighter breeze with some remaining lake chop from the day before. The first race of the day started poorly, as we rounded the first windward mark in sixth, but the combination of Tommy's excellent spinnaker work downwind and our pure speed upwind helped us finish second. After winning the second race of the day, we found ourselves at the top of the fleet again in Race 3.

As the breeze was quickly dying, we finished a close second and ended the day at the top of the fleet by five points. I pleaded to the Race Committee to finish the regatta that night, as I was hoping to continue our hot sailing, but had no such luck.

Although I hoped for breeze, we began day three in similar conditions to day two—lighter air and more Lake Erie chop. Race 1 was a struggle for my team, as we found ourselves struggling to hang with the leaders. Although we did not have the start to the day we had hoped, we still led by three points heading into what would be the final race of the regatta.

In the final race, we rounded the first windward mark in third, but soon caught both boats to round the leeward gate first. We again used our upwind speed to cover the fleet and stay ahead of the boats we needed to beat. Although we lost the race to a very fast Christine Moloney, we were ultimately satisfied because we soon learned, after a few minutes of nervously waiting, that we were finished for the day and had clinched the regatta. A pair of former champions,

Connor Godfrey and Timmy Crann, rounded out the top three.

Winning this regatta would not have been possible without the help of my teammates. Jonathan did an outstanding job calling the breeze and helping me with tactics, while Tommy flew the spinnaker like a pro, used his long legs to help hike the boat flat and, most importantly, kept my nerves under control! I would like to thank Mr. Shaffer and his race management team, who did a great job getting seven races off in the always changing conditions. I would also like to recognize Laurie Dieball, Heidi Schultz, and the rest of the North Cape Yacht Club volunteers, who did a fantastic job organizing a successful regatta. And last but not least, we could not have won this regatta without the support and guidance from my father, Jody Lutz. Ever since I was seven years old in the Optimist Class, he has been right there to coach me—and give me a little push when needed! He has been my number-one supporter, and I am especially proud to have my name engraved, thirty-one years later, alongside his on the Junior North American trophy.



NORTH AMERICAN



CHAMPIONS: Jason Lutz, Jonathan Lutz, Tommy Zanowic



2nd Place: Connor Godfrey, Henry Ring, Brian Markarian



3rd Place: Timmy Crann, Sam Jones, Lauren Jones

JUNIORS' CHAMPIONS



4th Place: Christine Moloney, Kayla Oak, Julianne MacDonald



5th Place: Joy MacDonald, Adam MacDonald, Abby Bennett



6th Place: Mike Gemperline, Scott Vining, Stu Wallace



7th Place: Kayla Ellis, Nick Lojek, Austin Neuman



2012 Lightning Youth World Championship July 23-27

USA, Canada and Italy all have committed Teams! How many other countries can commit to sending at least one Junior Team?? Please contact VP of Youth Worlds, David Starck, VP Lauri Hemming or Regatta Organizer Erik Hartman for more information!

See page 65 for details.

NORTH AMERICAN

Pos	Sail#	Crew
1	15166	Jason Lutz, Jonathan Lutz & Tommy Zanowic
2	15417	Connor Godfrey, Henry Ring & Brian Markarian
3	15122	Timmy Crann, Sam Jones & Lauren Jones
4	14672	Christine Moloney, Kayla Oak & Julianne MacDonald
5	15246	Joy MacDonald, Adam MacDonald & Abby Bennett
6	15202	Mike Gemperline, Scott Vining & Stu Wallace
7	14927	Kayla Ellis, Nick Lojek & Austin Neuman
8	15251	Abbie Probst, Danny Jordan & Max Cahn
9	15213	Michael Schmahl, Andrew Schmahl & Bradey Wright
10	14416	Kayleigh Godfrey, Erin Godfrey & Iliana Ring
11	14635	Harry Waskow, Waskow & Waskow



**Team Abbie Probst,
Danny Jordan, Max Cahn**



**Team Michael Schmahl,
Andrew Schmahl, Bradey Wright**



**Team Kayleigh Godfrey,
Erin Godfrey, Iliana Ring**

JUNIORS' CHAMPIONSHIP

R1	R2	R3	R4	R5	R6	R7	Total
-6	1	2	1	2	6	2	14
3	-7	1	2	4	4	3	17
4	2	3	5	-7	1	4	19
5	-8	6	3	3	3	1	21
1	5	-8	8	1	2	5	22
2	3	5	4	5	5	-7	24
-8	6	4	6	6	8	6	36
7	4	7	7	-8	7	8	40
(12\DNF)	12\DNS	9	9	9	9	9	57
9	9	-10	10	10	10	10	58
(12\DNC)	12\DNC	12\DNC	12\DNC	12\DNC	12\DNC	12\DNC	72



Hank Calahan – Champion of the Hoist!



NORTH AMERICAN MASTERS' CHAMPIONSHIP



**CHAMPIONS: Peter Hall
Ched Proctor & Stephanie Boucher**



Fantastic Fun event!! North Cape Yacht Club volunteers and staff exceeded all expectations—first class race management, on shore meals and beverages, and young and old friends enjoying themselves. The Women, the Juniors and the Masters appreciated the Dieball family's leadership, Dave and Barb Shaffer and Lou and Marty Johnson's superior race management, arranging the good winds, sunny weather, launch crew and master organizer in the parking lot.

For those who cannot remember, go onto the website and review the live every 5 minute feed from the races! NCYC –AMAZING!!

21 Masters competed for 3 days – who says the lightning class is not growing its participation and enthusiasm!

CAN 15210 – Peter Hall, Ched Proctor, and Stephanie Boucher (1,1,1,4,5,1) won by only one point over our President Rob Ruhlman, Abby Ruhlman and Nick Turney (2,2,2,2,1,7).

In the fifth race, Rob won and Peter came fifth—making the final race the 'big show down.' In light NE air, somehow Peter and Rob were close to each other at the start, Rob crossed the starting line a little early, and Peter finished first and Rob sailed a good drop race for a seventh.

Brian Phelan, Mari Martin and Rick Evans finished 3rd, and improved their results (10,11,3,1,5,3). Many crews had individual excellent results but found the overall conditions, wind direction and waves challenging.



Ruhlman Team

Some legends just keep going—“Younger Next Year?” Everyone had fun, and we all thank the “Yellow Jackets NCYC” for their commitment, time and effort to facilitate the ILCA celebrating another successful year.

I especially want to thank Ched Proctor and Stephanie Boucher for guiding us around the course and keeping us out of trouble!



Phelan Team

NORTH AMERICAN

Pos	Sail#	Crew
1	15210	Peter Hall, Ched Proctor & Stephanie Boucher
2	15257	Rob Ruhlman, Abby Ruhlman & Nick Turney
3	13817	Brian Phelan, Mari Martin & Rick Evans
4	15055	Hugh Hutchison, Marc Venables & Gary Swangler
5	15430	John Waechter, John McCree & Bruce Richards
6	14688	Georges Peter, C H Ritt & Eva Burpee
7	15200	Tom Klaban, Marie Klaban & Giselle Ow-Yang
8	14680	Ed Roseberry, Peter Godfrey & Andy Wright
9	14744	Bob Starck, Jim Eagan & R. Brian Starck
10	15402	Fernando Rabago, Yon Belasteguigoiti & Joaquin Bargallo
11	14830	David Laidlaw, Geoff Moehl & Ryan Mabie
12	13719	Bill Young, Ross Young & Mike Brock
13	15346	Mike Hecker, Gary Reinheimer & Salo Korn
14	15315	Bill Cabrall, Raeyane Farrell & Rebecca Bevirt
15	14572	David Fedak, Wayne Knibloe & A J Rush
16	15230	Bob Mathers, John Mathers & Caleb Mathers
17	13910	Bill Allen, Edward Wagon & Bryan Bahler
18	13985	Norman Burns, James Bowers & Geoffrey Nelson
19	14652	Ed Dziuba, Regina Wilking & Paul Nagel
20	15185	Bruce Finsilver, Josh Hevron & John Snyder
21	14449	Dale Krcek, Matt Warner & Paul Cuthbertson



MASTERS' CHAMPIONSHIP

R1	R2	R3	R4	R5	R6	Total
1	1	1	4	(15)	1	8
2	2	2	2	1	(7)	9
10	(11)	3	1	5	3	22
(8)	5	8	7	3	4	27
6	6	6	3	8	(15)	29
4	7	5	(11)	7	6	29
7	(13)	9	10	2	2	30
9	(22\DNF)	7	5	4	5	30
3	3	(14)	14	10	8	38
5	4	11	(15)	9	14	43
(13)	12	4	13	11	9	49
11	8	(16)	16	6	12	53
(17)	10	12	8	14	17	61
(18)	9	10	17	16	10	62
15	(16)	13	9	13	13	63
12	18	(19)	12	12	11	65
16	14	17	6	19	(22\DNF)	72
14	15	18	(19)	17	18	82
(20)	19	15	20	18	19	91
21	(22\DNF)	20	18	21	16	96
19	17	(21)	21	20	20	97



NORTH AMERICAN



CHAMPIONS: Peter Hall, Ched Proctor, Stephanie Boucher



**2nd Place: Rob Ruhlman
Abby Ruhlman, Nick Turney**



3rd Place: Brian Phelan, Mari Martin, Rick Evans

MASTERS' CHAMPIONSHIP

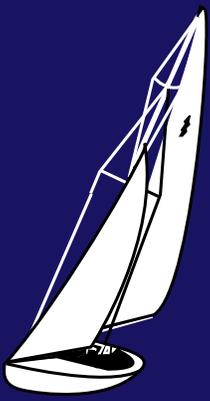


MINUTE TO WIN IT



FUN TIMES AT THE NAS





Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

8th Annual Wooden Lightning Get Together

Bob Astrove



We arrived late afternoon and helped other early arrivals rig their boats. Saturday mornings at these events start slow, as participants need a lot longer to set up their boats than many of the active racers in the Class. That, plus the requisite wait for wind, added up to a slow lazy morning.

But the breeze kicked in at noon, and after a great OYC lunch, we all went out sailing. The breeze started off at just the level you want for a classic boat even, six to ten. But uncharacteristically, it kept building as we progressed through our six windward leeward races.

By the end of the day we were in 15 to 20 mph winds. Most remarkably, there were no serious mechanical breakdowns on any

of the boats. This is not unnoteworthy in an event where the newest boat is thirty years old, and the oldest, Eric Ringdall's Lightning #82, was sporting a nice set of real cotton sails.

There was a much more competitive group this year compared to past events, and that was great. Of the seven boats five of the skippers have decades of Lightning racing experience, and the boats were largely rigged to modern standards.

We were lucky again to prevail in the competitive part of the weekend with five firsts. However that does not do justice to just how close the races were. For example, in the last race we were clearly behind the leader, Craig Thayer, when he blew a jibe and put

his boat in the drink, allowing us to sail past for the win.

Speaking of Craig's capsize, this was the first time we have had a boat flip at one of our classic boat events. And please remember, "classic" typically means not self rescuing and no floatation. Obviously, he required a tow, and we bailed the boat at the dock. But the good news is that no one was hurt, and the boat had no serious damage and was able to sail on Sunday.

The racing results this year were:

1. Bob Astrove 7603 (N&H)
2. David Little 13156 (Home Built)
3. Byrne O'Brien 10113 (Cayuga)
4. Roger Slade 8004 (N&H)
5. Craig Thayer 764 (Skaneateles)
6. Jamo Jones 9415 (Cayuga)
7. Eric Ringdall 82 (Skaneateles)
8. Local OYC boat

Our Restoration Award at this year's Woody Regatta went to Jamo Jones sailing his Cayuga built #9415. His boat is now sporting a very nice green paint job. And while the restoration is not complete and he is still struggling with some leakage problems, the boat has come a long way in the past year. Congratulations, Jamo.

We also present a special award each year to the highest placing first time finisher in our annual Woody Regatta. This year that went to Eric Ringdall.

Our 2011 event was also attended by Mike Seibert and Bill Scott, who are both in the process of restoring Lightnings and plan to bring them to next year's event. Mike's boat is of historical interest in that it is one of the remaining Etchells-built Lightnings that were the cause of much disruption to the Class back in the 1950s. He is very anxious to get his boat out on the water and see if she is still as fast as the rumors say.

One of the things Onondaga Yacht Club is known for, and why the Woody group loves coming back year after year, is their spectacular hospitality. They serve a full lunch on both days, and we enjoyed a fabulous barbeque dinner Saturday night. After dinner we sat out on the porch off their beautiful Adirondack style clubhouse and enjoyed discussions on Lightning history, maintenance, repair, and looking through old yearbooks and Class documents. The event participants are always well taken care of at the Woody Regatta, and much of the thanks for that goes to Craig's wife, Sue.

This wraps up our Woody only events for 2011. This year we experimented with expanding our calendar from one to three events. Over the cooler months, we'll be busy planning next years event, and perhaps expanding to other venues. In addition, there is also some talk of a few boats going south in October to join the fun in Charleston, South Carolina.



[Click Image to View Photo Gallery](#)

EUROPEAN CHAMPIONSHIP

AUGUST 3-8, 2011



SUI 13790, Urs Wyler Team, on the run

The first day of racing brought two starts in the late afternoon. Wind was steady W 5 m/s and sun was shining. The SUI 13790 team, with Urs Wyler in the helm, took a clear lead in the series by winning the Race 1 and scoring 2 in the Race 2.

Three race were sailed the second day in perfect SW 5 m/s wind in warm sun shine. FIN 15369, Lauri Hemming, climbed to the leading position after the first two races of the day, Races 3 and 4, as the SUI 13790

took their possible future discard and finished as 13th. Both first races were won by FIN 14958, skippered by Kimmo Aromaa.

FIN 15369 was, however, beaten in the last race, Race 6, where SUI 13790, Urs Wyler, scored 1, taking back the lead. Both leading boats were then within one point of each other, and the regatta was getting really exciting. After Race 6 a discard applied. An excellent barbecue party was enjoyed by all at Ruissalo Spa Hotel.



Barbeque



Lauri Hemming and the Crew



Visiting Lightning Sailors



Young Lightning Sailors

Day 3 brought rain and varying winds from S 4-8m/s, with some gusts due to thunder clouds. SUI 13790, Urs Wyler, secured the leading position by winning Races 6 and 8 and scoring 2 in Race 7. FIN 15369, Lauri Hemming, was in clear second position by winning Race 7.

There was very tight competition for the overall third position, where Niko Lappalainen, Kimmo Aromaa and Piry Aalto all had good chances, as they were only six points apart and all had similar discards. Sunday racing would be tight to define the winners. Sun and S-SW 5 m/s were expected.

On Sunday, the final day, two races were sailed. SUI 13790, Urs Wyler, secured their victory, Lauri Hemming was clearly in second position, and Niko Lappalainen continued good racing taking the third position.

Thank you to all Lightning sailors for coming to Turku, and we hope to see you again.

As the Chairman for the Lightning Class board in Finland hosting the event, I would like to thank all competitors, especially those from abroad, and our young sailors for making such a great event. We were lucky to enjoy excellent weather conditions with rather light winds. The wind conditions were rather tricky, and the winners, Messrs Wyler, Durr and Durr from Switzerland, predicted and controlled the shifts best. I believe the most valuable contribution made by them to European Lightning sailing is that you can stay on top for decades and experience counts!

Lauri Hemming



Click on images to view photo gallery

EUROPEAN

Pos	Nat	Sail#	Helm	Crew	Yacht Club
1	SUI	13790	Wyer Urs	Dürr Gilbert, SCM - Dürr Walter, SCM	SCM
2	FIN	15369	Hemming Lauri	Varheenmaa Antti, WSF - Hemming Maria, HSK	HSK
3	FIN	15341	Lappalainen Niko	Kanerva Kari, TP - Hannila Pasi, TP	TP
4	FIN	14364	Salminen Samppa J	Kotimäki Tero, JVS - Nurmi Heikki, JVS	JVS
5	FIN	14638	Leppänen Matti	Mari Leppänen, TP - Ahola Kalle, JVS	TP
6	FIN	14958	Aromaa Kimmo	Aromaa Pirita, M - Aromaa Mika, M	M
7	FIN	15189	Aalto Pyry	Suutari-Jääskö Eeli, TP - Suolahti Laura, TP	TP
8	NGR	15461	Schwantz Gary	Hartman Erik, TP - Karhussaari Valtteri, TP	Lagos
9	FIN	15372	Elfving Henry	Elfving Seija, LPS - Pukki Esa, SP	LPS
10	FIN	15331	Pesola Sakari	Kuisma Saara, TP - Pesola Laura, TP	TP
11	FIN	15371	Paloma Markku	Vartiainen Kari, OPS - Raappana Ari, OPS	OPS
12	FIN	14018	Lappalainen Aleksi	Aalto Matti, TP - Hartman Rosabella, TP	TP
13	FIN	14534	Aalto Esko	Aalto Sari, TP - ,	TP
14	FIN	14352	Pötry Eppu	Kangas Riitta, TP - Pötry Jukka, TP	TP
15	FIN	6838	Lehtinen Esko	Lehtinen Jukka, JVS - Lehtinen Olli, JVS	JVS
16	NGR	15274	Calvin Julian	Skaalum Olav, Lagos - Skaalum Mikkel, Lagos	Lagos
17	FIN	12258	Tulomäki Heikki	Souru Suvi, JVS - Souru Sini, JVS	JVS
18	FIN	15056	Savela Juha	Aalto Pekka, KPS - Jalkanen Timo, KPS	TP
19	FIN	14761	Hartman Tarja		TP
19	ITA	13706	Giacalone Roberto	Prinzivalli Pasquale, CV Marsala - Maggio Guglielmo, CV Marsala	CV Marsala



Champions: Urs Wyler, Gilbert Dürr, Walter Dürr

CHAMPIONSHIP

R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Ttl	Nett
2	1	(13)	2	1	1	2	1	1	2	26	13
5	8	2	3	2	5	1	4	7	(14)	51	37
6	2	(14)	10	6	4	3	7	4	7	63	49
3	5	4	8	5	13	(22 DSQ)	13	6	1	80	58
1	4	(17)	11	8	6	4	6	8	11	76	59
11	(13)	1	1	10	7	6	5	11	9	74	61
4	9	9	5	16	8	7	2	(22 DSQ)	3	85	63
7	(11)	10	9	9	9	5	10	3	4	77	66
12	6	12	(15)	4	10	8	8	2	10	87	72
(17)	14	11	4	7	12	10	3	10	5	93	76
10	3	6	(14)	3	14	9	11	14	13	97	83
13	15	3	6	12	(17)	15	12	5	6	104	87
14	(21 DNF)	15	7	11	3	13	18	15	12	129	108
16	7	(18)	12	14	11	12	16	13	8	127	109
15	12	8	(17)	15	2	17	14	12	17	129	112
8	10	(16)	13	13	15	16	9	16	16	132	116
9	16	5	16	17	16	14	15	9	(18)	135	117
(18)	17	7	18	18	18	11	17	17	15	156	138
(21 DNC)	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	210	189
(21 DNC)	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	21 DNC	210	189



Runner-ups: Lauri Hemming, Antti Varheenisaa, Maria Hemming

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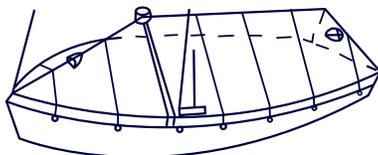
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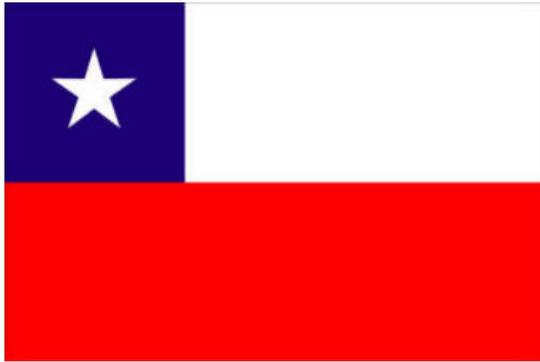


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Chilean National Lightning Championship

December 28 to 31, 2011

Puerto del Estero, Pucon, Chile



SCHEDULE

Wednesday, December 28

Registration & Measurement from 11:00 to 13:00

17:00 Warning signal for first race of the day.

19:00 time limit for warning signals

Thursday, December 29

14:00 Warning signal for first race of the day.

18:00 time limit for warning signals

21:00 camaraderie barbecue at Puerto del Estero

Friday, December 30

14:00 Warning signal for first race of the day.

18:00 time limit for warning signals

Saturday, December 31

14:00 Warning signal for first race of the day.

18:00 time limit for warning signals

21:00 Closing & award ceremony, Lightning class New Years Eve Party!

For further information please contact the Chilean Lightning Class Association:

Web: www.lightning.cl

Newsgroup: <http://groups.yahoo.com/group/lightningCHI/>

To subscribe to the newsgroup send an email to:

lightningCHI-subscribe@yahoogroups.com

Chairman of organizing committee: Patricio Flores F

Email: patriciofloresf@gmail.com

BROTZ

Pos	Sail#	Skipper	Crew	Crew
1	15390	Todd Wake	Kristine Wake	Lynelle Reak
2	14778	Mike Tennity	Brian Phelan	Mary Marten
3	14994	Dan Reichelsdorfer	Michou Reichelsdorfer	Bailey Dolson
4	14938	David Stix	Mark Wessel	Cristina Chadwich
5	15158	Pete Orlebeke	Kim Orlebeke	Cole Orlebeke
6	15119	Ric Larson	Eric Larson	Lori Jost
7	14106	Craig Pomeroy	Abbey Pomeroy	Crystal Pomeroy
8	15137	Steve Adamski	Laurie Reinen	Mike Laing
9	15301	Kathy Lindgren	Denise Cornell	Maciej Zieminski
10	14582	Doug Olson	Bill Dean	Bret Leibmann
11	15143	Joel LeMahieu	Greg LeMahieu	Tim Baccus
12	14234	Paul Bartelt	Beth Bartelt	Craig LeBlanc



Champions: Todd Wake, Kristine Wake, Lynelle Reak



2nd Place: Mike Tennity, B

THE DUCK

Pos	Sail#	Boat	Skipper
1	14548	Painkiller	Jon Guth/Jonathan Lange//Mike Constants
2	15024	Lube Tube	Trevor Prior/Danielle Prior/Matt Jay
3	15131		Patrick Phelan/Jason Phelan/Barb Hill
4	15142	Shadowfax	Nabeel Alsalam/Lisbet Kugler/Aaron Boesnecker
5	15055	Enigma	Hugh Hutchison/Cecile Steinriede/Gary Swangler
6	15083	Killer Biscuits	Jason Werner/Sharon Slieker-Jay/Jenn Millar
7	15135		Mark Sanford/Jen Adams/Heather Heinrich
8	14485	Deux Poissons et un Chat	Ron Buchanan/Jeff Ullman/Aubrey Wardwell
9	15093	Hers	Joan Hurban/Gary Hurban/Tyler Braun
10	14699	Toodle-oo	Allan Crew/John Mangen/Kent Steinriede
11	14484		Mike Mays/Mike Rabbetts/Mary Cairns
12	14525	Spitfire	John Bates/Hans & Michelle Roadenhauser
13	15118	Yellow Boat	Star Mikell III/Maggie Lee/Gary Hoffer
14	13989	Forty Two	Mike Maygar/Amber Maygar/Rob Pheris
15	13939	Rolling Thunder	Bill Johnson Jr./Bill Johnson III/Scott Davidson
16	15363	Sundancer	Greg Kelly/Bonnie Kelly/Bruce Heida

REGATTA

R1	R2	R3	R4	R5	R6	R7	Total
1	1	(2)	2	1	1	1	7
3	3	(8)	3	2	4	4	19
2	4	1	4	4	(7)	5	20
4	5	3	5	(9)	5	2	24
6	7	4	1	3	(10)	6	27
(9)	2	5	7	8	2	8	32
5	6	7	6	5	(8)	7	36
(8)	8	6	8	6	6	3	37
7	9	10	(11)	7	3	9	45
12	11	11	10	10	9	(13)	63
10	10	9	9	(13)	13	13	64
11	12	12	12	(13)	13	13	73



Brian Phelan, Mary Marten



3rd Place: Dan & Michou Reichelsdorfer, Mary Marten

CHALLENGE

R1	R2	R3	R4	R5	R6	Total
1	1	1	[8]	4	5	12
3	3	[7]	4	3	2	15
[8]	4	2	1	5	4	16
4	[9]	9	3	2	1	19
7	2	5	2	[8]	3	19
5	7	4	[13]	1	8	25
2	6	6	5	[14]	6	25
10	8	3	6	7	[17/DNF]	34
15	5	10	10	6	[17/DNF]	46
9	10	8	9	[17/DNC]	17/DNS	53
13	13	[16]	11	9	9	55
6	12	12	14	12	[17/DNF]	56
14	14	11	7	11	[17/DNF]	57
12	[15]	15	12	13	7	59
11	11	14	16	15	[17/DNF]	67
16	16	13	15	10	[17/DNF]	70



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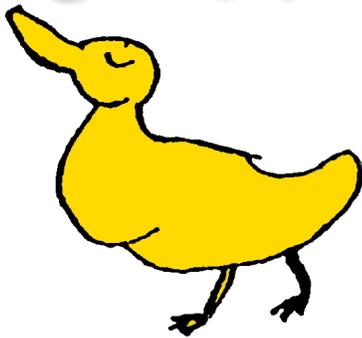
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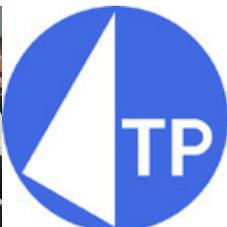
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2011 Southern Circuit

Savannah

1,2,3,4,5,6,7,8,9

Miami

1,2,3,4,5,6,7,8,9,10

St. Pete

1,2,3,4,5,7,8,9,10

Circuit Overall

1,2,3,4,5,6,7,9,10



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- North Sails Manager **Nick Turney**
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- Town Hall Forum: What Can US SAILING Do For One-Design?, Jack Gierhart
- Growing Up – the transition from college to adult dingy sailing
- Lightning Boat Grant Program, **Laura Jeffers** and **Justin Coplan**
- Youth Can Re-energize Your Fleet
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15351 Nickels. Meticulously maintained. White hull, light gray deck, black rubrail. Garaged in off-season. Tacktick digital compass. NewS-wift Maffioli spin. sheets & Salsa Line main & jib sheets. Holt Allen snatch blocks on twing lines. Harken pin stop jib car system. Spin. halyard led aft. Jib wire & cloth double ended to side forward deck. Fiberglass rudder head & JCD tiller extension & universal joint. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers. One set of used North Fisher M/J & R2 sails. \$17,900. Also have little-used North Fisher M/J & R2 for additional cost. Contact Pierce Barden - Wilmington, NC m: 910-612-7224 piercebarden@hotmail.com

15317 Allen, 2007, white hull with light grey deck and cockpit, well maintained, good race record, fully race rigged with harken carbo blocks, carbo tiller extension, Tack Tick digital compass, Salsa type M, J, S sheets, 2 spin. poles one with taper ends, adjustable underway harken jib tracks, handy lock turnbuckles on both upper and lower sidestays, skiff type spin. halyard take up reel, hiking straps can be run either diagonal or across cockpit, extra thickness gelcoat on bottom, Fabricraft two piece trailing cover, full deck skirted cover, mast and rudder covers, Allen trailer, 3 sets of Fisher M & J and R-2 spins., one practice set, one regatta set, and one brand new set never been flown, boat never left in water, stored indoors during winters, \$21,000, get new Allen

boat speed for 2/3rds the cost. Contact, Steve Weeber, Dayton, Ohio, 937-866-1183 or stephenweeberdpm@gmail.com

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000.

The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15300 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 \$15,500.00 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 trailing, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagon at 765-749-8556 (cel) or email b.wagon46@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

15184 Nickels - Excellent condition. Dry sailed, 2 sets of North Sails, one nearly new. Trailer and stand. \$10,000. Boat located in PA, contact Mike (874) 336-6308

15064 Allen Excellent shape, minimum weight, well maintained and very fast. White hull and deck with a black rub rail, stainless board and Allen trailer. Two piece North trailing cover, mast cover and rudder cover. New mast 2009, 2 spin poles, and 3 full sets of sails North M5 main, 5a jib, R2 spins. One set of sails with only 6 days of use. \$16,000 negotiable. Boat currently located in Milwaukee, could be delivered to the 2012 Southern Circuit. Contact Richard Walsh (807) 937-6376 rwalshie@gmail.com

14963 Nickels, very little use, excellent condition, has not seen salt water, looks like new. All white hull, light gray non-skid on deck. All the latest go-fast controls. Ready to race. North/Fisher main, jib and spinnaker, lightly used, still very crinkly. Nickels galvanized trailer, wide bunks, long tongue, light bar, new wheel bearings, with bearing buddies, excellent tires including mounted spare. Covers included for mast, rudder and full sided mooring - all in great shape. Stored inside during off season. \$11,900 Contact Joe Dissette, Midland, MI (989) 631-2133 - other Lightnings available all price ranges.

14942 Allen. White hull, gray deck, new black rubrail. Meticulously maintained. Stored indoors every winter and year around for last seven years. Sailed primarily in fresh water. New mast in August 2009. Allen galvanized trailer with spare tire and holder. New hiking straps. Handylock turnbuckles on lowers. Front deck support for added stiffness. Forward position dual controls for vang, cloth, 16:1 jib wire and twings. Skipper dual controls for cunningham, backstay, traveler and bridle. Fiberglass wrapped mahogany and spruce Allen rudder. Full travel cover, separate mooring cover, full mast cover, one set of used North Fisher main and jib and one North R-2 spinnaker. Located near Philadelphia, PA. \$15,500. Contact Dick Moyer - 610-666-6523 or RRMoyer@verizon.net

14860 Allen. Minimum weight hull, sailed mostly in fresh water. Sailed minimally in Long Island Sound for past 3 seasons. Stored indoors for past 2 winters. One year old trailer. North Sails rudder and two piece travel cover. Handy-lock lowers. Three suits of North/M5 sails; one racing suit, two practice suits. Boat is located in Westport, CT and is race ready. \$12,000 OBO. As is. Please contact Kelly for more information 203-521-9384 or kelly.radecki1@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. \$7,500.00. Contact John at john@heagy.net or 419-873-5616

14411 Allen. Boat and all components in great condition for age. Sailed in freshwater. Always dry sailed. Winter storage has been inside. Light blue hull and white rub rails with White deck. Dual side controls with color-coded lines. Three Full sets of sails: main, jib, and spinnaker, great condition for club racing. Stainless steel centerboard. Deck compass. Aluminum oval spars. Spinnaker pole. Tiller with extension. Lifting bridle. Full Rudder Cover. Mast Travel Cover. Nearly new Full Sided dry sail cover. Galvanized Allen Trailer. Photos available if interested. Currently in dry sail in Liverpool, New York (Syracuse area) \$6,900. Contact Pete Osborne at 315-451-0486 (home) or 315-4404321 (cell) or posborne@appelosborne.com

14059 Nickels, good, decent racing condition, Red. Mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiberglass and original wooden), lightly used Nickels mast. Trailer included, but it probably needs to be replaced, it's fine for around the club, but not good for highway use. We love this boat, but can no longer store it, so it has to go - \$4,500. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

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. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

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. \$5,000, Located in Champaign, IL. Contact: D. Walker 202-436-4562, ddw1961@gmail.com

12379 - Nickels & Holman. 2 owners, 1 scooting, 1 slowing down. The boat is a great, very stable daysailer ideal for family fun or club racing. Includes 2 sets of sails (one set has wrong number), jib and main, plus one spinnaker. New cover. Stainless steel centerboard. Includes a Trailer which is serviceable but not currently registered. May be inspected at the Rock Hall Yacht Club, MD \$2000, Bill Edwards 410-778-5827 for viewing or details.

11885 fiberglass Allen, "Annie Oakley". Yellow hull in great condition. Two mains and two jibs, on set in decent condition, on in OK condition. Two spinnakers: one in very good condition the other is good but an older shape. Aluminum spars, with two spinnaker poles. Powder coated steel centerboard and rudder. Refinished teak floorboards and combing. New spinnaker and jib sheets. New main halyard. Steel trailer with fiberglass light bar/mast holder. Travel cover including top, bottom and mast cover. Mooring cover. Dry sailing cover. Call Aaron Frank in Colchester, VT at (802) 343-8954. \$2,300

11576 Lippincott White, with S.S. board. Competitive/ low weight/stiff. Roadworthy trailer. Multiple sets of sails. Needs some updated rigging/blocks & tiller. Located in

northern NJ. Pictures. Contact: Jay Richardson 973-271-8304 jayrich54@yahoo.com

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindscamp.org

10330 Allen. Fiberglass hull, mahogany trim, aluminum spars, steel centerboard, trailer. 2,500 OBO. Located in Topeka, KS. jayhawk1213@sbcglobal.net

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

9204 Siddons & Sindle, SS board has been removed and replaced, with new pivot bolt. Aluminum mast, new mainsail, recent jib. Trailer not pretty, but got me home with the boat 4 years ago! Most of the structural issues have been addressed. Outboard well nicely filled in with new glass and epoxy. Have a new outboard bracket for it, if you like. Wooden frames were replaced where necessary, all were re-bonded to tabbing. Cockpit very clean with Devoe epoxy coating in all the nooks and crannies, teak boards refinished and re-attached. Awlgrip topsides and bottom. Needs new SS rubrails, deck paint. Could stand to have coaming and toerails rebbed. Need to update running rigging. I lost my easy access to the water, that's why I want to sell the boat. Location, Maine \$950/offer Tom 207-321-9972 twoodruff@maine.rr.com

8033 Lippincott wood lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221

7868 Lars Olsen design, made in Red Bank NJ in 1960. The hull is glued cedar plank; the sole is teak, with mahogany trim. It was rebuilt in 1970 in Saybrook CT. Four owners, only fresh water sailed. Teak & mahogany inside, and has a plywood deck. I gave the original mast/boom to another woodie owner, and replaced with aluminum spars from someone in the Mallets Bay fleet. It's on a decent trailer w/new tires. When I pulled it in 2007, I flipped the boat and completely repacked the hull batting, and used potting compound on the keel plate. I removed the bottom coat, and re-coated with Interlux. The boat has been stored inside, under cover since then. The only work I see is to fabricate/replace a plate on one of the two bailers; I had installed a knotmeter transducer using the left bailer location, and then removed the knotmeter and the transducer plate, leaving a void around the bailer location of the same size as the original Harken (?) bailer. The *.pdf shows an aluminum tiller and fiberglass rudder; this is not what I'm offering, as that tiller/rudder is used on my 1988 boat (#14297). What goes

with #7868 is the wooden tiller and wooden rudder from the 1988 boat (swap). Also shown in the *.pdf is the aluminum boom, along with the aluminum mast that is included (and not the original spruce spar/boom). \$2,000 OBO, Located in Calais, Vermont. Bill Powell 802-223-1305 Bill.powell@wec.coop

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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Bottom hull and interior refinished. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1,500 or Free to qualified tax exempt organization. Bill Dever 518-374-8532 (h)wdever@nycap.rr.com

6431 David Beaton & Sons Build, 1950's. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommendable. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Ware-town, N.J. Asking price from present owners: \$1,500.00, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

96 Original construction - Skaneateles, NY 1940. 10 year rebuild - refloated 2002. Stephens revised drawings. New centerboard trunk, ribs, bottom and deck. Authentic rigging, wood mast and spinnaker poles. Excellent set of sails with spinnaker. Day sailor, not raced. Good lift cover and winter cover. Nickels trailer, new for boat in 2002. Dry stored in the winter. Lot of spares. \$2,500 OBO, John Hayes, 513-320-1217

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.



Bob Shutt, Bow 37, from Mansfield Fleet 150, skippering in his first North American Championships with his crew, Zach Austin and Lisa Meadows, lead 14933 and 14774 around the leeward mark. Dave Lyons, from Saginaw Fleet 216, is another first-time NAs skipper in 14933 sailing with his brother, Frank and Dianna Synowiec. Tom Vickers from Crescent Fleet 51 in 14774 is sailing with Lindsey Vickers and Ben Mercer.

International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

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