

**International**

# ***Lightning*** ***Flashes***

**Fall 2017, Volume 77, No. 1**

**Changing of the Helm:  
Todd Wake New Class President**

**Regatta Recap:**

**Southern Circuit**

**Atlantic Coast Championship**

**Women's, Junior and Master NAs**



**Recovery of the Lost Lightning Mold**

**Website Update**



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## Head to the Sunshine State this Winter!

Don't put your boat away for good — sail all winter long in Sunny Florida!

### Florida Winter Series:

December 2–3, 2017: Santa Sailfest, Lake Monroe Sailing Association, Sanford, Florida

January 13–14, 2018: New Year's Regatta, LMSA, Sanford, Florida

February 16–18, 2018: NOOD Regatta, St Petersburg Yacht Club, St Petersburg, Florida

### Southern Circuit:

March 24–26, 2018: 71<sup>th</sup> Anniversary Winter Championships,  
St Petersburg Yacht Club, St Petersburg, Florida

March 28–30, 2018: **60<sup>th</sup> Annual** Mid-Winter Championship, Coral Reef Yacht Club,  
Miami, Florida

Information on all of these regattas can be found in the ILCA Calendar of Events. Hotel blocks are reserved! Don't delay, make your reservations **NOW!**

Please note this is a holiday week for many and, therefore, it should be great timing for families, crew, etc. It's also critical to plan early for hotels, travel logistics etc.

Arrangements can be made to keep your boat in Florida ALL winter long! Contact Florida District Commodore Bill Mauk for more information:

[billmauk@gmail.com](mailto:billmauk@gmail.com)



# President's Message

**Victor Lobos – Outgoing President**

One never stops getting surprises! Sometimes you might get a bad start and have to tack away from where you wanted to go, thinking everything is lost as you see the fleet sail away. As you start heading the “wrong way,” a shift sets in and bam, you start looking at your buddies on board, and those grim faces start changing into smiles. By the windward mark, you round in the top spots, and all that tragedy of the start is forgotten.

Well, you never really know what the future will bring. Let me tell you that the Class has also gone through these situations. In the past few years, there has been a lot of talk in the Class about what the future might hold, usually being the negative aspects being the ones that stand out the most. They include things like less people sailing, competition with other newer classes, and many more.

In my two years as president, we’ve gone through some bad starts too, but we have also gotten some very good shifts as well, the last one being the NA’s registration frenzy. In the past, NA’s participation had been down, and when it was time for Wrightsville Beach to organize it, the problem of having limited spots was not really seen as such a big problem. But bam! Again, registration was closed eight hours after it opened with a twenty-boat waiting list. What I would like to say with all of this is that the Class goes through phases, and as racing goes, one has to be able to take opportunities and be able to adapt to them.

At the beginning of my term, I was convinced that, in order to generate growth in the Class, we needed to make changes that could bring our boats closer to

the performance of newer generation designs. These changes coupled with our great membership would bring more people to sail. Well, in hindsight, I was wrong. It is not just a matter of the boat. Looking back, the work of the Executive Committee, along with our discussions in the Governing Board and the work of Class volunteers, has steered the Class in the right direction. The most important thing going on right now is the implementation of our new web system, which will enable the Class Office to be more efficient, automating payments, among its many attributes. Permitting our Class secretary to focus her work on Class events, news and future Class development, rather than the tedious job of processing payments. This implementation has been a huge undertaking that we really did not anticipate, and without the great job Laura has been doing, it wouldn’t have happened.

Internationally, in South America the Class is doing well. The Pan Am selection process will start with the Ecuador Worlds. These games are fundamental to the Class in this part of the world, and we are already seeing the fruits of this, with a very active growth in Peru and Argentina. In Europe, aside from Finland and Greece, which are quite active, we are having trouble maintaining our fleets. This is a job our future president will have to address.

Lastly, it has been a great honor to serve as your President. Enjoy great sailing and long live the Lightning Class, a class made up of members not just boat owners.

*Victor*

## About the Cover:

Christine Little, Mercedes Escandon and Miya Preyer from the Metedeconk River Yacht Club sailed in the Women’s NAs in August. As Junior sailors from the host club, Escandon and Preyer wanted to sail Juniors but couldn’t find a skipper, so they teamed up with MRYC women’s skipper Chrissy Little. Great perseverance girls!!

Read about their first-time experience on page 31. Photo Credit Art Petrosemololo. In addition to this photo, Petrosemololo captured some amazing photos at many events this year, including the Long John Regatta, Atlantic Coast Championship, Women’s, Juniors’ and Masters’ North American Championships and the PA Governor’s Cup. Please be sure to thank Art for his generous efforts of time and talents with the Lightning Class. Links to Art’s photos can be found on the ILCA regatta results pages or on his website: <https://nauticalphotography.smugmug.com/Sailing-Regattas>



When Art’s around SMILE for the camera!

# President's Message

**Todd Wake – Incoming President**



I like to think of the Lightning Class as a big family with moms, dads, little siblings and your crazy uncle too. So, I will start by introducing my family. My wife, Kristine, is a lifelong Lightning sailor who has sailed with me since we met in college. I took up Lightning sailing in 2000 when we moved to Sheboygan. Doug, seventeen, has been actively racing Lightnings since the age of six and lives and breathes sailboat racing. Ben, fourteen, loves being around the water but is not as obsessed with racing. We sail Lightnings out of Sheboygan Yacht club and also enjoy cruising the Great Lakes on our Tartan 33 "Independence." Our kids have grown up travelling the country and the world attending Lightning regattas, and we all have made friends and had amazing experiences that were made possible by the Lightning Class "family."

Local fleets and districts are the backbone of the ILCA. No other three-person, one-design class can boast as many fleets and local regattas. If we keep participation high at the local level, interest in the North Americans, South Americans, Worlds and other large events will follow. Programs such as the Boat Grant help bring new sailors into the Class. Many local fleets have gone a step farther and have started their own local boat grant program. Some of these programs are formal, and others are as simple as a boat owner loaning out his Lightning for a weekend regatta or an evening beer can race. Recruiting, supporting and encouraging new Lightning sailors at the fleet level is the number-one thing we can do to grow and maintain the Class.

The ILCA is held together by the Class Office and our Executive Secretary Laura Jeffers. She wears a lot of

hats in her position. She administers the website, the membership role and a thousand other things, but her most important role is coordinating the efforts of the many volunteers who make up our Class. This is not an easy task. Please consider how you can help, volunteer as Fleet Captain, organize a regatta, help with shipping boats to the Worlds, write an article for the website or "Flashes." Work with her to make the Class better.

I have a lot of great memories related to the Class, not all of them involve sailing, but they all include people I've met through the Class. Some of the highlights include: Co-chairing with Bill Faude the 2014 WJMs and NAs with 160 boats entered, skiing with the Constan's brothers, winning the NAs with my wife and Neal Fowler, having dinner for 20 by the pool in Italy with family and Lightning friends, meeting Tito and all the South American sailors, sailing with my family in Tuesday night races, Southern Circuits with Dan and Tobi Moriarty, the party after the Pan-Am Trials in Annapolis, my favorite local regattas: the Evans, Hoosier, and Mid-Continent, and last, but not least, sailing a perfectly tuned Lightning upwind is magic to my senses. Olin Stephens drew up a great design 80 years ago!

Thank you to immediate past President Victor Lobos and all of the volunteers who have come before us. They have laid a solid foundation for the Class, and it is our job to continue building. The Presidency is an opportunity for me to give back. Who knows what the next adventure will be?

*Happy Sailing,*  
*Todd Wake—USA 15390*



## International Lightning Class Association

1528 Big Bass Dr  
Tarpon Springs, Florida 34689 USA

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

ILCA Flashes Editor:

Laura Jeffers

Special Guest Editor:

Julianne MacDonald

The Class is looking for editorial assistance. Please contact Laura Jeffers in the Class Office if you are interested.



# Class Governance

## March 2017 Governing Board Meeting – Actions Taken

Two Amendments up for vote at the March Governing Board Meeting—PASSED. [Amendment A](#) - a temporary amendment to the Document Governing All Sanctioned Lightning Class Championships. Due to space and safety concerns on and off the water at the Carolina Yacht Club, the 2017 NAC Organizing Authority has stated they can safely accommodate 70 boats. With this restriction and the estimated number of participants, a temporary amendment allowing registration on a first-come first serve basis up to 70 boats. Skippers will still have to qualify through their District Championship before registration to the NAC is complete.

[Amendment B](#) to the Plans and Specifications was proposed by the Technical Committee to comply with RRS and to modernize the look of the main sail. A similar amendment was proposed at the August 2016 meeting and it was referred back to committee. Note the Amendment to the Plans and Specifications - Article V - Sails, Section 75 was PASSED by the Governing Board and is pending World Sailing ratification. Update, May 31, 2017 - World Sailing made an Administrative Amendment and the final version was accepted by the Executive Committee. The [Final Amendment](#) goes into effect June 1, 2017.

## Full Minutes of Annual Winter Meeting (March 2017) are posted:

<http://lightningclass.org/membership/meetingMinutes/2017/AnnualWinterMeeting.pdf>

## August 2017 Annual Meeting – Actions Taken

The Annual Meeting of Members was held at the Women's, Junior and Master North American Championships August 2, 2017 to comply with Class Constitution and election of officials by September 1. The [2017-2018 Slate of Officers](#) was approved as submitted by the Nominating Committee.

## Election of 5th Executive Committee Member

In accordance with the Class Constitution the Governing Board elected Ryan Ruhlman as the 5th Executive Committee Member for the 2017-2018 year. This will be Ruhlman's second term in this position.

**The next Governing Board Meeting** is scheduled for 8:30 am, Tuesday, November 21, at the Salinas Yacht Club. [One item pertaining to the 2018 North American Championship](#) is up for vote. It temporarily changes the Document Governing All Sanctioned Lightning Class Championships, Article XIII Racing Conditions. The temporary amendment outlines divisions, qualifying series and scoring for a fleet up to 70 boats and 71 or more boats.

---

## Meet your new Executive Committee Member – Philip Lange, Fleet 12



*Philip Lange and grandson*

I am very excited to become a member of the ILCA Executive Committee. I have been skippering in major ILCA events since 2006, including participating in most Southern Circuits and a few World Championship regattas.

My sailing philosophy is to have fun, sail fast, and have more fun. My Lightning story started in upstate New York on Irondequoit Bay in the

early 80s. Fleet 77 used to be one of the largest fleets, and Newport Yacht Club hosted a spring regatta that had over fifty boats every year. There are fleets in our Class that still have these types of numbers, but they are in isolated areas around the country now.

The life of our Class must continue to focus on local venues worldwide. We must concentrate on grow-

ing fleets through youth programs and help fleets to organize and build numbers and get people out on the starting line.

For me the great thing about our Class is the people and the great camaraderie, with all types of folks, from our pros who work with us to improve our inclusive Master events and Youth and Women's programs. The international component makes us different from other fleets. And finally, that we have families competing together and for most of the time that they are still speaking to each other when they get off the boat. We compete hard against each other promoting sportsmanship on the water and off. We enjoy each other's company and encourage and celebrate each other's accomplishments. The Lightning Class is about the people who sail it. It is such a great boat and great people who participate in it.

My mission as your representative on the Executive Committee will be to listen to your ideas and promote competitive sportsmanship and camaraderie on and off the water.

Feel free to send me your ideas as we work together to keep the history going and encourage new people to find the joy we all share in our Class.

# 2018 Lightning Youth World and European Championships Announcement



Following the success of the 2014 European Championships in Voula co-organized by Nautical Athletic Club of Voula (NAOV) and Yacht Club of Greece, we are pleased to accept the offer of the two clubs to again jointly organize the 2018 European Championship and the 2018 Youth World Championship.

The European Championship will be held in the bay of Faleron and the premises of YCG from the 28th of June 28 through July 1, followed by the Youth World Championship from July 3 through the July 7 in the bay of Voula and the premises of NAOV. The ILCA appreciates the efforts of the two Clubs for the redevelopment of Lightning sailing in Greece during the last five years and believes that these two venues will provide excellent racing experience for all sailors.



## 2018 Lightning Youth World Championship Selection Deadlines

- **February 1, 2018:** Each Lightning National Class Association or National Authority shall inform the ILCA Class Office of the number of boats it intends to enter.
- **March 1, 2018:** If a Lightning National Class Association or National Authority can not fill its two boat quota, those available slots will be reallocated to interested countries.
- **April 1, 2018:** Each Lightning National Class Association or National Authority shall inform the ILCA Class Office of the competitors that will represent their country.
- **April 15, 2018:** Completed registration forms must be returned with the entry fee and damage deposit to the ILCA Class Office.

# 2019 Pan American Games



The 2019 Pan American Games will take place in Lima, Peru. The National Olympic Committee has allotted right (8) Lightning boats the opportunity to compete. The host country automatically qualifies one boat and seven (7) other spots from outside countries will be filled based on qualifying regattas.

Qualifying regattas for these spots will take place at the following events:

2017 South American Championship, Salinas, Ecuador = 1 spot

2018 South American Championship, Pucón, Chile = 2 spots

2018 North American Championship, San Diego, California = 4 spots

Peru Host Country = 1 spot

TOTAL 8 boats – 24 athletes

The dates and locations of the qualifying regattas will be posted on the Pan American Sailing Federation Website and the Lightning Class Event Calendar. Please be sure to check the website for eligibility requirements.

## Pre-Pan American Test Event in Peru

The FPV (Peruvian Federation of Sailing) and IPD (Peruvian Sports Institute), are organizing a pre-Pan American test event, August 18–25, 2018, with the same format that will run Lima 2019. This event test will field all Pan American classes in Paracas, host city, just as they will in 2019.

The idea is to have the participation of all Pan American Countries. Currently there are boats for charter, it would be recommended that neighboring countries bring their own boats. The NOR will be posted soon.

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# US Sailing Awards Lightning Sailors Hanson Medals for Rescue at 2016 Ford Yacht Club Regatta



*Duane Rose, David Corcoran (green shirt), Trey Rose and US Sailing Treasurer Steven Freitas*

The US Sailing Safety at Sea Committee awarded the Arthur B. Hanson Rescue Medals to a competing Lightning sailboat and two mark-set boats at the 2016 Ford Yacht Club Regatta for the rescue of two Lightning sailors and the recovery and the attempted resuscitation of the third Lightning sailor.

US Sailing Treasurer Steven Freitas made the presentation during the Bayview Yacht Club's Bayview One-Design Regatta in Detroit, Michigan, on June 3, 2017, during the daily prize awards.

## **Rescue Report**

On August 21, 2016, the Ford Yacht Club Lightning Regatta, held in Grosse Ile, Michigan, experienced wind gusts up to 30 mph and a temperature high of 78 degrees. Emilia capsized momentarily, re-righted and rounded-up; but the boat flipped over again, putting skipper Michael Read and fellow crew members David Sakowicz and Roy Salisbury into the water.

Aboard a nearby mark-set boat, Dick Synowiec and Matt Jablonski witnessed the accident, motored over, and was told by Sakowicz and Reed that Salisbury couldn't be found. Synowiec and Jablonski made a Mayday call on the radio and then lifted the mainsail, having to cut the spinnaker away to reach Salisbury who had been trapped with one arm in the port stays and the other arm in the starboard stays with his PFD inflated. They freed the unconscious Salisbury from the rigging and attempted to lift him onboard.

Equipped with a swim platform, the second mark-set boat, Polar Bear, arrived on the scene with Ted and Denise Wagner onboard. Denise held the two powerboats together while Ted, Synowiec and Jablonski muscled Salisbury onto Polar Bear. Polar Bear sped to shore to Huron Metro Park and waived down two police officers. Police took over and performed CPR, including the use of a defibrillator. The ambulance arrived and rushed Salisbury to the hospital. Salisbury did not survive.

Also witnessing the accident, competitors Trey Rose, David Corcoran and Duane Rose, onboard Spinnaker Ninja, dropped out of the race and came to assist. They spotted Sakowicz and Reed, with Sakowicz telling them to get Reed first. They sailed to Reed and pulled him onboard their Lightning. Then they sailed to Sakowicz and pulled him onboard.

Sakowicz shook violently from hypothermia, and Spinnaker Ninja put a foul weather jacket over him to hold in the remaining heat. Others came to recover the abandoned Emilia to clear the waterway of a navigational hazard.

US Sailing is honored to award the Arthur B. Hanson Rescue Medal to Dick Synowiec and Matt Jablonski for locating and recovering their fellow mariners, as well as providing CPR in very trying circumstances.

US Sailing is pleased to award the Arthur B. Hanson Rescue Medal to Ted and Denise Wagner for recovering their fellow mariner, as well as providing CPR and bringing the victim to professional medical services in very trying circumstances.

The Arthur B. Hanson Rescue Medal is awarded to any person who rescues or endeavors to rescue any other person from drowning, shipwreck, or other perils at sea within the territorial waters of the United States, or as part of a sailboat race or voyage that originated or stopped in the U.S. The medal was established in 1990 by friends of the late Mr. Hanson, an ocean-racing sailor from the Chesapeake Bay, with the purpose of recognizing significant accomplishments in seamanship and collecting case studies of rescues for analysis by the Safety at Sea Committee of US Sailing for use in educational and training programs. Any individual or organization may submit a nomination for a Hanson Rescue Medal.

Visit the US Sailing Hanson Rescue Medal website for more information about these awards, including nomination form instructions and guidelines.

# Help Support the ILCA — Shop

[http://lightningclass.clubexpress.com/content.aspx?page\\_id=582&club\\_id=93488](http://lightningclass.clubexpress.com/content.aspx?page_id=582&club_id=93488)



Old Man Shirts – “Never Underestimate an Old Man with a Lightning.” Large two-color image on back and smaller one-color image on right front area. Classic Lightning image. Sport-Tek, long sleeved, light gray Tech shirt. Sizes SM-2XL. — \$25.00



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# How Can You Support the ILCA?

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

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

## **The ILCA Fund**

### *Charter of the Fund*

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

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

*Fund Directors:* [Steve Davis](#), [Bill Fastiggi](#), [Lenny Krawcheck](#), [Paco Sola Tanca](#), [David Starck](#)

## **The Boat Grant Program**

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

## **The Limbaugh Fund**

### *Charter of the Fund*

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

### *Use of the Fund*

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

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

## **The Mary Huntsman History Fund**

### *Charter of the Fund*

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

### *Use of the Fund*

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

*Fund Directors:* [Clayton Gray](#), [Rob Ruhlman](#), [Debbie Probst](#)

## **Annual Operations Support**

### *Use of the Support*

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

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

# Donate to the International Lightning Class Association!

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

Donate to the **ILCA Fund** \$ \_\_\_\_\_  
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Send your membership form and credit card information or check to:

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

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

## How may Gifts be Made During Your Lifetime?

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

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

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

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

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



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# Classic

# Lightning

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

## Classic Lightning Get Together

Keuka Yacht Club – Fleet 252

Hammondsport, New York

June 23–25, 2017

*by Bob Astrove*

This past June we held our 15<sup>th</sup> annual Classic Lightning Get Together, and for our third consecutive year, we held it at the Keuka Yacht Club in conjunction with their 49<sup>th</sup> annual Champagne Regatta. I say it every year, but there just is no prettier a spot than Keuka Lake in Central New York to spend a weekend. Thanks to the KYC and, in particular, Dave Chevernic, who have done an amazing job of blending a modern regatta with a classic event and making the whole better than the parts.

Events began Friday evening with a reception at the Finger Lakes Boating Museum. Last year the museum acquired the original mold upon which the early Skaneateles Lightnings were constructed and has it on display alongside their beautifully restored Lightning #167. The museum and its artifacts will be covered in a separate article, but the reception was a terrific way to start the weekend.

For anyone passing through central New York, the Finger Lakes Boating Museum in Hammondsport New York is a great place to visit. They let you touch! You can go into the workshop.

Due to a number of scheduling issues, poorly planned vacations, weddings, and high school graduations, many of our regular attendees could not come this year, limiting us to just eight classic boats, joining a fleet of ten modern Lightnings. Bill Topping from Rochester, New York, has provided the Race Committee leadership for this event for a number of years and does a terrific job of sailing the two fleets in separate starts on a course featuring two windward marks, with the shorter one for the Classic boats, keeping the fleets separated and the event moving along without one group waiting on the other.

On Saturday we had great breeze, a little steep for the old wooden boats at 15 mph from the west, with the requisite Keuka Lake's shifts and puffs as the wind

dropped down the hillside of this north-south New York finger lake. We sailed three races with seven of the boats starting some of the races, but just three finishing all three. At the front, the races were all pretty close between myself, Craig Thayer, and newcomer Eric Anderson from Pultneyville, New York, in an old 11000 series Allen he is restoring.

The real on-the-water prize for Saturday goes to Ed Wightman from Hammondsport. Last year he brought a boat that filled up with water, almost sank on Friday afternoon and was not sailable in the event. After a winter of work replacing its keelson and centerboard trunk, he sailed #898 in all three races in a very stiff breeze with an old wooden rig, no boom vang, belaying pins, etc. He kept it upright and kept it moving!

Saturday evening the KYC puts out a great meal, and, in recent years, a band has been added. This year we were entertained by a band featuring the base stylings of our very own lifelong classic Lightning sailor Craig Thayer.

On Sunday we asked our RC-Pro to pull a great big rabbit out of his hat. We requested a long-distance race, a course that de-emphasized beating, and we wanted to start the boats with wooden masts ahead of the aluminum masted boats as a handicap. We also asked he do this while simultaneously, running the modern boat fleet on a standard windward leeward course.

Bill's experience showed. He figured out the puzzle, and it provided what I think is a great model that other fleets might try when looking for a fun event that supports boats of different speeds and skippers with different racing experience. We sailed a short beat, then a long jib reach, followed by a very long broad reach under spinnaker. We wanted the very long final spinnaker leg in order to give those who have little spinnaker experience ample opportunity to get it flying while not having to worry about jibes, etc.



This could not have worked out better. Bill ignored all of my input and gave the wooden mast boats a ten-minute head start. Everyone got their spinnakers flying on the final leg, and all the boats finished within a couple of minutes of each other.

Our annual award for restoration went to Ed Wightman for his work on 898, who also finished first in our

Wooden Spar division. And our highest finishing first time attendee award went to Eric Anderson, who also finished third overall.

Finally, no report on our annual classic get together would be complete without mentioning Rick Guli, who has lovingly maintained in both museum and sailable condition Karl Smithers original #588. Of course, the Tellers, Dave and Judie. No Classic Lightning event is complete without our great friends who have attended our annual classic event for the thirteenth time this year! And Mike Seibert promises his new construction woody will finally launch at the 80<sup>th</sup> anniversary event in Skaneateles next July.

This year we also awarded two special appreciation plaques, to both the Finger Lakes Boating Museum and to Craig Thayer for their exceptional efforts in salvaging the original Lightning mold and getting it into its new home where all can see and study this slick piece of wooden boat technology.

Pos	Skipper	Sail#	R1	R2	R3	R4
1	Bob Astrove	7603	1	1	1	1
2	Craig Thayer	736	3	2	2	2
3	Eric Anderson	11050	2	3	3	5
4	Mike Seibert	6343	5	4	8 DNS	4
5	Ed Wightman	898	4	5	8 DNF	6
6	David Teller	65??	6	8 DNS	8 DNS	3
7	Rick Guli	588	8 DNF	8 DNS	8 DNS	8 DNS

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# The History and Recovery of the “Lost” Lightning Mold

*by Craig Thayer #736*



This story begins about ten years ago when I was contacted by Ed Wightman and Bill Oben of the Finger Lakes Boating Museum (FLBM). At that time this was a fledgling institution, more of a dream than a reality, as the people involved were storing and working on donated boats in empty garages and whatever available space they could find. Having owned Skaneateles #736 since 1964 and having done a major restoration, they were looking for assistance in restoring a recently donated Skaneateles Lightning- #167.

I arranged to meet them for dinner in Penn Yan, New York, home of the former Penn Yan Boats, and then followed them to a large garage on the east shore of Keuka Lake where the boat was stored. It was upside down and obviously needed bottom work. For those not familiar with the early Skaneateles Boat Company (SBC) boats, they utilized a double-planked bottom of clear red cedar in their construction, similar to Chris Craft and other builders of the time. SBC ran the inner planking athwartships, which was then “clinch nailed” to the fore and aft outer planking using small tacks. The bottoms produced using this method were very tight and did not need caulking, as the cedar would swell when wet, thus saving another step and labor to produce the boats.

At this time, I wasn’t that familiar with how this was done, as the bottom on my boat had been replaced with single planks. So I suggested they contact my longtime friend and canoe builder, Corky Gray, who is currently serving as our Class Historian. Corky had gone to see Lightning #32 about the same time and saw that it was constructed using canoe tacks. Subsequent correspondence between both parties resulted in the conclusion that the SBC boats were most likely built on a “mold” clad in sheet metal that would force the end of the common canoe tacks to bend over, thus “clinching” the two layers together. Not having a mold, #167’s bottom was restored by this method using a body shop fender iron as a backing plate to clinch the tacks—quite a job!

If we fast forward to 2016, we learn from the people at the Skaneateles Historical Society (SHS) that there was a mold in the bottom of the ruins of the old plant #2 on Mill Road in Skaneateles where SBC operated in the early 50s. However, there is dispute about whether it is for a Lightning or a Comet. The owner of the building for the past ten years is John Menapace who now operates the “Last Shot Distillery” and also does boat repair and related work in the functional end of the old building.

It was now early June, and I was able to get John’s phone number from SHS. Corky was planning on coming from North Carolina to the Classic Boat Get Together at Keuka Lake the end of the month and wanted to set up a date to view the mold if it was still there. He stated that it was and that he discovered the mold when he purchased the building and had attempted to preserve it from the often times overflowing Skaneateles Creek by jacking it up out of the mud floor onto wood blocks. Over the years several people had come to look at the mold with plans to remove it, but nothing ever materialized, in large part because getting it out from its current location would be a real challenge, and, once retrieved, the village and SHS had no space to shelter it.

On June 28 Corky and I arrived at the Mill Road site armed with a camera, measuring tape, and notepad. John led us down an overgrown road through the woods to the ruins. As we approached, you could see the mold lying amidst a bunch of debris through the decaying walls. We spent about an hour looking it over and measuring in various locations, determining that it was in fact the original mold used by SBC to build their Lightnings. Later research showed that the first Lightning to be built on this mold was #5, which was also the boat displayed at the January, 1939, New York boat show.



Unfortunately, years exposed to the ravages of Skaneateles Creek and contact with the mud had taken its toll on many of the supporting timbers, but other than losing its metal cladding at some point, and a little graffiti, it had survived for over half a century, as it was built in November or December of 1938. (Lightning #1 was a prototype, not built on the mold, and first sailed on October 18, 1938 on Skaneateles Lake).

We were thrilled! I contacted Ed Wightman of FLBM and Mick Barnes, the son of John Barnes, who, along with his brother George, owned SBC. As a side note, the Finger Lakes Boating Museum had just been given a sweetheart deal from the owner of an abandoned winery just outside Hammondsport, New York, so now had a permanent home with tons of space. We set up to meet at the ruins on June 8 to discuss removing the mold and transporting it to the new home of FLBM, where it would be cleaned and eventually displayed. Corky had to return to North Carolina, shortly after this meeting, so John and I planned to remove the mold ASAP, which turned out to be August 25.

Mother nature provided us with a beautiful sunny day. John and his helper, Pete, were ready to tackle a complicated task with a bobcat, tractor with a bucket, a come along, and a pontoon boat trailer that was narrow enough to fit through the “road” in the woods. I would be there to assist when needed and document



the removal with movies and pictures. The extraction process began with the attachment of a “backbone” made from a pole and a 4x4 that was strapped to the supporting frame of the mold. This was longer than the mold so that each end could be supported by strapping to the forks on the bobcat on one end and being supported by the tractor’s bucket on the other.

After several hours of precision maneuvering in very tight quarters, the ruins finally gave up its prize. Once up to the distillery’s parking lot, the mold was carefully transferred to a flatbed road trailer. It was now 4:30, and the guys had been working non-stop since about 8:30. After a short pause, John decided to drive the hour and a half to Hammondsport now, rather than wait for a fellow Ed had contacted about picking it up.

We met Ed just a mile or so from the museum. The trailer was backed in to one of the many storage buildings there, and with the use of two moveable chain hoists, the mold was lifted off the trailer and placed on two movable dollies. Finally, after over fifty years, the mold had a dry place to rest. After a quick tour of the museum and a leisurely stop for dinner, John and I ar-

rived back in Skaneateles a little before 10:00. It was a long but very satisfying day for both of us.

This past summer during our Classic Boat weekend at Keuka, many of us had the chance to view the mold, now proudly displayed next to #167. We as a Class cannot thank John Menapace enough for his donation of the mold, and in addition, his time and effort to recover it from the ruins and transport it to its new home. In looking back on all of this, it appeared to me that the stars finally aligned to make this possible.

First, Corky realized that a mold would have been used to build these early boats, the mold did exist, and John cared enough to not cut it up and dispose of it. Secondly, where kids had obviously congregated, they had not destroyed it other than adding a small amount of graffiti. Thirdly, FLBM had found not only a permanent home, but a fantastic permanent home, where it could fulfill its goal of saving and sharing the history of boat building in the finger lakes area of New York. And finally, the weather gods had cooperated to their fullest extent. The summer of 2016 in Central New York was a dry one that enabled us to move the machinery into the ruins and remove the mold. Upon returning to the ruins this summer, after we had record amounts of rain all spring and summer, the former location of the mold was a raging torrent of water that would have made saving the mold next to impossible.

The Lightning Class is extremely fortunate to not only have #1, but also the original mold of SBC upon which # 5 and countless others were built . As the owner of #736 that was also built on that mold in 1941, this was a piece of history that was of special significance. I hope that either on the way to or from, or during the week that separates next year’s Classic Get Together at Keuka, and our 80<sup>th</sup> Anniversary Regatta at Skaneateles, that as many of us as possible take the time and opportunity to view both #1 and also take in the mold and exhibits at FLBM.

And while you’re in Skaneateles you should stop by the Last Shot Distillery where you may be able to meet John to say thank you, view the ruins, and purchase a bottle of his “Lightning Whisky” or another of his custom blended spirits. I hope you can find time to explore the beauty of New York’s Finger Lakes with its wineries and other nearby attractions when attending one or both of these regattas. See you on the course!



*Corky and Mick Barnes w/ #1 at SHS Mold on display next to #167 at FLBM this past June.*

*L to R: Dick Hallagan, Lori Foster, the author, Bob Astrove , David Teller, Ed Wightman*

# Finding Hannah

Greetings, My name is Stephen Webb. I'm a married, 57-year-old father of five. I grew up in southern California sailing rented lidos and a very old wooden row boat converted to a sailing dingy.

I was probably about thirteen when my father bought a small Columbia sloop. In 1977 he bought a 32' ketch which we've had now in California for forty years.

I moved to the north shore of Maui in 1988, and for twenty-eight years have only been sailing on a few visits to California. I recently began to realize my that boys were missing out on what I enjoyed so much growing up, so I began looking for a sailboat I could afford, which wasn't much being a father of five in Hawaii.

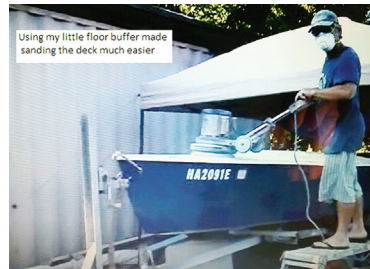
While I searched for something, I put my two younger boys in the local Yacht club's junior sailing program, which they loved. Finally, after some time, someone posted on Craigslist a "Lightning" one-design for sale. What was a lightning? I had never heard of them. I contacted the seller and arranged to see the boat. I wasn't impressed. It needed a lot of work, and I thought he was asking way too much for the condition, so I passed.

Then, after about ten months, the guy with the Lightning re-posted it for less than half what he originally was asking. I wasn't looking for a project, but I really wanted to get back out sailing. So I bought "Hannah," #9167. Thanks to Laura Jeffers at the ILCA Office, who dug up the archived the original measurement certificate, I found out that she was built in California in 1964 and shipped straight to Hawaii. Thank you, Laura.

I also found in ILCA yearbook archives "Noasital," which was her name in the 60s and 70s when racing in Fleet 143. She is all fiberglass and came with an aluminum mast, wood boom, a pile of sails, a bucket of parts and a trailer. I towed her home and wondered what I was getting my self into.

The fore and aft decks and one side were completely de-laminated. The molded-in seats were crushed/caved in. The rudder had been converted with a hinge for beaching but was in poor shape, though the hull seemed to be in good condition.

The center plate was so swelled with rust along the leading edge inside the well. I couldn't even free it with a sledge hammer. I gave it repeated blows, and it would not move. It was frozen solid to the well.



I started the rebuild with the deck and removed probably about 70%+ of the fiberglass. The hull and deck had both been layed up with a layer of 1" foam inside, which gave me some structure to work with. After cutting off the rotten area, I

re-glassed the deck with several layers of 30 ounce, bi-axel with matte backed cloth. I then resin color coated in white with blue traction fields.

I rebuilt the seats mostly with polyurethane foam and fiberglass. The plywood rudder assembly I sanded and coated with Aluzine epoxy with white pigment.

After using a sawzall to cut the rust around the center plate, she let go and I was able to remove it. The rust damage was extensive, and I had to cut off a lot of rotten areas. Other areas I was able to treat the rust and fill with an epoxy/metal compound, then I sanded the whole thing clean and painted with epoxy.



The guy I bought her from refinished the mahogany floor boards but gave up on the project never having sailed her.



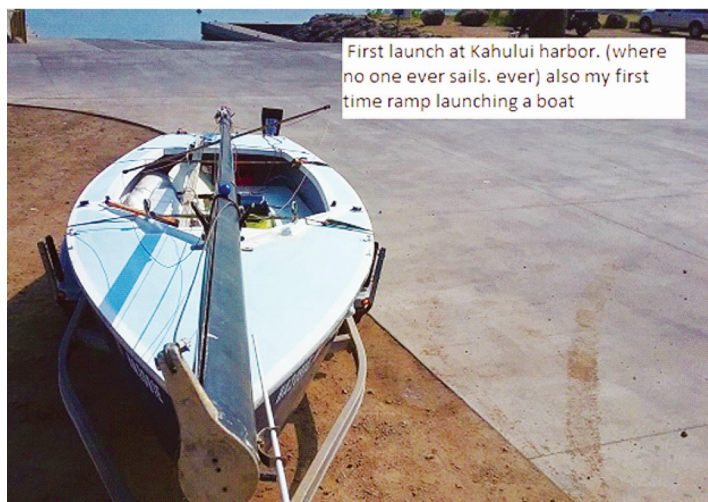


That's my oldest son looking for a clevis pin I dropped in the grass

The standing rigging seemed OK. I replaced both halyards and then tried to figure out where the hardware goes. It had all been removed, holes glassed over, and I wasn't sure what went where. After some email exchanges with Bob Astrove and studying pictures and videos on the web, I was able to put her back together, sort of. The eight-sail inventory was a sad sight, the best main sail was from a Cal 20 and had stains and tears. One north jib was in fair condition but also had tears. On occasion, I would read the classified ad pages on the ILCA site, and someone was offering a suit of retired racing sails for just the cost of shipping. I took him up on that, and he, Mark Fleckenstein, #14968, Fleet 1 in New York, shipped them to me. When they arrived, I could not believe how nice they were. I actually wondered if he had sent me the right ones, so white and like new. I didn't realize a "suit" included a spinnaker. Really?? Wow! Now I've got to learn how to use one. Thanks, Mark!

We were set. So one late Friday afternoon my fourteen-year-old son and I hauled her down to Kahului harbor—where you never see anyone sailing, ever—rigged her up and launched her for the first time.

First, we motored out the channel to deeper water, then, when I was sure we weren't sinking, I raised the sails in the about a 6-8 knot breeze. I had just a little trouble when my main halyard snagged on a ring clip of one of the lower shroud connections, but I was able free that and enjoy a dozen or so runs, tacks and a couple of gybes. I made many mistakes, but I learned a lot and had a safe, decent sail without any major problems.



First launch at Kahului harbor. (where no one ever sails, ever) also my first time ramp launching a boat

When we got back to the dock we were met by a state harbor official who politely informed us that we were sailing in restricted water, though there were no signs.

We had another sail at Kahului harbor the next weekend, and it was a blast. This time we left the dock under sail, and, instead of going out the channel, we turned down wind going between the surf, where there is a reef in the middle, and the road, where it is only deep enough to have the center board down half way. As we reached the town end of the harbor, we dropped the center board and rounded up on a port tack to get outside the reef. Then, after several runs outside, we took a couple loops around the reef, getting plenty funny looks from the surfers who couldn't believe we were sailing in the harbor. After a good session, my wife and youngest son came aboard.

These boats are very stable and sail great. I can see why they are still so popular after nearly eighty years. I can't tell you how stoked I am to be back at the tiller, again feeling the lean and teaching my boys this great sport. Thank you to Bob Astrove, Laura Jeffers, Mark Fleckenstein and my very supportive wife. You all made this project go so much better.



After our 2nd sail. We sailed until nearly dark. What fun!

One thing about Maui "the valley Isle" is that with two large mountains we get accelerated trade winds, If Oahu is 10-15 we are 15 -20+ here on the north shore, and over in the lee of west Maui there's almost no wind, and other than Kahului harbor (where no one sails, ever) it's all open ocean. On the west side you might once in a while see one or two sails up in light but otherwise beautiful conditions. So when the trades are light I'll have Kahului harbor to myself.

I'm concerned that my son and I may not be able to right her after a capsize. I'm thinking about a mast head buoyancy of some kind to prevent full turtle and assist in righting. I would much appreciate any advice about this. I hope this hasn't been too long, thanks for reading. Aloha

*The Webbs in Maui*



# Finnish National Championship

## Jyväskylä, Finland – Fleet 328

### August 4–6, 2017

Sija	Purjenumero	Vene	Seura	Kippari	Miehisto	P1	P2	P3	P4	P5	P6	R7	R8	R9	Yhteensa	Netto
1	FIN-14638	Gamma	TP	Matti Leppanen	Arttu Leppanen (TP), Mari Leppanen (TP)	3	5	6	2	1	1	7	(9)	2	36	27
2	FIN-14364	Nikea	JVS	Samppa J Salminen	Tero Kotimäki (JVS), Heikki Nurmi (JVS)	1	(9)	5	3	6	3	2	5	4	38	29
3	FIN-14331	Shark	TP	Matti Aalto	Pyy Aalto (TP), Lauri Virtanen (TP)	2	1	1	10	(11)	5	1	4	6	41	30
4	FIN-15341	Ayolos II	TP	Niko Lappalainen	Aleksi Lappalainen (TP), Pasi Hannila (TP)	5	(13)	2	13	3	6	3	3	5	53	40
5	FIN-14958	Masi VIII	MR	Kimmo Aromaa	Mika Aromaa (MR), Pekka Bollstrom (MR)	(9)	8	3	5	5	7	9	2	3	51	42
6	FIN-14530	Katrina	JVS	Esko Lehtinen	Heli Lehtinen, Jukka Lehtinen	4	3	4	(11)	8	11	5	6	9	61	50
7	FIN-15525		HSK	Lauri Hemming	Antti Kanninen (JVS), Eeva Hemming (EPS)	11	4	9	1	(12)	10	4	7	12	70	58
8	FIN-15281		MR	Rosemarie Hartman	Pirita Aromaa (MR), Sami Sundberg (MR)	7	7	11	6	10	2	(14)	8	7	72	58
9	FIN-15415	Burgundy IV	TP	Sakari Pesola	Tolvanen Arttu, (VVK), Joonatan Hollmen, Katri Lilja	13	(14)	10	8	2	12	8	11	1	79	65
10	FIN-15372	Elf	LPS	Henry Elfving	Anton Pukki, Esa Pukki (SP)	12	2	7	(15)	4	4	15	10	13	82	67
11	FIN-14534	Forte	TP	Esko Aalto	Martti Mayry (TP), Lasse Skogstrom (TP)	10	10	8	9	7	(14)	10	14	11	93	79
12	FIN-15331	Burgundy 3	TP	Laura Pesola	Saara Kuisma (TP), Saija Salkola (TP)	14	11	12	(16)	14	15	6	1	8	97	81
13	FIN-14535	Snow White	TP	Yrjö Kultunen	Kangas Ritta (TP), Aalto Sari (TP)	8	12	(15)	7	13	8	12	12	15	102	87
14	FIN-12258	Atsula	JVS	Heikki Tulomäki	Lina Flyktman, Otto Juntunen	15	16	13	12	(22 /DSQ)	9	11	16	10	124	102
15	FIN-15056	Solina	TP	Juha Savela	Silra Veera, Hirvonen Jarkko	(17)	6	16	14	16	17	16	13	14	129	112
16	FIN-6838	Old Lady	JVS	Anssi Lilja	Sophie Lilja, Henrik Lilja	6	15	14	(22 /OCS)	9	16	13	(22 /OCS)	18	135	113
17	FIN-15371	Kikka	OPS	Markku Paloma	Paloma Marja-Kaarina, Hassinen Limo	16	17	(22 /DNF)	4	15	13	20	19	17	143	121
18	FIN-13135	Nemo	KPS	Ulla Jalkanen	Tiina Saavalainen, Timo Jalkanen	19	19	17	19	19	19	17	17	(21)	167	146
19	FIN-5552		TP	Olli Virta	Jorma Kinnunen (TP), Joonas Jonsson (TP)	20	20	19	18	17	21	(22 /DSQ)	15	20	172	150
20	FIN-12908	Lola	JVS	Ilari Lilja	Puhalainen Mikko (JVS), Lilja Joonas (JVS), Lilja Jenna tai Hikka (JVS)	18	(22 /DNF)	22 /DNS	17	22 /DNS	18	19	18	16	172	150
21	FIN-14761	Red-snapper	KPS	Pekka Aalto	Broas Patricia (KPS), Kelkka Jussi (KPS)	(22 /DNF)	18	18	20	18	20	18	20	19	173	151

MR Merenkavijat Ry



## Argentina Fleet in Action — June, 2017



### Semana De La Bandera 2017 - Yacht Club Rosario

Left to right: German Baum, Mario Fumagallo, Jorge Romero, Alejandro Cuervo, Alejandro Cloos, Maria Eugenia Zarama, Martin Cloos, Martin Loyarte, Nicolas Loyarte, Andres Bonomo, Nicolas Pellejero, Luciano Pellejero

## Fleet Activity in Finland



### September 23–24 Tuusula Lake Autumn Regatta

Lightning Short Course Class Championship, Tuusula Lake, Finland. I Forte, Esko Aalto (TP), Martti Mäyry, and Lasse Skogström, II Godspeed Rosemarie Hartman (M), Eeli Suutari-Jääskö and Arno Niiranen, III Nikea Samppa J. Salminen (JVS), Tero Kotimäki and Heikki Nurmi. Last Ranking Regatta of Season 2017. Winner of the Ranking Series Forte, Esko Aalto (TP).



Finnish Off-Season Lightning Storage

# 2017 Boat Grant Recipients

## Miia Newman, Jess Oswalt, Malcolm Kriegel, Nick Watts



Our team is comprised of Jess Oswalt, Moriches Yacht Club, as crew and myself, Southern Yacht Club, as skipper. Malcolm Kriegel, Shelter Island Yacht Club, and Nick Watts, Vineyard Haven Yacht Club, have interchangeably been our middle guys. The four of us sailed on the Tulane Sailing Team together and have continued to do so post graduation. Also, Jess owns her own J22

that we all have been racing together for a little over a year. Prior to becoming boat grant recipients, Malcolm and I had raced a Lightning once with a sailor from SYC. So far, we have competed in the Juby Wynne Regatta at SYC and the Hernando Desoto District Champs in Mississippi. Our next regatta is the Lightning NAs and we plan to sail two or three more after that.

Once we delivered the boat to New Orleans, Jess, Malcolm and I immediately left for College Sailing Nationals and flew back the day before Juby Wynne. So, preparation for that regatta/our first sail on the boat entailed some sleep deprived boat handling practice with Jess' very supportive fiancé. After that, a prior boat grant recipient offered to go out and practice with us before the Hernando regatta. That was a huge help because he explained some of the finer points of how to trim the sails. Now that we are all back in New Orleans for school we will be practicing every weekend for NAs.

It has been quite an experience going from skippering 420s to sailing a Lightning. Aside from college sailing, I'm generally a crew and Jess is a skipper. So, switching up that dynamic has been an awesome time and a good learning experience for everyone. When we went out for our first sail I told her that it was finally my turn to sit back and hold the stick and her turn to actually do some work. Jokes aside, my three crews are some of my closest friends and I am thrilled that I get to

keep sailing with them. Throughout these regattas and practices, we learned that it is extremely important to keep communication going at all times. The boat requires a lot of teamwork and talking between crew and skipper about how the boat feels. We quickly learned that the boat goes a lot faster when everyone is giving each other tons of feedback.

The boat grant program has seen a lot of good sailors go through it so we were incredibly excited to receive it. As a graduate student, I cannot afford to purchase and maintain a boat. This offered me an opportunity to continue to race competitively with my college teammates post graduation. I will absolutely continue sailing on other people's Lightnings after my time in the program ends. The Lightning class is not only competitive but it is also extremely welcoming and I have loved being a part of it.

I'd like to thank Clerc Cooper for encouraging me to apply for the grant and for being the first person to introduce me to the Lightning. Also, special thanks to Larry Frost, Tommy Meric, and Jeanne and Cal Herman for helping us get the boat set up, making sure we had everything we needed, and answering our endless questions. And the biggest thank you to my mom and Robbie for always supporting my sailing addiction.





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## Nikka Stoger, Courtney Rizzuto, Scotia Evans



This summer has definitely been one for the books and we have the ILCA to thank for that. Not only have we had a Lightning to race during our regularly scheduled Thursday night races, but also we have been able to take the boat to many different local and international regattas. Our first regatta was in early June in Fond Du Lac, WI, where we picked up the grant boat. Hopping on to our own Lightning after an entire winter away from sailing was a big leap, but we had a fantastic time nonetheless. Our club members and the Fond du Lac Yacht Club members were very supportive of us receiving the grant boat. They continuously provided us with advice and also made sure we never got discouraged. As a team, we found that although we were never the top boat in the fleet, we could keep up with the fleet and even beat boats to the finish line. For us, this was a HUGE accomplishment. It felt like our hard work and determination was paying off.

Our next two regattas were held at Loon Lake and Amethyst Harbour, respectively. Both of these locations were about 30 minutes east of Thunder Bay. If you have never been, I strongly recommend you join Temple Reef at these two events. They are organized by some amazing families and never disappoint. You never have to worry about a place to stay, what you're going to eat, and how good of a time you're going to have. Everyone is very welcoming and make you feel like you're at home! The Loon Lake regatta (first half of our districts) follows a similar template to your standard regatta, a windward/leeward course. The Amethyst Harbour regatta is something special, though. Instead of following a standard course, we race out of the harbour and around various islands situated in Lake Superior. We also get to sail around what our club is named after, the Temple Reef. This regatta has always been a club favorite, as you never know how your start will be until you get to the racecourse. This year, we started races with our kites up! Having courses like these keep things interesting and this regatta is definitely a club favorite because of it!

Following the Amethyst Harbour regatta in late July, we packed our bags and headed to Brick, New Jersey for the Women's, Junior's and Master's North American Championships. Coming from Northwestern Ontario, we knew this drive was going to be a long one: 25 hours to be exact. We decided to drive through the States from

Sault Saint Marie onwards. From gas station breakfasts to concerts in the car we had a heck of a ride down to New Jersey. Once we arrived in New Jersey, we decided to take a ride down to Atlantic City. We walked the boardwalk, walked along the beach, and did a little bit of shopping. The next day was the highlight of our trip (other than the sailing). We drove 1.5 hours north to New York City and became tourists for the day. We tried to go to every "must see" spot from the Empire State Building to Central Park and Times Square to the World Trade Centre Memorial and the Staten Island Ferry. We only had one day in New York, but we saw everything that most people see in a week! The following day it was time to get our boat set up and weigh in for the WJMs. Everything checked out great so we were ready to roll for racing.

Wednesday through Friday were the official race days of the WJMs. We were towed to the course by yacht club boats for 45 minutes and races started shortly after we arrived. It was amazing to be around so many other Lightnings! We had never been involved in such a big regatta and this made us appreciate the boat grant opportunity even more. We would like to take a second to thank everyone who made our stay in New Jersey one to remember. From finding us a place to stay, to helping us fix our boat, to giving us some advice on ocean sailing and making us feel very welcome, we appreciated it all! The ILCA is one big family and we really felt that at Metedeconk River Yacht Club.

The final days of summer are approaching us here in Thunder Bay. We have a few more regattas that we hope to go to before snow hits the ground. We have our sights set on the Brotz regatta in Sheboygan, WI, the second half of our districts and the Frostbite fun regatta in Thunder Bay.

This has been the experience of a lifetime for all of us. We have had so much fun and have learned so much at the same time. We would not have been able to go to all of these regattas and race all of these races without the ILCA. To every member out there who is involved in any way, shape, or form, we thank you profusely. We will be sad to see the grant boat go, but we will continue on with the sport of sailing because our passion and love for sailing has only grown this summer. Guess it's time to start looking for a Lightning for next year!

# Now Accepting 2018 Boat Grant Applications!



Applicants must be at least 19 years of age. Applications for the 2018 program are due by 1/31/2018.

In the 2017 sailing season, two women's teams sailed in the Boat Grant Program. One team was headed by Miia Newman on New Orleans, Louisiana, and the other by Nikka Stoger from Thunder Bay, Ontario.

Many thanks go out to Chappy Hopkin and Matt Schon, ILCA Boat Grant Co-Chairs. We would also like to welcome David Van Cleef, a new addition to the Boat Grant Program as a Co-Chair. Finally, a huge thank you goes out to Mark Schneider from Riverton Yacht Club for storing and helping to fix up the Boat Grant boats.

## What is the Lightning Boat Grant Program?

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

We need your help to keep this program going strong. Lightning sailors, please reach out to young sailors at your yacht club and in your fleets about the Boat Grant Program! Talk to them about the great opportunities it offers to anyone interested in racing a world-class sailboat and joining a great Class. Help us spread the word and encourage sailors to apply!

For more information about the Boat Grant Program visit:

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

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Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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# Website Update

On June 6 we launched the first phase of our new website platform. This included Membership, Donations, Classifieds and the Class Store. There were a few small tweaks we had to make but the overall transition went very smoothly.

All members over the past 4 years were sent a user name and temporary password on June 6th. This information is required to log into the system. If you missed that email or are having trouble logging in please contact the Class Office.

## ***Some new features added to these areas:***

**Membership:** We are now able to group Families together under a Family Membership. The cost of this membership is essentially a la carte, where the Primary member is an Active Skipper/Boat Owner, any secondary memberships are at the Associate level, and any tertiary members are at the Crew level. Depending on family size, one could have up to five (5) secondary and five (5) tertiary members under the same umbrella. This makes renewing very easy.

## ***In addition there are also:***

Family Memberships with 1 Primary/Active Skipper(boat owner), up to five (5) secondary members also at the Active skipper/boat owner level and up to five (5) tertiary members at the crew level.

Family Memberships with 1 Primary/Associate Level Member, up to five (5) secondary members also at the Associate Level and up to five (5) tertiary members at the crew level.

## **Automatic Renewals:**

When you select the type of membership you would like to renew, choose the one that says Automatic Renewal after it. You will not receive a renewal notice and you do not need to log in to renew; the system will renew you for another year and will charge your saved credit card automatically.

**Classified Ads:** Members now have the opportunity to post and manage their own Classified Ads. Ads are still listed under four sub groups. Boats, Sails, Other and Wanted. To post an ad, log in as a member, under your name, select "Profile", once in the Member Profile, look under the "Website Box", select "Classified Ads". Then select "Add Classified Ad" - follow the prompts. You can edit any listings in that same section as well as cancel any ads.

## ***We have added the following features to the new platform:***

**Fleet Finder:** This application is replacing the prior static maps showing active fleets as well as the individual Fleet and District information and membership listings. Scroll in to any particular District or Fleet area. Each pin point represents an active fleet. Select a pin point and an information box will pop up with information about the Fleet: Fleet name, number, captain, captains contact, District it is part of, direct Fleet Membership list and also direct District Membership list. All of these lists are "live" - meaning as soon as someone joins or updates their membership they will be recognized on these lists.

**Fleet Status:** This list is replacing the prior Paid Fleets List. In similar fashion, it lists Active Fleets in Alpha by District and denotes 2017 current/paid Fleets.

**Class Rules:** Our Class Rules have been moved over to the new platform. They are now very easy to print or copy selections from since they are in their own document file.

## **Gift Membership Coupon / Crew Card Replacement / Crew Membership**

The most recent application that has been activated are Gift Coupons. This will allow anyone to pay for someone else's membership. With the new system we are unable to offer undesignated crew cards. Instead one will be able to purchase a Gift Coupon in any membership amount and then will have the ability to email that code to whomever they would like to and that person can join the Class on their own, enter that code at check out and will have a zero balance due. You can purchase Gift Coupons in advance and then they will be available in your account until they are used. Gift Coupons must be purchased separately from your own membership/renewal.

To purchase a Membership for someone other than yourself or immediate family member, log into the website using your User name and Password. Once logged into the system, go to your Member Profile. Under your profile, look for the box labeled Financial/Historical Data. Under that heading select Gift Coupons. Click "Add Gift Coupon" to purchase a coupon. Select Gift Membership Coupon Type, the number of memberships you want to purchase (1, 2 or more). Then the value of each coupon. In the case of crew membership, choose \$10. Hit Save. Complete the payment. Once paid, you see all Gift Coupons purchased in your profile, under the "Financial/Historical Data" heading and "Gift Cou-

pon" link. To invite someone to join the Class click on the "white envelope icon" under the far right "Maintain" heading. You will be prompted to enter that persons email address. The status of these Gift Coupons will change from available to redeemed as they are used.

### **Still Under Development**

One of the applications that is very close to being active are Gift Membership Coupons. This will allow anyone to pay for someone else's membership. With the new system, we are unable to offer undesignated crew cards. In the new system, one will be able to purchase a Gift Membership Coupon in any membership amount and then will have the ability to email that code to whomever they would like to and that person can join the Class, enter that code at check out and will have a zero balance due.

### **More To Come**

We will continue to transition more features of our website over to the new platform.

#### Next up:

- Boat Ownership History and Measurement Certificates.
- Committee Lists / Governance Contacts

Further down the road we will incorporate a new home page with new calendar, results and news sections. Forums and the opportunity for individual Fleet and District pages will also be provided.

The new platform has a lot of potential to improve the overall communication between the Class, Districts, Fleets and general membership.

If you have any questions on any of the new applications please, contact the Class Office: [office@lightningclass.org](mailto:office@lightningclass.org) or 727-942-7969

Thank you all for your patience during this time.

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## Upcoming Events:

- International Master and South American Championships – Salinas, Ecuador – November 17–20
- World Championships – Salinas, Ecuador – November 21–25
- Florida Winter Series - Santa Sail Fest - Sanford, Florida - December 2–3
- Florida Winter Series - New Years Regatta - Sanford, Florida - January 13–14
- Florida Winter Series - St. Pete NOOD – St. Petersburg, Florida – February 16–18
- 71<sup>st</sup> Annual Winter Championship – St. Petersburg, Florida- March 23–26
- 60<sup>th</sup> Annual Midwinter Championship – Miami, Florida – March 27–30
- 2018 European Championship, Greece - June 28–July 1
- 2018 Youth World Championship, Greece - July 3–July 7
- 80<sup>th</sup> Anniversary Regatta and Celebration – Skaneateles, New York – July 6–8
- Atlantic Coast Championship - MET/LI/CAD area July date TBA
- North American Championships – San Diego, California – July 23–29
- Women, Junior and Master North American Championships – Keego Harbor, Michigan – August 2–5

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# Lightning Family News

## Tied the Knot



We are pleased to announce that the Michigan District Commodore, Allison Frantz, an active Michigan Lightning sailor, and Trey Rose, #15513, Spinnaker Ninja, tied the knot on August 26! The two first met when Allison worked for The Leukemia & Lymphoma Society managing the Michigan Leukemia Cup Regattas.

Trey had began fund raising in memory of his co-worker, quickly becoming a top fund raiser. Spending time together strategizing how to fund raise more, the two quickly clicked and began dating. Allison went from never having been on a sailboat to racing competitively, with Trey on Spinnaker Ninja and leading the Michigan Lightning District as Commodore!

The wedding had a heavy nautical theme throughout, including having the Lightning insignia embroidered on all the groomsmen's socks! Congratulations to the new Mr. and Mrs. Rose!



## Just Launched — JJ Barnash

James John 'JJ' Barnash III was born to proud parents, and Lightning sailors, Jimmy and Kelly Barnash in Rochester, New York, on November 26, 2016.

JJ enjoys spending his time on and in the water, especially attending Lightning regattas with mom and dad. While most of the training is still on dry land dad has made sure he's getting some tiller time in already!



## 8 Bells

It is with sadness that we share William Newton Baxter, Jr., 77, passed away Thursday, October 19 at his home, surrounded by his family. His notorious humor and wit remained with him until the end.

A native of New Orleans, Louisiana, Bill was born to the late William Newton Baxter and Ester Curtis on August 29, 1940. He spent the majority of his life in Memphis.

His main love, other than family, was the camaraderie, sportsmanship, and competition he found racing his Lightning Sailboat in Fleet 274 at Delta Sailing Association based at Arkabutla Lake in Hernando, Mississippi.

He and his friends built the organization and made it thrive. His wife and children spent many happy years sharing Bill's love for sailing, traveling the district and making friends around the United States.

We like to share Lightning Family News!

Email your news to the Class Secretary:

[office@lightningclass.org](mailto:office@lightningclass.org)

## Lindy and Ian Edwards 40<sup>th</sup> 'Ruby' Celebration



Australian Lightning sailors Lindy and Ian Edwards celebrated forty years of marriage in Sydney, Australia, this past January. There was a week of activities for those that joined them. They hosted a lunch overlooking the Sydney Harbour for family and friends, followed by a cruise of Sydney Harbour for out-of-town guests and an after party at their house overlooking the beach and ocean.

The next day there was a wine tasting trip to the Hunter Valley wine area. Either side of this were plenty of sailing and coastal opportunities for guests to enjoy Sydney. As you might expect with Lightnings, a big part of Ian and Lindy's activities in recent years included many Lightning sailors that made the trip to help celebrate the milestone. Ex-Nigerian Lightning couples Gary and Martha Schwantz, Alan and Ruth Emslie, Nick and Suzanne Woodall-Mason, along with Nolan and Denise O'Neal were in attendance. There was a strong contingent of Houston Lightning sailors, plus key contributors to the successful 2012 Lightning NAs at HYC, including Patti Harris, Diana and Tom Sutton, Andrea Zaitte and Jay Grills, Dave and Mary Haglund, Tony and Neave Nunes, Don Chisholm. Greek Lightning sailors Tolis and Brenda Kalpakas, Lightning Class Measurer Bill Cabrall with wife Raeyane and Dallas-based Texas District Commodore Clarke Newman along with Deanna Newman were also able to make it.

Lindy and Ian enjoyed a wonderful celebration, and it was very special to be able to share it with so many fantastic friends.

## Round Salt Spring Island Race



the contestant with the smallest carbon footprint. Revenuer has a PHRF rating of 196. The race is run by the Salt Spring Island Sailing Club.

Bill Cote

The Round Salt Spring Island Race, which runs for forty-two miles, was held May 20 in British Columbia, Canada. Revenuer, a 1970 Clark Lightning, #11645, contested. In a light wind race only ten of the 105 starters finished. Revenuer won the sustainable sailing trophy for

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nap back rudder cover			88
sail # on cover			65

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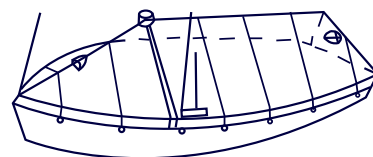
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## 2018 Barranquilla Central American and Caribbean Games



The International Lightning Class is proud to announce that the Central American and Caribbean Sports Organization (CACSO) has selected the Lightning Class as an official one-design class for the 2018 Barranquilla Central American and Caribbean Games.

These games will take place in Barranquilla, Colombia, and they include 36 disciplines with more than thirty countries participating. In sailing, the games also include RS:X, Laser, Laser Radial, Sunfish, Snipe and Hobie 16.

Along with the 2019 PAN AM Games, this selection confirms the strength of our Class, the ability to provide great racing, and also represents a great opportunity to support growth in Central American and Caribbean countries.

# North American Women's Championship



## Metedeconk River Yacht Club

Brick, New Jersey – Fleet 34

August 1-4, 2017

Pos	Sail#	Boat	Skipper/Crew		Club	R1	R2	R3	R4	R5	R6	R7	Ttl
1	14777	I'd Rather Be Lucky	Laura Jeffers Johanna Schon Theresa Colantuono		MRYC NBYC	[5]	1	3	1	1	4	1	11
2	15251	Mongierah	Debbie Probst Monica Jones Margaret Daley		BCC BCC BCC	[4]	2	2	2	3	3	2	14
3	15545		Jody Starck Sabrina Starck Tess Weber		BCC BCC BCC	1	4	1	[7]	5	1	6	18T
4	15532		Abbie Probst Katie Braungar Grace Tomczak		BCC BCC BCC	2	3	[6]	3	4	2	4	18T
5	14890	Zephyr	Victoria Guidi Mary Keppel, Katie Park-Myers		RYC RYC RYC	6	6	5	4	2	[10] /NC*	3	26
6	15514		Kailey Savacool Molly Lucyk Skylar Barney		TRYC MBC MBC	3	[7]	7	6	6	5	5	32
7	14882		Christine Little Miya Preyer Mercedes Escandon		MRYC MRYC MRYC	[8]	5	4	5	7	6	7	34
8	15360	Box Management	Nikka Stoger Courtney Rizzuto Scotia Evans		TRSC TRSC	7	[8]	8	8	8	7	8	46
MRYC NBYC BCC	Metedeconk River Yacht Club Niantic Bay Yacht Club Buffalo Canoe Club		RYC TRYC	Riverton Yacht Club Toms River Yacht Club		MBC TRSC	Monmouth Boat Club Temple Reef Sailing Club						



Champions: Team Jeffers



Runner-Ups: Team Probst



2<sup>nd</sup> Runner-Ups: Team Starck



4<sup>th</sup> Place: Team Probst

# North American Women's Championship

## Miya Preyer



Miya Preyer, Christine Little,  
Mercedes Escandon

We are Mercedes Escandon and Miya Preyer, the crew for Chrissy Little at the Women's NAs. Since it was our first time sailing this regatta, we would like to share our perspective.

As far as preparation went, we actually never got a chance to sail a Lightning with Chrissy before the first day of the regatta. Mercedes

and I had been sailing together on a club 420 for two years now. We also sailed in a weekly advanced Lightning class for two summers, but neither of us had ever been on a boat with Chrissy before. Chrissy also hadn't sailed a Lightning since she was a junior, so there was a lot for all of us to learn as a new team.

We were still learning new things about the boat every day, and our first day on the water consisted of con-

stantly adjusting the boat's controls to see what worked best. We received a lot of help from everyone. Even people we did not know came up to us after the races with tips and encouragement which really helped us.

The highlight of our races was definitely being able to come together on short notice and find our groove as a team. We surprised ourselves with how well we did as a team in only three days together. Even though we didn't have the best finish, we were proud of how we did in such a tough fleet. All of our competitors were very talented women, and it was really cool to see such a strong female presence in one fleet. There were some races where the conditions became a serious challenge for us, as our overall crew weight was on the lighter side, but we pushed through.

To anyone considering sailing the event next year, it might seem a little intimidating, but it is definitely worthwhile. The Lightning fleet consists of a really great group of people who all welcome new people with open arms. Sailing this regatta allowed us to catch a glimpse of sailing after we age out of the junior program and definitely convinced us that sailing is a lifelong sport.

## Mary Park Keppel



Mary Park Keppel, front crew (owner of 14890), Katie  
Park Myers, middle crew, and Victoria Guidi, skipper

Hi Fellow Racers! We had a ball at the Lightning Women's Nationals. Will you travel to next year's event? We thoroughly enjoyed our time together and racing against many talented women.

Our journey to the nationals started in November when Katie and Mary made the decision to race in it. In January, Victoria came onboard. Given the choice between skipper and front crew, she enthusiastically jumped at the chance to skipper.

Getting the crew lined up early was key for us. Also key was to have the boat properly tuned. To this goal, all the credit goes to our friend Gary Hoffer. He spent hours making adjustments and improvements to the rig and combing the lines and equipment for frays and such.

Fast forward to August, the races are on. Sailing the Barnegat Bay was thrilling. Each day of racing was windier than the last! For that, we made an adjustment. Katie, our middle crew, took over handling the main sail after the start, and this worked really well for us. Victoria was exceptional at being aggressive as needed especially, at the start line and mark roundings.

Again, we had a blast. I haven't been among a group of such talented women sailors since my time racing collegiately. We hope you'll make the effort to give it a try.

And, finally, huge thanks to the folks at Metedeconk Yacht Club, their many volunteers hosted a flawless event.



Team Savacool



Team Stoger

# North American Juniors' Championship



## Metedeconk River Yacht Club

Brick, New Jersey – Fleet 34

August 1-4, 2017

Pos	Sail#	Boat	Skipper	Club	R1	R2	R3	R4	R5	R6	R7	Ttl
1	15582		Tanner Probst Maya Weber Jenna Probst	BBC WYC BBC	1	3	[8]	7	2	3	1	17
2	14748	Gen 5	Jeff Hayden Hannah Sellers Brian Hayes Jr.	LMSA FSU Sailing HBC	3	4	1	1	4	[6]	6	19
3	15382		Robert Robinson Becca Jordan Gunnar Grenauer	BBC	8	[9]	5	5	1	1	2	22
4	15599	Duma	Benjamin Folds Jacob Folds Joseph Tomczak	BBC BBC BBC	[7]	7	4	2	3	4	3	23
5	14266	Greenwing	Carter Cameron Jordan Wiggins, Drummond Koppernaes	CYC HYC	5	1	7	3	[8]	5	4	25
6	14619	More Cowbell	Parker Colantuono Jackie Morrison Amelia Reed	NBYC	[9]	2	3	6	5	5 /RDG*	5	26
7	15234	Mob	Douglas Wake Noah Bartel Meredith Ryan	SYC SYC BBC	2	5	9	[10]	7	2	8	33
8	15204		Carrter Pearce William Lusty Christopher Araujo	SCYC SCYC SCYC	6	8	2	4	6	[16 /NC*]	11	37
9	14522	Holy Cow	Max Balanevsky Jack Carminati Ethan Stoffman	BBC	4	6	10	8	10	9	[13]	47
10	14895		Caroline Dunbar Mikayla Ward Maggie MacDonald	BBC BBC BBC	10	10	6	[11]	9	7	9	51
11	15122	Logical	Eva Fortunato Elizabeth Fortunato Matt Miceli	MRYC MRYC MRYC	[13]	11	11	9	11	8	7	57
12	15298		JP Starck III Bobby Starck Brady Starck	CYC BBC CYC	11	12	[13]	12	12	12	10	69
13	14672	BCC Grant Boat	Sam Balanevsky Anneliese Schall Jake Bard	BBC	12	13	[14]	13	14	11	12	75
14	15079	Aires	Ryan Mullins Rachel Holick Liz Husak	MRYC	14	14	12	14	13	10	[16 /NF*]	77

BCC Buffalo Canoe Club  
 WYC Wawasee Yacht Club  
 LMSA Lake Monroe Sailing Association  
 HBC Housatonic Boat Club  
 CYC Carolina Yacht Club  
 HYC Hobcaw Yacht Club  
 NBYC Niantic Bay Yacht Club  
 SYC Sheboygan Yacht Club  
 SCYC Surf City Yacht Club  
 MRYC Metedeconk River Yacht Club  
 CYC Cleveland Yachting Club  
 PRSA Potomac River Sailing Association  
 CDYC Commodore Decatur Yacht Club



# Questions for Junior NAs Winner: Tanner Probst

**1) Tell us a bit about yourself and your team—names, how long you’ve sailing together, yacht club, a bit about team dynamic.**

I grew up crewing for my mom, Debbie Probst, at the Buffalo Canoe Club in Lightnings and began skippering at the 2013 Lightning Junior North Americans. I’ve sailed with my middle crew, Maya Weber, for just over six years and my front crew, who is also my sister, Jenna Probst, for just over four years. Considering we’re all seventeen or eighteen years old, that feels like a really long time to us. They’ve become some of my closest friends through this time, and that’s been hugely important on and off the water. It makes going to every regatta a lot of fun—keeping us motivated to practice hard and compete in every event we can. We’re also comfortable quickly and bluntly pointing out each other’s mistakes that need immediate correcting and objectively analyzing our shortcomings in each race. I believe that’s what allows us to keep improving.

We’ve gotten very comfortable within our roles, which has helped us tremendously. I won’t go into too much detail here, but I want to highlight a couple examples. Before the start, I set us up on the line and defend our hole, Maya faces backwards to easily communicate boat traffic from windward and the countdown, and Jenna keeps track of late wind shifts and distance to the line. These distinctions allow us to dial in on the few variables we are responsible for and to trust the other two with their jobs. This extends to everything from making lunches and putting the mast up to getting around the race course.

**2) How did you prepare for the Junior NAs?**

We set a goal to have practices focused on specific tasks this summer. For example, we did a lot of pure boat handling practices alone or with one or two other boats. Our rhythm in maneuvers and boat speed definitely benefitted. We were fortunate to compete in the District Championship at Metedeconk River Yacht Club a few months before the Junior North Americans to familiarize ourselves with the venue and conditions. In addition, we attended a several other regattas to settle into a defined pre-start routine and practice putting a focus on dividing—and not sharing—the various responsibilities in racing at a real regatta setting.

We tried to get as many tips and as much feedback as possible from more experienced sailors leading up to the regatta. Larry MacDonald, as always, gave us a lot of coaching leading up to the regatta—this year with a focus on broader regatta strategy. David and Jody Starck, and all of the other great sailors at the Buffalo Canoe Club, gave us a lot of advice on heavy air sailing technique and often asked us to speed test with them when it was windy. On the way to the regatta, we watched a Greg Fisher Lightning sail trim video, complete with ‘Pirates of the Caribbean’ music, and he also

gave me some great advice about sailing in the expected heavy air and chop, which we have at times struggled in. Todd Wake also helped us and almost every junior team out with boat set-up and boat handling advice prior to the regatta. The list could go on and on. I greatly appreciate all of the willing mentors in the Lightning Class who repeatedly help us prepare for regattas.

**3) What was your favorite on-water highlight of the regatta?**

On Friday, we finally experienced Metedeconk’s ripping wind, and it added an exciting edge to the final race day. It felt great to cross tacks with Robby Robinson’s team and Ben Folds’ team while sailing fast in the breeze after a frustrating second day. It was comfortably warm, and the spraying water was really refreshing on the beats. The reach into the yacht club was a lot of fun, because we were able to get up on a plane and really fly while enjoying our previously untouched, high-quality lunches.

**4) What was your favorite off-water highlight of the regatta?**

I teamed up with Doug Wake for the 32-team cornhole tournament, and it was a blast. Metedeconk served an awesome dinner, and everyone was socializing, playing spike ball, and heckling those still in the tournament. Doug and I unabashedly beat a team of thirteen-year-olds in the finals to claim the grand prize of Ray Ban sunglasses. The whole week, it was really cool to get to know the junior sailors from Metedeconk, given the long Lightning Class history between the BCC and Metedeconk River Yacht Club. Congratulations to Russ Schon, Jody Lutz, and all the volunteers and regatta organizers who helped make this event a huge success on and off the water!

**5) How does it feel to be the first Junior Lightning Sailor to win the Junior NAs three times?**

Looking back at the names on the Junior NAs trophy—starting with Matt Fisher in 1974 and including David Starck, Jay and Jody Lutz, and Larry MacDonald, to name a few—it’s an honor to even be included in this group of sailors of whom I hold the utmost respect. Although we have come out on top three times now, it has been very competitive, challenging racing every time, and I know the teams skippered by sailors like Doug Wake, Robby Robinson, Ben Folds, and Jeff Hayden will be making it a wide open regatta again next year. It’s cool to know we made history, but I am also motivated to improve and learn through these experiences. I’m excited to continue competing against the core group of ten to twelve juniors that have consistently raced the last few years. They’re really great sailors, but the fun and intense competition we have on the water is made better by the afternoons playing volleyball, the spontaneous mini-golf trips, and all the fun times we have off the water.

**6) How do you plan to prepare for the 2018 Greece Youth Worlds?**

Maya and I will be racing in college, and we're hoping to sharpen our sailing minds over the course of the school year. This will be our third Youth World Championship in which we've competed, so we have a good base for what we need to practice. We will likely sail in three or four regattas leading up to Youth Worlds and practice heavily in the month leading up to the event. We like to run through situational drills to practice reacting to problems before Youth Worlds because we want to be prepared for everything. For example, once per summer each of us is allowed to randomly dive off the boat during a practice, and the remaining two must react, scoop the person up, and keep sailing. A lot of our drills are fun for Maya and me. We will often make the boat as unstable as possible and time Jenna while she puts the pole up and down two or twenty-five times in a row. She's

pretty good at it now. As always, we will try to get advice from the experts of the Lighting Class and the locals from Greece about what to expect at the Youth Worlds.

**7) What are you most looking forward to at the 2018 Greece Youth Worlds?**

I'm most looking forward to meeting or reconnecting with all the competitors from around the world. Some of my best memories from past Youth Worlds are of playing soccer, sharing meals, and getting to know new people. I'm also looking forward to the racing because I know we will be extremely prepared and have a chance to bring the trophy back to the United States. From three previous Youth Worlds and other boat change regattas, like the Sears Cup, we have the process down to a science. Regardless of the end result, racing against some of my closest friends and people from around the globe will once again be intense, exciting, and a memory I will not soon forget.

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## Questions for Junior NAs Runner-Up: Jeffrey Hayden

**1) Tell us a bit about yourself and your team—names, how long you've sailing together, yacht club, a bit about team dynamic**

I sailed with Hannah Sellers and Brian Hayes Jr. Hannah sails with me at Florida State, and we have been sailing together for a year. Brian is a freshman on the sailing team at George Washington University. Brian and I had only sailed together once before this regatta. My home club is the Lake Monroe Sailing Association, and I have just started my second year at Florida State.

**2) How did you prepare for the Jr. NAs?**

We did not have a chance to sail together before arriving in New Jersey. We got to Metedeconk Yacht club a day early to practice and then had a chance to practice again the next day after checking in.

**3) What was your favorite on-water highlight of the regatta?**

My favorite on the water highlight was winning two races back to back. It was fun to have close racing throughout the regatta.

**4) What was your favorite off-water highlight of the regatta?**

My favorite highlight off the water was the cornhole tournament, even though we didn't do very well.

**5) How do you plan to prepare for the 2018 Greece Youth Worlds?**

Since Hannah has aged out and isn't allowed to compete in Greece, Brian and I are looking for someone to do the bow. We are also looking for regattas that we will all be able to do leading up to the worlds.

**6) What are you most looking forward to at the 2018 Greece Youth Worlds?**

I'm most looking forward to sailing against teams my age from different countries. I think it will also be a great experience to visit Athens.

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## Junior NAs Experience: Eva Fortunato

I walked to my yacht club in the morning to be greeted by the overwhelming sight of dozens of Lightning boats being parked in the lot and people surrounding them getting all of their sails ready and putting up their masts. Not only was it my first ever Junior Lightning North American Championship, but it was my first ever Lightning regatta, and the nerves inside of me continued to build before the first day of the regatta.

My crew, consisted of myself, my twin sister Elizabeth, and our friend Matt. We sailed together multiple times before the regatta, and we work well as a team, but being 16 years old, I felt inferior and inexperienced compared to the older 21-year-old competitors who

had most definitely sailed dozens of regattas before and were more comfortable in the boat.

The first official day of racing, Elizabeth, Matt and I met at Metedeconk early in the morning, rigged our boat and got it in the water as quickly as possible. We then wandered inside to indulge on bagels, crumb cake, and coffee in order to prepare ourselves for the rest of the day. The harbor gun went off, we gathered our lunches, life jackets and got on our boat, prepared to be towed out to the course and start the day. I, having no idea what to expect from this race, went in with wary expectations and the idea that I would try to sail it like every other 420 regatta I've sailed.



The gun for the first race went off, and the butterflies in my stomach erupted, but I did my best to hide my fear. I remembered the encouragement I had received from my coaches, took a deep breath and put myself into race mode. It was a blur during the first few minutes while searching for a spot on the line before the loud boom, and everyone raced upwind off the line. It wasn't my greatest start, but the rest of the race went smoothly, and we finished our first race in 11<sup>th</sup>.

The rest of the day increased in craziness as the wind picked up and the white caps in the open bay got bigger. After finishing the second race speeding downwind across the finish line, the rest of the day was cancelled because a storm rolled in. We survived the first day, and I was happy with our finishes, considering the circumstances of the regatta in which I was one of the youngest skippers and that I had never sailed in a Lightning regatta before.

The next day of racing entailed an entirely different state of mind, as the conditions were nothing like the previous day. Warm air and clear skies, without a cloud to be seen, and the lack of wind was quite a different from the black clouds and gusting winds from the day before. We were towed out to the racecourse once again but were left to sit for an hour before an actual race was able to get off.

I was already feeling more confident in the boat by the second day, and I was ready to use the experiences of racing from the day before as a guide of what to do, or not to do, for the day's races. The light wind was stressful for my crew and myself, as every small move in the boat and every small trim of the sail could affect our speed. We slowly made our way upwind to the windward mark, where we ended up rounding two places better than what our consistent results of the previous day were. I already felt that we were sailing better, and our improvement was shown by our better results in the race. Although the winds picked up throughout the day, we adjusted for the conditions and continued doing better, as our tacks were quick and smooth, and our spinnaker work downwind helped us gain boats. We crossed the finish line after the last race and performed our ritual all around high-fives for good work and then sailed back to the yacht club.

The third and final day, we showed up to the regatta ready for the last day of racing. Unlike the dead wind conditions of the second day, the wind on the third day was blowing a consistent 15 knots. I knew that the combined weight of my crew and myself was light, and in heavy wind conditions I expected us to have problems holding the boat down during the races. I could feel my nerves start to build before the first race as the sound of the luffing sail got louder and reminded me of the upcoming gusty winds we were about to sail in.

The starting sequence of the first of two races of the day began, and I did my best to come up with a plan for the race. Besides the goal of not flipping, I wanted to keep our streak of continuing to do better every race of the day, so I set myself up in a good place on the line, and as the gun went off, I headed up wind. Fully hiked out, and boat depowered, we struggled a bit to keep the boat down but still managed to keep up our boat speed. My nerves caused by the wind slowly went away as I became more confident in the heavy wind.

The race only got more enjoyable as it went on. Crossing boats upwind, and sailing fast downwind, we finished in 8<sup>th</sup>—our best finish of the regatta so far.

Our better finish gave us all confidence for our last race, and it that ended up being by far the most exciting race of the regatta. The wind had picked up even more, but we still managed to keep the boat flat enough to keep moving forward and fast. The first downwind beat of the race was tense, as all of the spinnakers were overflowing with air. It was a matter of minutes before I happened to glance backward to observe the boats behind us and was just in time to see one boat flip, and then another seconds later. My crew and I had no intentions of flipping, so we worked harder than ever to make sure everything ran smoothly, and our hard work paid off after catching boats upwind and finishing 7<sup>th</sup> after our last downwind. Despite the harsh conditions, the toughest race of the day ended up being the most fun and most successful for us.

I learned a lot from the experience of sailing the Junior Lightning North Americans, but as I reflect back on the experience now, I realize that a big part of my improvement and success was the encouragement I received from my coaches and the hard work of my crew. I was hesitant to even do the regatta at first because I wasn't sure I could keep up with any of the other competitors, and I was intimidated by their age and experience. Now I realize that all I needed was a little push to get myself to enter and sail. I am so happy now that I sailed the regatta because it not only made me more confident in the boat, but I now know that I can keep up with most of the competitors. Lastly, it was more fun than I could have imagined.

To anyone who is thinking about sailing a Lightning regatta, or entering the Junior Lightning North American Championship, my advice to you is go for it. You don't have to be the most skilled sailor or the most comfortable in the boat, but, regardless of your results, the experience of sailing in the regatta will help to make you feel better about your abilities and to become a better lightning sailor overall.

# Junior



Champions: Team Probst

# NAs



Runner-Ups: Team Hayden



2nd Runner-Ups: Team Robinson



4th Place: Team Folds



5th Place: Team Cameron

# North American Masters' Championship



## Metedeconk River Yacht Club

### Brick, New Jersey - Fleet 34 - August 1-4, 2017

Pos	Sail#	Boat	Skipper	Club	R1	R2	R3	R4	R5	R6	TTI
1	15496	The Cat	Marvin Beckmann Monica Morgan Jim Barnash	HYC DIYC Rochester	1	1	[10]	1	1	5	9
2	15507	Veggie Sub	Ched Proctor Benjamin Cesare Kelly Chang	CPYC CPYC	2	5	1	2	2	[6]	12
3	15495		Larry MacDonald Julianne MacDonald Ian Jones	BCC BCC	[7]	2	2	5	7	2	18
4	15480		William Faude Katie Terhune Brian Taboada	SYC	5	3	7	[12]	3	1	19
5	15166	Nebulus	Michael Schon Jody Lutz Jo Ann Fisher	SPYC MRYC JIYC	6	4	5	7	[10]	3	25
6	15240	Brown Eyed Girl	Stephen Constants Matt Reiser Mike Constants	SSA MRYC SSA	3	6	8	[9]	6	4	27
7	9		Thomas Allen Kip Hamblet Emily Riter	BBC	10	[19]	4	6	8	7	35
8	15421	Touch of Grey	Rich Warren Sue Warren Randy Swartley	MRYC SCYC SCYC	4	12	9	[13]	4	8	37
9	15484		Fisk Hayden Amy Simonsen Steve Hayden	LMSA SSYC LMSA	8	[15]	3	10	11	10	42T
10	15595	Hard Asset	Joshua Goldman Will Jeffers Haley Kardek	CPYC	9	10	[16]	3	9	11	42T
11	15428		Richard Moyer Gary Swangler Chappy Hopkin	RYC(1) RYC(1) OCYC	12	8	6	[19]	12	9	47
12	15481	El Magnifico	Gustavo Tamayo Rafael Tamayo Juan Sanchez	Club El Portillo Club Nautico Portillo Club Nautico Portillo	11	9	11	4	[14]	14	49
13	14680	Berry 3	Ed Roseberry Jr. Stas Balanevsky Garrett Grenauer	BCC BCC BCC	[15]	7	13	11	15	12	58
14	14450	Send Lawyers, Guns & Money	George Francis Richard Thomas Doug Zimmermann	MRYC MRYC MRYC	[19]	17	14	14	5	15	65
15	14174	In Lieu	David Sprague Alyssa Loughborough Ann Rouget	Boulevard Club Boulevard Club KYC	16	14	18	8	[19]	16	72
16	14900	HIS	Gary Hurban Joan Hurban Pauline Kaiser	SSA SSA SSA	13	11	[17]	17	17	17	75
17	15365	Las Vegas	Paul Krzenski Don Schon Dave Watts	MBC	18	[20]	15	18	13	13	77
18	11894	Love It	David Ruiter David Thompson Stephanie Swann	MRYC LYC CPYC	17	13	[20]	16	16	19	81
19	15315	Quest	William Cabrall Raeyane Farrell Norm Jarvis	RYC(2)	20	16	19	15	[21]	20	90
20	7603		Bob Astrove Lisa-Marie Lane Jim Lane	PRSA	14	[21]	21	20	18	18	91
21	14191	Budget Dust	Gregory Florian Sylvia Florian Paul Gelenitis	CDYC CDYC MRYC	21	18	12	21	20	[23 /NS*]	92

HYC Houston Yacht Club  
DIYC Davis Island Yacht Club  
CPYC Cedar Point Yacht Club  
BCC Buffalo Canoe Club  
SYC Sheboygan Yacht Club  
SPYC Sandy Point Yacht Club

MRYC Metedeconk River Yacht Club  
SCYC Surf City Yacht Club  
RYC(1) Riverton Yacht Club  
OCYC Ocean City Yacht Club  
KYC Kingston Yacht Club  
SSA Severn Sailing Association

MBC Monmouth Boat Club  
LYC Lavallette Yacht Club  
RYC(2) Richmond Yacht Club  
PRSA Potomac River Sailing Association  
CDYC Commodore Decatur Yacht Club

# North American Masters' Championship

Michael Schon



The Masters this year was held at MRYC and sailed on the Barnegat Bay, which for me was my home court. It was a great opportunity to get back in the game for those of you who have memories of the people and places where you spent your younger days. The idea of putting together a program to compete can seem to be more effort than it's worth unless you have friends and family that understand the amount of passion you have for the sport and the love you have for being on the water. In my case, the support was abundant from the start.

With the decision made, it was time to get the boat ready. Check. Find a crew. Check. Then get back in the boat. Now, that's where the fun starts. How much practice is enough? That all depends on the individual. In my case, it meant going from my cheerleader role of twenty years and finding new gear that wasn't dry rotted to finding someone willing to take a chance with me at the helm. Lucky for "Team Nebulous," Jody and Jonathan Lutz were ready to go and just waiting for me to get up the courage.

Practice day one was interesting. Tacks were rusty, and jibes were chaotic at best. Encouragement from the crew, like "you still got it," had me asking when can we get out again. There were a couple of real beauties I pulled in the back of the boat, but you can just imagine. Several practice days later we're ready to go. Thanks guys.

Race day arrives, and the competitors are all there making their last minute tuning tricks. This is when you realize that the racing is only the half of it. To see friends that only have big smiles and bear hugs makes you understand why it was so easy to make the effort. With my stellar crew of Jody Lutz and Jo Ann Fisher, I was in good hands.

The racing was great! Man these guys are tough. My crew kept my expectations in check, and we figured out how to keep my concentration level above average. That's no easy task when all I ever really concentrated on while crewing was what I was going to drink at the cocktail party after races.

After three days of racing, it hurt in places that I don't remember it hurting before. It was worth it. It's mid-September now, and I can't wipe the smile off my face every time I talk about that week. It was so great to see old friends—sorry but were old—and to see that they have passed the love of Lightning sailing onto their kids so they can enjoy it for a lifetime.

Thank you to MRYC. My Lightning Class friends, my crew, my son Matty for making us look good and Larry MacDonald for your nightly words of encouragement. We missed ya Uncle Jay.

Lastly, if you're thinking about sailing the Masters, JUST DO IT. It's one of those 'woulda, shoulda, coulda' things.



# Masters



Champions: Team Beckman

# NAs



Runner-Ups: Team Proctor



2nd Runner-Ups: Team MacDonald



4th Place: Team Faude



5th Place: Team Schon



# Atlantic Coast Championship



**Malletts Bay Boat Club – Fleet 301**

**Burlington Vermont**

**July 29–30, 2017**

Pos	Fleet	Sail#	HelmName	Crew1	Crew2	R1	R2	R3	R4	Total	Nett
1	M	15556	James Crane	Bill Crane	Suzanne Burke	1	3	6	9	19	19
2	C	15380	Rob Crane	Kelly Crane	Brittney Manning	5	6	2	7	20	20
3	C	15507	Ched Proctor	Meredith Killion	Charlie Proctor	8	9	1	14	32	32
4	C	14905	Jamie Allan	Jay Deakin	Chantal Leger	22	4	8	1	35	35
5	C	15536	Justin Coplan	Danielle Prior	Bill Wiggins	12	5	13	6	36	36
6	M	11346	Stu Nickerson	Kip Hamblet	Andrea Fisher	2	23	11	3	39	39
7	M	15572	Bill Fastiggi	Suzy Coburn	Stephanie Boucher	9	2	16	18	45	45
8	M	15590	Jeff Linton	Amy Smith Linton	Steve Davis	17	12	14	2	45	45
9	C	15215	David Peck	Nina Peck	Dave Peck	20	15	5	5	45	45
10	C	15495	Larry MacDonald	Joy MacDonald	Adam MacDonald	7	1	3	36	47	47
11	C	15255	Robert Savoie	Michael Zonnenberg	Abby Preston	4	7	17	22	50	50
12	C	14849	A J Murphy	Peter Webster	Sam Webster	28	14	9	4	55	55
13	C	15082	Michael Holly Jr	Valerie Tardif-Holly	Matty Schon	27	8	19	8	62	62
14	M	15385	William Martin	Janel Zarkowsky	Isabelle Ruiz de Luzuriaga	19	18	22	15	74	74
15	C	14644	Mike Huffman	Todd Wulfson	Megan Mackinnon	3	13	29	30	75	75
16	C	15464	Keith Taboada	Russell Schon	Chris Schon	23	10	7	37	77	77
17	C	14719	Bill Bogardus	Stephanie Swann	Matt Reiser	13	16	20	29	78	78
18	M	14900	Gary Hurban	Joan Hurban	Jon Steiner	24	20	25	12	81	81
19	C	14480	Michael Booker	O J O'Connell	Adam Ceely	6	19	15	42	82	82
20	C	14821	Peter Hall	Heather Myatt	Antoine Paccar	10	11	12	51/RET	84	84
21	C	9	Thomas Allen	Griffin Premeau	Haley McMahon	14	25	21	25	85	85
22	C	15367	George Harrington	Jack Harrington	Quinn Harrington	25	17	28	19	89	89
23	C	13855	Tony Staples	Thomas Staples	William Staples	16	22	39	13	90	90
24	C	14060	Nicholas Troche	Stephanie Troche	Kevin Petrikas	15	26	24	26	91	91
25	C	14640	Don Brush	Julia Shannon-Grillo	Maura Duval	18	24	18	33	93	93
26	C	14619	Larry Colantuono	Parker	Nico	11	28	23	32	94	94
27	C	15172	James Taylor	Carl Taylor	George Auer	21	38	4	35	98	98
28	C	14119	Chad Miller	Tanya Miller	John Hill	29	27	32	11	99	99
29	C	4480	Bretton Gardner	Nate Owen	Kate Brush Owen	34	21	10	38	103	103
30	M	14398	Mark Osterman	Jane Lalonde	Helene Osterman	26	34	30	16	106	106
31	C	15449	Eric Heller	Christina Lambert	Drew Lambert	33	41.5	27	17	118.5	118.5
32	C	14777	Laura Jeffers	Will Jeffers	Johanna Schon	36	31	34	28	129	129
33	C	14567	Nathan Lafrance-Berger	Nathan Lafrance	Will Hall	45	29	46	10	130	130
34	M	14	Bob Sengstacken	Penny Sengstacken	Daniel Zitin	32	35	44	20	131	131
35	C	14876	Allen Baker	James McCracken	Ben McAndrew	31	37	45	24	137	137
36	M	15315	Bill Cabrall	Raeyane Farrell	Norm Jarvis	30	30	43	34	137	137
37	C	14050	Nick Farina	Justin Dorey	Stephanie LaMora	43	36	36	23	138	138
38	C	14577	Rob Donle	Josh Pfosi	Emmet Todd	39	33	31	39	142	142
39	M	15310	Hugh Hutchison	Marc Venables	Tom Heilman	47	39	40	21	147	147
40	C	14321	Tom King	K J Wolaver	Elizabeth Wolaver	35	32	35	45	147	147
41	C	14881	Dan Egan	Jay Dieselman	Marty Riehs	41	45	37	31	154	154
42	C	14072	Ted Hardenbergh	Tommy Hardenbergh	John Hardenbergh	46	51/DNS	33	27	157	157
43	C	1	Richard Meisenbach	Richard Meisenbach	Travis Bobley	49	48	26	40	163	163
44	M	15016	James Gardner	Ty Whitman	Dave Frazier	38	40	48	41	167	167
45	C	14273	Lucas Merchant	Kim Bogar	Rob Merchant	40	46	38	43	167	167
46	C	14131	Lyndsay Doyle	Kyle Hanlon	Vince Yannelli	42	41.5	42	44	169.5	169.5
47	C	14972	Patrick Zachary	Kika Bronger	Jeff Schwartz	37	43	41	51/DNS	172	172
48	C	10689	Nathaniel Hendrickson	Ali Deyett	Cam Russell	44	44	49	47	184	184
49	C	9811	Robert Dresser	Dave Rodgers	Amanda Doolin	48	47	47	46	188	188

# Atlantic Coast Championship

Jim Crane



The Mallets Bay Boat Club in Colchester, Vermont, was the host to this year's Atlantic Coast Championships. When my family heard that Mallets Bay was running the event, we immediately made plans to attend. Mallets Bay in the past has run the North Americans, the Worlds and the Master Worlds, and my family attended all of them. Our memories may be selective because we have always sailed well on Mallets Bay, but we also remember one of the most beautiful sailing venues in the country, a volunteer club of friendly people, fair winds and terrific parties. This year's event only reinforced everything we have come to love.

Fifty boats made the trek to Vermont and were greeted to a lovely 10–14 knot northerly Saturday morning. It was perfect sailing with flat water and very predictable shifts. Sailing in this breeze was akin to a dance. As long as you stayed on the lifted tack and sailed to the puffs, you were handsomely rewarded. Shooting a corner was enticing but, invariably, any perceived advantage evaporated, as it was almost impossible to ride a lift long enough to cross the fleet.

We mostly sailed up the middle, riding the lifted tack and ignoring the boats at the corners, even though at times they looked terrific. We trusted that the wind would continue to oscillate, and we were not disappointed. After three very good races, the names at the top of the leader board were very familiar. We were leading with 10 points, followed by Larry MacDonald with 11, Rob Crane with 13 and Ched Proctor with 18. With fifty boats on the line and another day of sailing, it was anybody's regatta to win or lose. We headed to shore very happy with our day's performance but had no illusions that anything was settled.

Saturday evening we were treated to a wonderful band, a great dinner and unlimited Heady Topper beer, one of Burlington's famous craft brews. It was impossible not to have a good time!

Sunday morning greeted us with very different conditions. The northerly that we had enjoyed the day before was reduced to a zephyr. Random puffs were interspersed with calm, and the Race Committee wisely postponed, waiting for better breeze.

After a protracted delay, the Race Committee decided to get a race underway. The five-minute gun was fired, and we found ourselves too far from the line to get

back and plan a respectable start. Stupid, but after drifting for over an hour, we became complacent and thought we would have more time. We were forced to start at the committee boat, and the right side of the racecourse became our only choice. Unfortunately, there was much more breeze on the left side of the course, and we struggled to round the mark in the top forty. The lead boats were half way down the run before we turned the corner, and it was quickly looking like it was going to be a long afternoon. Larry MacDonald was also in similar straights, and, in fact, was behind us. Rob Crane and Ched Proctor were ahead of us, but we really didn't know where. We were that deep. The good news is the Race Committee allowed the race to run its full course, which gave us four more legs of fluky drifting conditions to catch up.

By the last run of the race, we had moved up to the low teens and found ourselves on Rob Crane's transom. Ched Proctor was also in sight. We were back in the hunt. One windward leg remained, and it appeared we had a good shot of winning the regatta. The left was again heavily favored. We headed in that direction, but after sailing in Rob's backwind, I lost patience and tacked to the right to clear our air. This short tack of 25 yards turned into a loss of 100 yards to Rob. We basically fell into his track again but well back after completing our clear.

All of a sudden it became a desperate race to keep boats from slipping between Rob and us. Ched, also in the running at the leeward mark, had fallen behind, as he was becalmed to weather. We continued to push the left hard, overstanding the finish. Rob tacked early, as he was close to the layline. Fortunately, we found a soft line of breeze to windward and finished the race with a single boat between the two of us, giving us the win. There was a sense of joy on our boat but also a palpable feeling of survival. It was that kind of race. I'm sure the entire fleet had the same sentiment.

The Crane family had a wonderful weekend. Four of us sailed on the two boats—Rob, Jim, Bill and Kelly. And having a single point separate the two of us was special. Rob never expressed it, but I think he was happy to lose to his dad. It doesn't happen very often, and I suspect he knew how much I would enjoy the win. As my brother Bill said, "Best regatta of the year."



## Atlantic Coast Championship



### Championship Fleet



Champions: James Crane, Suzanne Burke, Bill Crane



Runner-ups: Team Rob Crane

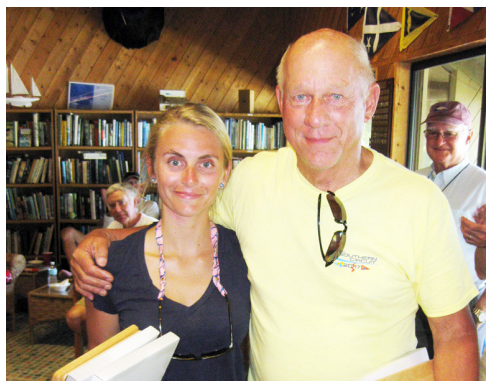


2<sup>nd</sup> Runner-ups: Team Proctor

### Masters Fleet



Champions: Suzanne Burke, James Crane, Bill Crane



Runner-ups: Team Nickerson



2<sup>nd</sup> Runner-ups: Team Fastiggi



Photo Credit: NaticalPhotography.us

# Canadian Open & Lake Erie District Championship



**BUFFALO CANOE CLUB**

Ridgeway, Ontario, Canada

June 24–25, 2017

Pos	Team	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
1	Cut The Breaks (15395 / 22)	John Newell	Mandy Newell, Owen MacDonald	[6]	2	2	2	1	2	9
2	Nick Sertl (15586 / 18)	Nick Sertl	John Mastandrea, Dylan Farrell	2	4	1	3	[7]	4	14
3	Darlene (15083 / 12)	Jimmy Barnash	Kelly Barnash, Skyler Munger	3	[6]	3	6	3	5	20
4	Todd Wake (15390 / 16)	Todd Wake	Kristine Wake, Neal Fowler	7	1	4	8	[14]	1	21
5	David Starck (15545 / 14)	David Starck	Jody Starck, Ian Jones	4	3	5	[15]	5	6	23
6	Larry MacDonald (15495 / 04)	Larry MacDonald	Joy MacDonald, Julianne MacDonald	1	9	8	1	9	[11]	28
7	Rum Line (14905 / 13)	Jamie Allan	Jay Deakin, Chantal Ledger	[9]	5	7	5	6	8	31
8	Money For Nothing (14298 / 17)	Mark Sertl	Cory Sertl, Venice Aureli	5	7	[9]	4	8	9	33
9	Thomas Allen Jr. (9 / 09)	Thomas Allen Jr.	Karl Allen, Bill Picton	12	8	[18]	11	2	7	40
10	Tom Starck (15499 / 11)	Tom Starck	Doug Wake, Brady Starck	[15]	10	10	10	4	13	47
11	Jack's Boat (15000 / 15)	Tim Werle	Bertie Werle, Maura Condon	10	11	6	7	18	[19]	52
12	Gustavo Tamayo (15481 / 31)	Gustavo Tamayo	Juan Sanchez, Santiago Ramirez	13	20	12	[22]	10	3	58
13	Warren Emblidge III (15339 / 24)	Warren Emblidge III	Jeff Oak, Jen Millar	8	[DNS]	11	13	12	14	58
14	Michael Holly Jr. (15082 / 06)	Mike Holly	Valerie Tardif, Stephanie Boucher	17	12	[DNF]	9	13	10	61
15	Joe Starck Jr. (15298 / 02)	Joe Starck Jr.	Robert Starck, JP Starck	[18]	14	14	12	15	12	67
16	Adam MacDonald (14895 / 34)	Adam MacDonald	Kiki, Lucas Goodin	11	[21]	13	17	11	17	69
17	Brian Cox (15191 / 05)	Brian Cox	Tess Weber, Richard Walsh	14	13	16	18	[23]	21	82
18	Ed Roseberry Jr. (14680 / 19)	Ed Roseberry Jr.	Katie Braungart, PJ Redding / Andy Wright	[21]	18	19	14	17	16	84
19	Peter Godfrey (15417 / 25)	Peter Godfrey	Sharon Godfrey, Erin Godfrey	22	15	[DNF]	16	16	18	87
20	Jenna Probst (15208 / 03)	Jenna Probst	Maya Weber, Grace Tomczak	20	17	17	23	[24]	15	92
21	Holy Cow (14522 / 01)	Max Balanevsky	Jack Carminati, Ethan Stoffman	19	19	21	20	20	[23]	99
22	In Lieu (14174 / 10)	David Sprague	Ann Rouget, Alyssa Loughborough	[DNF]	DNS	20	19	19	20	112
23	Duma (15599 / 20)	Ben Folds	Joe Tomczak, Jake Folds	16	16	15	[DNS]	DNS	DNS	115
24	Sparkle! (14878 / 08)	Ross Bailey	Jim Cooks, Scotia Evans	[DNF]	DNS	22	21	22	22	121
25	Philip Lange (15546 / 26)	Phillip Lange	Alexandra Lange, Shelby Allen	[DNF]	DNS	DNS	24	21	24	137
26	BCC Grant Boat (14672 / 07)	Sam Balanevsky	Ben Tudor Price, Jake Bard	[DNF]	DNS	DNS	25	25	25	143
27	Debbie Probst (15480 / 36)	Debbie Probst		[DNS]	DNS	DNS	DNS	DNS	DNS	170
28	Widow Maker (14924 / 21)	Peter Gorny	Andy Kalivoda	[DNF]	DNS	DNS	DNS	DNS	DNS	170
29	Tanner Probst (15582 / 35)	Tanner Probst		[DNS]	DNS	DNS	DNS	DNS	DNS	170
30	David Fedak (14572 / 23)	Dave Fedak	Paige Robinson, Jeff Schall	[DNF]	DNF	DNS	DNS	DNS	DNS	170
31	Jody Starck (15125 / 38)	Jody Starck	Jody Lutz, Jason lutz	[DNS]	DNS	DNS	DNS	DNS	DNS	170
32	Tim Scanlon (15412 / 37)	Tim Scanlon		[DNS]	DNS	DNS	DNS	DNS	DNS	170
33	Bunch Of Weenies (14599 / 39)	Allison Jones	Cheryl Day, Tim Noble	[DNS]	DNS	DNS	DNS	DNS	DNS	170



Team Newell

# SUN AND FUN

## SAIL FLORIDA IN THE WINTER

# SANFORD-ORLANDO AND ST. PETE

## REGATTA AND SERIES COMPETITION—Get Into The Series Competition!!

### REGATTA SCHEDULE:

**SANFORD-ORLANDO: (come a day early and practice)**

**Santa Sail Fest (formally Kettle Cup) December 2-3, 2017**

**New Year's Regatta January 13-14, 2018**

**ST. PETE: NOOD February 16-18, 2018**

### Four Competitions:

- 1. TRIPLE CROWN—TOP 4 RACES IN YOUR REGATTAS**
- 2. LIGHTNING POKER—RECEIVE CARDS FOR COMPETING AND HOW YOU FINISH—THE WORSE YOU FINISH THE MORE CARDS YOU GET--WOW**
- 3. DROWNED RAT—WHO HAS THE COOLEST OUT OF BOAT EXPERIENCE**
- 4. GIVE ME A BREAK—AN EXPENSIVE WIN**

**WONDER LIFE: You know St. Pete but what about Sanford-Orlando??**

**Sanford is wonderful sailing venue and offers all kinds of vacation opportunities.**

**Plus, Sanford is small town USA. There is a motel on the regatta site and small town main street is a 4-minute walk, with nice restaurants and bars!!!**

## WE HAVE A DEAL

Drive your boat to Sanford (near Orlando), sail the regatta, leave your boat, we will deliver it to St. Petersburg. Fly to Sanford or Orlando and/or St. Pete, sail the regatta, fly home and pick up your boat in St. Pete where the Southern Circuit starts March 23-26.

If you want to leave a vehicle in Orlando, that is great, then just fly back and forth.

When we move your boat you will need to cover the small out of pocket expenses. In addition, it will be \$15/week for boat storage and other incidental costs. Any questions about the boat storage and transportation program call or email Steve Hayden ([407-947-7995](tel:407-947-7995) and [stevehay14752@gmail.com](mailto:stevehay14752@gmail.com)) or Bill Mauk (305-741-6285 and [billmauk@gmail.com](mailto:billmauk@gmail.com))

For information about the individual regatta go to ILCA's calendar.



# Lightning Southern Circuit

St Petersburg Yacht Club, St Petersburg, Florida

Coral Reef Yacht Club, Miami, Florida

Pos	Bow#	Sail#	Yacht Name	Skipper/Crew	SP R1	SP R2	SP R3	SP R4	SP R5	SP R6
1	12	USA 15507	Veggie Sub	Ched Proctor Jeff Eiber, Tim King, Ben Cesare, Jay Lurie	1	1	3	3	17	1
2	51	CHI 15355	No DesesPerez	Cristobal Perez Alfred Sherman, Rodrigo Ducasse	14	4	1	10	6	5
3	24	USA 15590		Jeff Linton Steven Davis, Amy Linton	12	12	9	11	2	4
4	9	USA 09		Thomas Allen Mandy Hofmeister, Jenn Millar	7	3	8	13	10	3
5	46	USA 11346		Neal Fowler Kip Hamblet, Tracey Taylor	5	9	26	7	9	17
6	31	COL 15481	Magnifico	Gustavo Tamayo Juan Sanchez, Julian Ramirez	15	6	17	2	21	19
7	17	USA 15595	Hard Assets	Josh Goldman Jo Ann Fisher, Ryan Minth, Jeff Eiber, Katie Terhune	11	27	10	20	12	7
8	7	USA 14866	Somethind Good	Bill Mauk (GM) Diane Fowler, JP Creignou, Mitch Howell, Nathan Housberg	33	16	32	25	37	13
9	32	CAN 14878	Sparkle	Ross Bailey (GM) Kyle McGraw, Alex Steo	18	20	21	16	25	28
10	4	USA 15285	Soul Sister 2	John Sawyer (GM) Jay Smith, Ben Bowie, Becky Sawyer, Jack Sawyer	26	30	20	21	19	16
11	22	CAN 14174	In Lieu	David Sprague (GM) Ann Rouget, Alyssa Loughborough Curtis Woodworth	34	21	41/ DNF	41/ DNS	16	20
12	25	USA 13901		Michael Laing Christopher Laing, Tori Strutz	30	22	27	41/ DNS	14	24
13	28	USA 15498	Impulse	Trevor Prior Terry Naylor, Rick Dohery	22	29	29	17	27	35
14	11	USA 15428		Richard Moyer (GM) Chappy Hopkin, Gary Swangler, Helen Moyer	27	33	31	5	13	23
15	33	USA 15546	Must Be Present	Philip Lange Alister Thomson, Alexandra Lange	28	23	16	18	38	30
16	41	USA 15365	Las Vegas	David Watts Michael Kosempa, Jaleen Hartney, Paul Krzenski, Bryce Krzenski	35	36	34	41/ DNS	40	29
17	10	USA 15310	Enigma	Hugh Hutchison (GM) Marc Venables, John Gill, Cecile Steinriede	23	35	41/ DNF	41/ DNS	26	15
18	38	USA 15308		William Killebrew Michal Osborne, TJ, Chandler Owen	24	19	28	41/ DNF	34	21
19	8	USA 15130	Vann Bros	Chris Vann (GM) Karen Park, Amy Simonsen	20	31	14	41/ DNS	33	27
20	15	USA 15315	Quest	William Cabrall Raeyane Farrell, Norm Jarvis	31	24	30	23	22	41/ DNF
21	47	USA 15257	HERS	Joan Hurban (GGM) Gary Hurban (GGM), Peter Jadrosich	29	26	24	41/ DNS	39	31
22	16	USA 15048		John Garrison John Mathers, Rick Dishaw	41/ DNF	41/ DNS	41/ DNF	41/ DNS	31	36
23	54	USA 15054	Blue Highways	Jonathan Lange Nathan Curtis, Lisa-Marie Lane, Leo Penta	38	38	41/ DNF	41/ DNS	30	38

March 18-25, 2017



MIA R1	MIA R2	MIA R3	MIA R4	MIA R5	MIA R6	Throw Out	Total
3	1	2	1	2	5	(17)	23
2	2	8	7	1	7	(14)	53
8	7	3	3	22	1	(22)	72
7	11	6	6	3	9	(13)	73
1	8	4	8	8	11	(26)	87
6	16	9	14	11	6	(21)	121
5	9	12	11	30/ DNF	8	(30)	132
9	3	15	15	5	30/ UFD	(37)	196
13	13	13	17	12	30/ DNF	(30)	196
20	17	22	13	17	15	(30)	206
18	12	21	16	10	10	(41)	219
15	14	30/ OCS	19	16	13	(41)	224
19	30/ DNF	18	18	13	16	(35)	238
21	15	30/ RET	30/ RET	30/ DNF	30/ RET	(33)	255
23	30/ DNF	19	9	30/ DNF	30/ RET	(38)	256
17	21	10	12	14	12	(41)	260
12	25	16	21	19	30/ RET	(41)	263
16	20	24	22	30/ DNF	30/ RET	(41)	268
25	18	17	30/ RET	30/ DNF	30/ RET	(41)	275
29	30/ RET	20	20	18	30/ RET	(41)	277
28	22	30/ DNF	23	21	30/ RET	(41)	303
11	24	23	24	20	30/ RET	(41)	322
26	30/ RET	30/ DNC	30/ DNC	30/ DNC	30/ DNC	(41)	361



# Southern



# Circuit



Champions: Team Proctor



Runner-Ups: Team Perez



2nd Runner-Ups: Team Linton



4th Place: Team Allen



5th Place: Team Fowler



Don Bliss Trophy - Top Coronthian Miami - David Peck



Middle of Tampa Bay and Biscayne Bay Trophy - Team Bailey



Colin Park Trophy - To the top placing married couple in St Pete  
David & Jody Starck



George Fisher Sportsmanship Award - Tom Allen



Karl Smither Award - Laura Jeffers



Jack Mueller Grand Master Award  
Bill Mauk



Dr. Georges Peter Great Grand  
Master Trophy - Gary & Joan Hurban



Davis Youth Award  
Jonathan Viens





## ***Southern Circuit Committee Update***

David Starck and Bill Mauk, Co-VPs of the Southern Circuit (SC), provided an update on the results of the 2017 SC Survey, 2018 SC dates, and an update from a meeting held on 5/10/17 of their recently formed SC Committee, tasked with taking a holistic view of the SC, circuit plans for 2019, and beyond. The committee consists of David and Bill, along with Lenny Krawcheck, Gusvato Tamayo, Larry MacDonald, Jr, Ryan Ruhlman, and Michael Laing. Finally, a special "thank you" to Jeff and Amy Linton for providing an in-depth summary of every club in Florida, their capabilities, and ability, or lack-thereof, to host a 50-boat Lightning fleet.

### ***2017 Survey Results***

<http://lightningclass.org/resources/surveys/So%20Circuit%202017.asp>

### ***2018 Southern Circuit***

Dates and venues are set for 2018. The Winter Championship at St. Petersburg Yacht Club is March 23-26 with racing on Saturday, Sunday, Monday; travel Tuesday (3/27), Mid-Winter Championship at Coral Reef Yacht Club March 28-30 with racing Wednesday, Thursday, Friday. This is a holiday week for many schools and universities, as it is the week leading up to Easter Sunday (4/1). Therefore, please make travel and lodging plans early. It will be a great time to be in Florida.

### ***2019 and beyond***

As mentioned above, we recently formed a SC Committee, tasked with taking a holistic view and approach to the 2019 SC format as well as looking at overall winter Lightning sailing in Florida. The committee represents Lightning sailors of all ages, SC experience, South America, Canada, and many other regions throughout the ILCA footprint in the USA. Ultimately, our #1 objective is to increase participation by listening to our membership, talking to club/venues, talking to fellow sailors, and determining what is the best, practical formula for success. Bill Mauk and David Starck, along with Laura Jeffers, will keep you updated. No decisions will be made and announced until after the 2018 SC.

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## ***Thank You to Our Southern Circuit Sponsors***



# CLASSIFIEDS

## Classified Section has a new look!

### To Search/View all listings:

- Log onto [www.lightningclass.org](http://www.lightningclass.org). From the menu bar select "Market place" then "Classified Ads"
- Choose a Category (Boats, Sails, Other or Wanted to Buy) if you want to filter results. If you want to see all posted ads leave "any" in the category selection.
- Select the "Search" Button

### To List a Classified Ad:

This service is FREE to current Active Boat Owner/Skipper or Associate Level Members.

- Log onto [www.lightningclass.org](http://www.lightningclass.org) and log-in as a Member (Member Log-In) using your User Name and Password. If you don't recall either, select the "Forgot my User Name/ Password" link under the Member Log in boxes. IF you are on a smart phone or tablet, at the bottom of the screen you will see a small menu bar, select the key image/Login.
- Once logged in go to your Member Profile. On a desk top you will find access to your Profile by selecting the down arrow next to your name in the upper right-hand corner of the screen. Select "Profile". IF you are on a smart phone or tablet, select "Your Info" at the bottom of the screen, then select "Profile".
- Once in your Member Profile – look for the Website heading, then select Classified Ads.
- You are now in your personal Classified Ads Manager. You can Add or Edit ads from this page.
- Once ads are submitted, the Class Office will receive a notification for approval and final posting.
- You can add photos, edit, cancel or renew your ad at any time from your personal Classified Ads Manager.

Go to [www.lightningclass.org](http://www.lightningclass.org) and View the Latest Listing Today!

### Classified Ads

The Classified Ad page allows you to view the classified ads that our members have posted. You can filter the classified ads by specifying one or more search values and clicking the "Search" button. The system will display matching classified ads. If no search value is specified, all current open classified ads will be displayed. If there are more than 10 matching items, use the Paging controls to see additional pages. Click on an image to see a slideshow of all pictures for the Ad.

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Email Seller

Boats

\$10,000 - Just Reduced - OBO

Posted: 07/19/2017 By: Sherryl Egy

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**8250 Lippincott**

Email Seller

Boats

3000

Posted: 07/07/2017 By: Simon J Spartalian

# 2017 Regatta Winners

## Chilean National Championship

Marina Pintue UC

*Flecha Robles, Andress Guevara, Nick Robertson*

## New Year Regatta

Lake Monroe Sailing Assn/Fleet 526–Sanford/Orlando, FL

*Laura Jeffers, Will Jeffers, Mac McKenzie*

## NOOD Regatta

St Petersburg Yacht Club/Fleet 109–St Petersburg, FL

*Steve Hayden, David Hood, Amy Simonsen*



CA Districts Participants

## California District Championship

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

*Bob Martin, Julie Martin, Brian Genovese*

## Colombian National Championship

Club Nautico el Portillo/Fleet 501– Bogota, Colombia

*Santiago Uscategui, Jochen Raute, Armando Garcia*

## Florida Triple Crown - Final Series Scoring

3 regattas in LMSA - Sanford, FL / St Pete YC, St Pete, FL

*Eric Oetgen*

## 70th Annual Winter Championship

St Petersburg Yacht Club/Fleet 109–St Petersburg, FL

*Ched Proctor, Jeff Eiber, Tim King*

## Winter Master's Championship

St Petersburg Yacht Club/Fleet 109–St Petersburg, FL

*Marvin Beckmann, Monica Morgan, James Barnash*

## Southern Circuit

St Petersburg YC and Coral Reef YC - Florida

*Ched Proctor, Jeff Eiber, Tim King, Ben Cesare, Jay Lurie*



Moonshine Participants

## 6th Annual Moonshine Regatta

Virginia Inland Sailing Association

*Bob Wardwell*

## Texas District Championship

Houston Yacht Club/Fleet 521–La Porte, TX

*Marvin Beckmann*

## Lightning Spring Championship

Columbia Sailing Club/Fleet 440–Columbia, SC

*Marvin Beckmann, Monica Morgan, James Barnash*



Long John Participants

## 56th Annual Long John Regatta

Monmouth Boat Club/Fleet 70–Red Bank, NJ

*Justin Coplan Danielle Prior Ian Sanderson*

## Burl Harmon Memorial Indiana Open Regatta

Indianapolis Sailing Club/Fleet 270–Indianapolis, IN

*James Taylor, Carl Taylor, George Auel*

## James Island Yacht Club Open Regatta

James Island Yacht Club/Fleet 429–Charleston, SC

*David Van Cleef*

## On the Rocks Regatta

Finland

*Matti Aalto, Pyry Aalto, Raine Pirinen*



Lake Lansing participants

## Lake Lansing Tune-Up

Lansing Sailing Club/Fleet 387–Haslett, MI

*Matt Morin, Kevin Morin, Marci Levy*



Early Bird Regatta  
Bill Bogardus with  
son Grant - Grant's  
first Lightning  
Regatta

## Early Bird Regatta

Cedar Point Yacht Club/Fleet 126–Westport, CT

*Travis Odenbach, Jenny Rosenbauer, Peter Steo*

## No Gas Regatta

Seyern Sailing Association/Fleet 329–Annapolis, MD

*Mark Sertl*

### **Southeastern District Championship**

Augusta Sailing Club  
*Pierce Barden*



### **Spring Classic**

Pymatuning Yacht Club/Fleet 36–Jamestown, PA  
*Bill Faude, Amy Simonson, Jared Drake*

### **Juby Wynne One-Design Regatta**

Southern Yacht Club/Fleet 62–New Orleans, LA  
*Marvin Beckmann*

### **Southern District Championship**

Southern Yacht Club/Fleet 62–New Orleans, LA  
*Jeanne Herman*

### **Spring Regatta**

Potomac River Sailing Association/Fleet 50–Washington DC  
*Lisa-Marie Lane*

### **Kotka K2**

Kotka/Fleet 298–Kotka, Finland  
*Esko Aalto, Heikki Kuokka, Tuomas Haapanen*

### **2nd Classificatory Colombian National Championship**

Club Nautico Muña/Fleet 73–Lake Tomine–Bogata, Colombia  
*Paula Doaut, Juan Camilo Bustos, Luisa Mora*



### **Spring Regattaa**

Malletts Bay Boat Club/Fleet 301–Colchester, VT  
*Jamie Allen, Chantal Leger, Stephanie Boucher*

### **Lighthouse Regatta**

Fond du Lac/Winnebago/Fleet 442–Fond du Lac, WI  
*Todd Wake, Doug Wake, Kristine Wake*

### **Magnus Pedersen Regatta**

Nyack Boat Club/Fleet 75–Nyack, NY  
*Bob Sengstacken, Peter Jadrovich, Daniel Zittin*

### **Metropolitan District Championship**

Nyack Boat Club/Fleet 75–Nyack, NY  
*Bob Sengstacken, Peter Jadrovich, Daniel Zittin*

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

Crescent Sail Yacht Club/Bayview Yacht Club/Fleet 51–Detroit, MI  
*Peter Polgar*

### **Tampereen Regatta**

Nasijarven Purjehdusseura – Finland  
*Kimmo Aromaa, Mika Aromaa, Pekka BolIstrtim*

### **Central Atlantic District Championship**

Metedeconk River Yacht Club/Fleet 34–Brick, NJ  
*Douglas Hickman, Hickman, Harrington*

### **Ohio District Championship**

Edgewater Yacht Club–Cleveland, OH  
*Ryan Ruhlman*

### **Florida District Championship**

Lake Monroe Sailing Association/Fleet 47–Sanford, FL  
*Jeff Linton, Amy Linton, Steve Davis*

### **VLSC 48th Annual Regatta**

Vancouver Lake Sailing Club/Fleet 283–Vancouver, WA  
*Robert Bush*

### **Mississippi Valley District Championship**

Delta Sailing Association/Fleet 274–Memphis, TN  
*Terry Burke, Bryan Burke, Nick Beckmann*

### **CAZ Flash Bash**

Willow Bank Yacht Club/Fleet 164–Cazenovia, NY  
*Jimmy Barnash, Skylar Munger, Kelly Barnash*

### **Central New York District Championship**

Willow Bank Yacht Club/Fleet 164–Cazenovia, NY  
*Jimmy Barnash, Skylar Munger, Kelly Barnash*

### **James Island Open**

James Island Yacht Club/Fleet 429–Charleston, SC  
*Carter Cameron*

### **Governors Cup**

Riverton Yacht Club/Fleet 228–Riverton, NJ  
*Peter Denton*

### **Midwest District Championship**

South Shore Yacht Club/Fleet 79–Milwaukee, WI  
*Todd Wake*

### **Lake Erie District Championship/Canadian Open**

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada  
*John Newell, Mandy Newell, Owen MacDonald*

### **Dixie District Championship**

Severn Sailing Association/Fleet 329–Annapolis, MD  
*Geoffrey Becker, Mike Mann, Josh Becker*

### **Bay City Yacht Club Regatta**

Bay City Yacht Club/Fleet 216–Bay City, MI  
*Morin*

### **Classic Lightning Get Together**

Keuka Yacht Club/Fleet 252–Hammondsport, NY  
*Bob Astrove*

### **Champagne Regatta**

Keuka Yacht Club/Fleet 252–Hammondsport, NY  
*Bob Wardwell*



**Connecticut/Rhode Island Junior District Championship & Area B Sears Qualifier**

Niantic Bay Yacht Club/Fleet 85–Niantic, CT  
*Chris Lukens, Timothy "TJ" Danilek, Pierce Ornstein*

**Double Nickel HYC Open Regatta**

Hobcaw Yacht Club, Mount Pleasant, SC  
*David Van Cleef*

**Great Lakes Championship**

North Cape Yacht Club/Fleet 42–Lasalle, MI  
*Ernie Dieball, Jacqueline Dieball, Amy Simonsen*

**PNW District Championship & Kitsilano Regatta**

Kitsilano Yacht Club/Fleet 90–Vancouver, British Columbia  
*Dwight Gertz, Ginnie*

**NE District Championship**

Massabesic Yacht Club/Fleet 273–Auburn, NH  
*Don Brush, Julia Shannon-Grillo, Maura Duval*

**Long Island District Championship**

Southampton Yacht Club/Fleet 431–Southampton, NY  
*J. Lewandowski*

**Charleston Yacht Club Open**

Charleston Yacht Club/Fleet 429–Charleston, SC  
*Lenny Krawcheck*

**Connecticut/Rhode Island District Championship**

Niantic Bay YC/Fleet 85–Niantic, CT  
*Ched Proctor, Meredith Killion, Charlie Proctor*

**Lukemia Cup**

Ocean City Yacht Club/Fleet 430–Ocean City, NJ  
*George Glenn*

**Loon Lake Regatta/ First Half Central Canada District Championship**

Temple Reef Sailing Club/Fleet 279–Loon Lake – Canada  
*Richard Walsh, Tina Walsh, Mith Sanbert*

**Carolina Yacht Club Open**

Carolina Yacht Club/Fleet 429–Charleston, SC  
*David Van Cleef*

**Atlantic Coast Championship**

Mallets Bay Boat Club/Fleet 301–Burlington, VT  
*James Crane*



**Michigan District Championship**

Higgins Lake Boat Club/Fleet 110–Roscommon, MI  
*Matt Morin, Kevin Morin, Marcie Levey*

**Masters' Championship**

Metedeconk River Yacht Club/Fleet 34–Brick, NJ  
*Marvin Beckmann, Monica Morgan, Jimmy Barnash*

**Juniors' Championship**

Metedeconk River Yacht Club/Fleet 34–Brick, NJ  
*Tanner Probst, Jenna Probst, Maya Weber*

**Women's Championship**

Metedeconk River Yacht Club/Fleet 34–Brick, NJ  
*Laura Jeffers, Johanna Schon, Theresa Colantuono*

**Finnish National Championship**

Jyväskylä, Finland – Fleet 328  
*Matti Leppanen, Arttu Leppanen, Mari Leppanen*

**Regata Copa Francisco Perez Spencer**

*Tito Gonzalez, Alberto Gonzalez, Cristian Herman*

**Wrightsville Open Regatta**

Carolina Yacht Club, Wrightsville Beach, NC  
*Patrick Hogan*

**Evans Regatta**

Windjammers Sailing Club/Fleet 112–Suamico, WI  
*Mike Tennity, Ross Bailey, Nancy Bailey*



**Squam Lake**

Squam Lake/Fleet 332–Holderness, NH  
*Dan Egan, Jay Dieselman, ?*

**Ford Yacht Club Regatta**

Ford Yacht Club/Fleet 233–Grosse Ile, MI  
*Kevin Morin*

**One Design Regatta**

Mission Bay Yacht Club/Fleet 194–San Diego, CA  
*Jeff Coppens*

**New Jersey State Championship**

Riverton Yacht Club/Fleet 228–Riverton, NJ  
*Mark Schneider*

**Duck Challenge Regatta**

Havre de Grace Yacht Club/Fleet 192–Havre de Grace, MD  
*Hurban, Hurban, Kaiser*

**Brotz Regatta**

Sheboygan Yacht Club/Fleet 187–Sheboygan, WI  
*Bill Faude, Jared Drake, Mike Elmergreen*

**Old Salts Regatta**

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada  
*Ed Roseberry, Curt Montgomery, Marcia Mathias*  
*Mark Schneider*

**Bow Lake Ed Hinds Memorial One-Day Lightning Flash Regatta/New England District WJM Championship**

Bow Lake/Fleet 493–Strafford, NH  
*Bob Shapiro*

**Connecticut Governors Cup**

Niantic Bay Yacht Club/Fleet 85–Niantic, CT  
*Dave Peck, Nina Peck, Peter Cronin*

**Whitecap & Devils Lake Regatta**

Pontiac Yacht Club/Fleet 54–Orchard Lake Village, MI  
*Rose*

**Lake Massabesic Fall Regatta**

Massabesic Yacht Club/Fleet 273–Auburn, NH  
*Eli Matson, Toby Frank, Son Matson, Dave Rodgers*

**Pacific Coast Championship**

Eugene Yacht Club, Eugene, OR  
*Bob Bush, Sterling Bush, Aaron Gardner*



# LIGHTNING ANNIVERSARY REGATTA

2018  
JULY  
6-8

SKANEATELES NY

For more info, e: [Lightning80th@gmail.com](mailto:Lightning80th@gmail.com) w: [skaneatelescc.com](http://skaneatelescc.com)



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