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Fall 2016, Volume 76, No. 2



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Photo Bill Clausen

NORTH SAILS

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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 3–4, 2016: Kettle Cup, Lake Monroe Sailing Association, Sanford, Florida

January 13–15, 2017: New Year's Regatta, LMSA, Sanford, Florida

February 16–19, 2017: NOOD Regatta, St Petersburg Yacht Club, St Petersburg, Florida

Southern Circuit:

March 18–21, 2017: **70th Anniversary** Winter Championships,
St Petersburg Yacht Club, St Petersburg, Florida

March 22–25, 2017: 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!**

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



President's Message

Victor Lobos

Keeping Us International

Many things have been going on with the Class since my last report. Among the most important things was the confirmation that the Class would keep its Pan-American status. Now most of us might think that this does not really affect a lot of people, but it actually does. First of all, this is something that is very important to our South American fleets because it generates a lot of support from their local authorities. What is more important, it attracts top sailors that want to represent their countries, making our regattas more fun. Now keeping the Class in the games was not an easy task, and it demanded the help of many past and current Lightning sailors. It was truly a Class achievement.

On the same line, the Class was also chosen to be one of the official boats of the Central American and Caribbean Games. This gives us the opportunity to also attract great sailors from this part of the world and, hopefully, generates new fleets in this part of the Americas.

Now why does our Class attract these international games? With so many new boat designs and classes out there, why have they gone with an almost 80-year-old boat? Let me tell you that it is not its speed or looks. One of the big reasons is its commitment to one-design racing.

A man that has long been helping the Class keep the game fair, guarding that Class measurements are kept and keeping the game on the crews rather than on the boat is our new Chief Measurer Emeritus, Bill Clausen. Bill had been working as Chief Measurer for a long time, and his experience and good judgement have been a key asset to the Class. Replacing him on the Executive Committee as Chief Measurer is Bill Cabral, a great guy and, for sure, he will continue Bill's work.

On other matters, I would like to highlight my experience as Class Rep at our Junior World Championships in Salinas. First of all, the organization and regatta venue was exceptional. Our Ecuadorian friends did a great job and put together an event that not only provided great sailing for our young crews but also showed the passion the local fleet and Salinas Yacht club has for the Lightning. I am confident the Salinas World's next year will also be a great event.

As the season winds down in the northern hemisphere, you have probably noticed that during their summer the Class has been putting a lot of effort in exploring new ways to reach you with news and Class information. This has been part of a plan to modernize the way we reach our members and very soon you will be able to check out a new Class website that will hopefully make it easier for you to keep connected with the Class.

Actions Taken During August 2016 Meetings

Governing Board:

Two amendments to the Lightning Plans and Specifications were submitted.

The [first amendment \(jib\)](#) addresses the size and number of allowed jib windows - **This PASSED at the meeting.**

The [second amendment\(sail layout\)](#) relates to the position of the Country Code, Sail Number and Country Flag on the main sail. **This amendment was referred back to committee.**

In addition two temporary amendments pertaining to the [2017](#) and [2018](#) North American Championships were presented for consideration. **BOTH Temporary Amendments PASSED at the meeting.**

Annual Meeting:

Agenda and Written Reports

The only item for vote was the [2016/2017 Slate of Officers](#) and this PASSED at the meeting.

Full details on these actions, meeting agenda and slate are all posted on the ILCA website. Full meeting minutes will be posted soon.

Announcements

The Executive Committee is pleased to announce the following hosts:

2017 Atlantic Coast Championship: Mallets Bay Boat Club, Burlington, Vermont – July 29–30, 2017

2017 Women's, Junior and Master North American Championships: Metedeconk River Yacht Club, Brick, New Jersey – August 1–4, 2017

Make it a full week of Lightning sailing! Sail Saturday, July 29 and Sunday, July 30 in Burlington then take two days to make the 6.5 hour drive to New Jersey. WJM Racing will take place Wednesday, August 2 through Friday, August 4.

North American Championship Survey:

A survey of the skippers at the 2016 North American Championship and also the skippers from the 2012–2015 NACs were recently surveyed. The results are in and tabulated. In short, most of the respondents have sailed in one or two NACs over the past five years.

The preferred regatta length is 4–5 days and there seems to be a preference for three races a day, conditions permitting.

There is a strong preference to sail in one fleet if there are fewer than 75 boats and two fleets if there are over 75 boats. This would certainly make it easier for race committees but will be a change from the way we have done it in the past.

Most respondents say they will sail in the NACs whenever the regatta is held, but those that do prefer a month prefer August.

Respondents don't want the qualifying series to count, and there is an overwhelming preference for the current windward/leeward format.

And lastly, there is a preference for having the WJMs close to or at the same location as the NAC.

Full results along with all of the written comments are posted for review on the ILCA website: [Summary/Results from 2016 North American Championship Survey \(http://lightningclass.org/resources/surveys/NAC2016.asp\)](http://lightningclass.org/resources/surveys/NAC2016.asp)

I would like to thank all the sailors that took the time to answer the survey. Your responses will be helpful in preparing for future events.

Josh Goldman, VP North Americans

Sunbrella Acrylic Covers

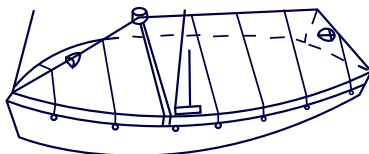
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sail # on cover			45

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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.

The Limbaugh Fund — What Is It and How Can You Help



The Limbaugh Fund was established in honor of a couple who gave outstanding effort and passion to the Lightning Class, Helen and Jay Limbaugh. The Limbaughs loved the Lightning Class and were especially focused on helping juniors adopt the Lightning as their one-design class. The Limbaughs understood that youth was key to the growth of the Class. Recently, the fund has been used a couple different ways. Most uses are for helping juniors and teams who are under thirty years old participate in major regattas, like Youth Worlds, Midwinters and North Americans. The Limbaugh Fund has also helped support junior regattas and clinics, such as the successful junior event at Lake Wawasee in May 2015.

The Lightning Class is very healthy. We have had solid membership over the last many years. At the 2016 North Americans there were 23 boats where the skipper was under thirty! That is outstanding, and it has been a few years since 30% of the fleet was that young. This is great!

How can you help? Good question, there are multiple ways on both ends of the Limbaugh Fund process. We will give you three ways you can help:

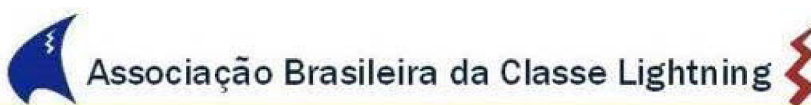
- 1) One of the key goals of the Lightning Class is to continue to grow the number of juniors and people under thirty who are sailing the Lightning. Help us find more of these sailors to borrow a boat from you or someone in your fleet to sail in the Midwinters, Atlantic Coasts, NAs or anywhere. Have them send a letter to the Class asking for financial help. The fund can't pay expenses for an entire regatta, but often it can help with entry fees or offset some expenses.
- 2) Secondly, if you are a regatta organizer, you can help encourage younger folks to come to your regatta but not collect entry fees for boats who have skippers under thirty. Please advertise that in your regatta materials that you are not charging for under thirty-year-old skippers. If we get to the point where more than 50% of the fleet is under thirty, that will be a nice problem to discuss when that happens.
- 3) Finally, we need more contributions to the Limbaugh Fund—the other funds have plenty of money! I'm kidding, but it will help for you to donate to the Limbaugh fund. In the last couple of years, as the number of under thirty-year olds has increased, we have given out more money than we have taken in. To date, in 2016, the Limbaugh Fund has given \$3,932 in support and has received \$780 in donations. The eagerness to use the fund is somewhat of a nice problem since we are confident that with some publicity we will get more donations.

The Fund is helping keep the Boat Grant kids in the Class and helping our juniors travel to another continent to sail the Youth Worlds. Think about donating to the Fund now or when you renew your dues.

—Limbaugh Fund Committee



YACHT CLUB SANTO AMARO



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62º Campeonato Sudamericano da Classe Lightning
De 15 al 18 de Diciembre 2016
Represa de Guarapiranga, São Paulo – Brasil

How Can You Support the ILCA?

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

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

The ILCA Fund

Charter of the Fund

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

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

Fund Directors: [Steve Davis](#), [Bill Fastiggi](#), [John Faus](#), [Paco Sola Tanca](#), [David Starck](#)

The Boat Grant Program

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

The Limbaugh Fund

Charter of the Fund

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

Use of the Fund

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

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

The Mary Huntsman History Fund

Charter of the Fund

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

Use of the Fund

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

Fund Directors: [Clayton Gray](#), [Rob Ruhlman](#), [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!

* Name: _____ * _____ Address: _____
* City: _____ State: _____ * Zip Code: _____ * Country: _____
* Home Telephone: _____ Work Telephone: _____
* Email: _____

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

Donate to the **ILCA Fund** \$ _____
Donate to the **History Fund** \$ _____
Donate to the **Limbaugh Fund** \$ _____
Donate to the **Boat Grant Program** \$ _____
Donate to the **Annual Operating Fund** \$ _____

* Card Number:

* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

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

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

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

- Benefactor \$500 or more
- Donor \$100 or more
- Supporting \$50 or more
- Contributing \$20 or more

How may Gifts be Made During Your Lifetime?

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

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

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

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

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



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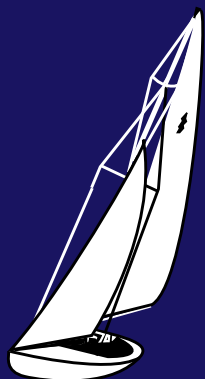
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Classic

Lightning

Bob Astrove — astrove@hotmail.com

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

From the Desk of the Class Historian

by Corky Gray

The Lightning in War and Peace

Part Three

The Lightning Class Goes to War 1942–1946

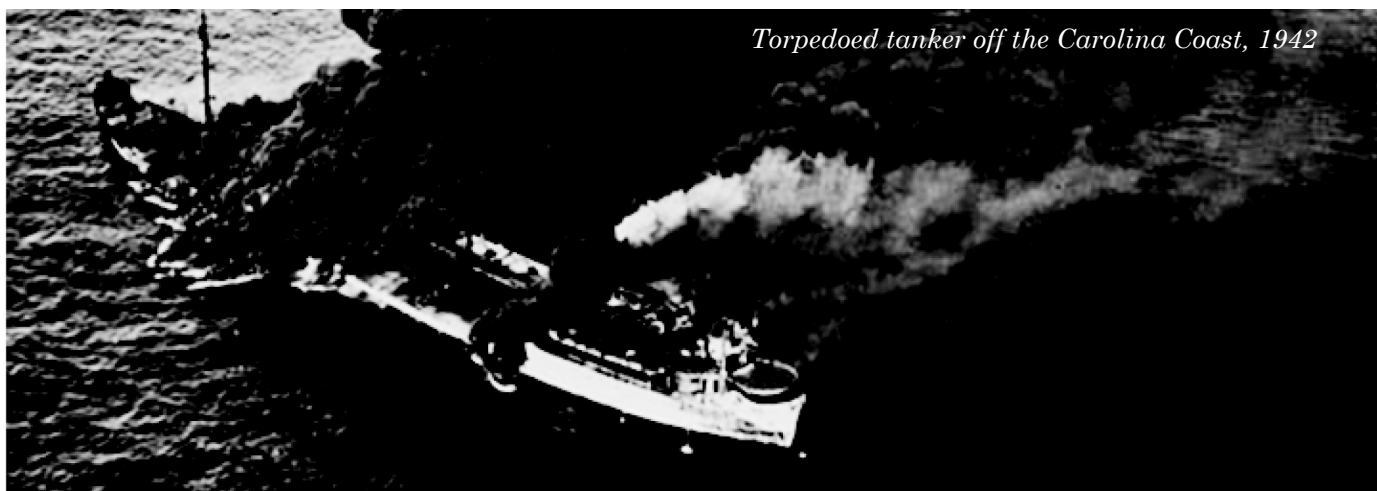
Killed in Action

Wrightsville Beach, North Carolina, 12:20 AM, March 21, 1942. The explosion shook the very foundation of the Carolina Yacht Club, painting the walls orange with the glow of the flames. This time it was the tanker Esso Nashville, 13,000 tons, carrying 108,000 barrels of much needed oil. This was the forth ship torpedoed in three weeks off the beach in front of the Club. The beach its self had been coated with oil for weeks.

Since January, only a month after the surprise attack at Pearl Harbor, an average of two ships a day would be torpedoed or mined by German U boats on the east coast of the United States. In a six-month period, over 5,000 sailors would perish along with 397 vessels. Eighty-seven off North Carolina alone would be attacked. This carnage would be kept as secret as possible from the na-

tion's citizens, who were already terrified of an enemy attack. But the evidence was plain to see for the small boat sailors living along the coast.

The Coast Guard would severely limit any small boat racing. In fact, anything within bomber range from the coast was discouraged. This would include Skaneateles, New York, where the Lightning Class had that year's Internationals (NAs) scheduled. The Class would decide to move the regatta to South Haven, Michigan, and operate under the new (I)LCA Wartime Regatta Rules that required the hosting clubs to provide local boats for visiting sailors, saving the now-rationed gasoline supplies. This regatta would move the center of the Lightning Class to the Midwest, and, in time, the first Class Office would be established in South Haven and would remain there for over twenty years.



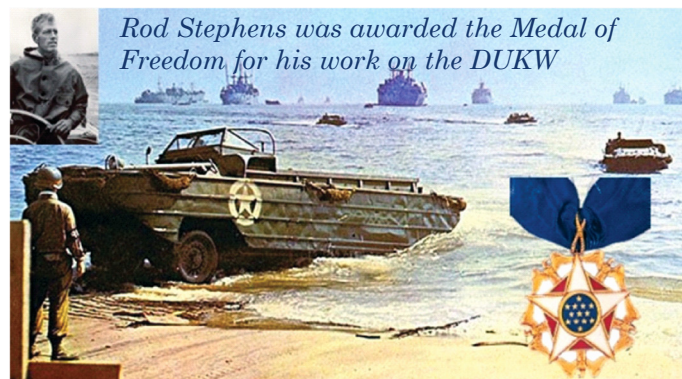
Torpedoed tanker off the Carolina Coast, 1942

Over the next four years many Lightning Class sailors would join in the war effort by working in the marine trades. Others would serve in the ranks here and overseas. Some would give the last full measure. Poignantly we find in the Class records a note in the boat files. Under the Lightning #190 entry we find the words, “Mother wrote: J Donald Schaeberle never got start to build. Killed in Action 11/28/44.” Cpl. Schaeberle, Army Air Corps, of York, Pennsylvania, had been on a training mission off Biloxi, Mississippi, in a B-29 Superfortress when an engine caught fire, forcing the twelve-man crew to parachute out. Schaeberle and six others went missing; his body was never found. The B-29 would be the type of aircraft used to drop the atomic bombs on Japan ending the war.

LIGHTNING CLASS ASSOCIATION										
190					MEASURER	Mother wrote: -"J. Donald Schaeberle never got start to build. Killed in Action 11/28/44"				
					BUILDER					
					Skaneateles					

The Lightning Class maintains in addition to the measurement certificate files a file with every number issued measured of not. Also, the Class maintains a file with folders for every charted fleet.

Not only would the members of the Class be involved, but the designers and builders of the Lightning would contribute. Most famously, Rod Stephens of Sparkman & Stephens would be asked to teach the big GM two and a half ton army truck to swim. The result was our sistership the S&S design #402, the DUKW. Over twenty thousand of these amphibious trucks were deployed all over the world. Even today we see many of these old trucks restored and serving in the tourist industry. For his efforts Stephens was awarded the Medal of Freedom, our nations highest civilian honor.



Rod Stephens was awarded the Medal of Freedom for his work on the DUKW

Aviation was another critical industry. The military was desperate to develop an answer to the highly maneuverable Japanese Zero fighter aircraft. A feared aluminum shortage had the Army Air Corps looking for an alternative material to build lightweight aircraft. Sitka spruce had been used in early airplanes, but modern sleek fighters required smooth, curved surfaces, especially the wings. Who better to design an “American Zero” than the innovative company Bell Aircraft of Buffalo, New York?

The assignment would go to Robert J. Woods, chief designer for the firm. Bell was expert in aluminum construction, but what was wanted was an all-wooden airplane. What was needed was a subcontractor experienced in molded wooden construction. Woods would turn to the builder of his own sailboat, a Skaneateles Lightning #680 named *Thunderbolt*, that he sailed with Fleet 12 at Buffalo Canoe Club. George Barnes of SBCo. had developed a hot molding process using a glue that he had developed which eliminated the pressure bag when autoclaving the S&S designed Hydrolite dinghies—this glue would also be used by others building PT boats. The Bell XP-77 would

be the result. Skaneateles would build the wooden wings. The aluminum shortage did not materialize, and only two planes were fully built. However, Skaneateles Boat Company would be designated a “critical manufacturer,” allowing it access to cheap money and first call on materials and labor in short supply, allowing the company to continue to manufacture sailboats. Other Lightning builders like Thompson Manufacturing would not enjoy this privilege and would shrink with labor attrition. Skaneateles would also build bridge pontoons for the Army. Robert Woods would go on to the design the Bell X-1, the rocket plane Chuck Yeager would fly to break the sound barrier.



Bell XP-77

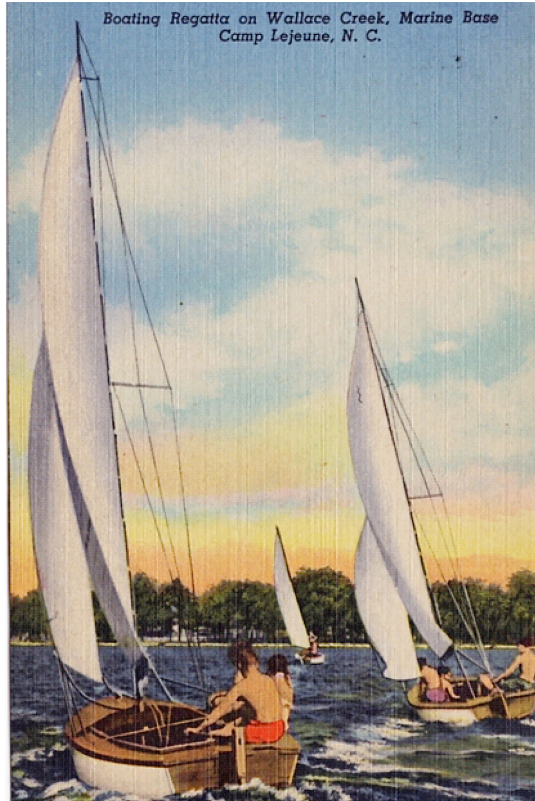
An all wooden fighter. Skaneateles Boat Company made the wings

The Hubert Johnson Boat Company in Bay Head, New Jersey builder of particularly fine boats, including the Lightning, was called on to build 24-foot personnel boats for the Navy. For the invasion of North Africa they were called on to modify some of the boats for conditions expected in the landings. For this work the Navy issued a citation for the good work. Johnson was known for his powered sea skiffs, the black hulled "Blackjacks." Fast and quiet, they would be the basis for his most famous Navy craft, the 42-foot picket boats. The Allied invasion of Italy was planned for the beaches at Anzio south of Rome. Being heavily fortified, absolute surprise was of the essence. First in would be the picket boats. Johnson was asked to fill a "special order" for silent running picket boats. In a topsecret, hurry-up effort, the Company, working 24 hours a day, designed, built and delivered the boats in an unbelievable three weeks. Operation Shingle was a complete surprise landing of 32,000 troops, but, unfortunately, later dithering by the command jeopardized the mission. After the war, Hubert Johnson Lightnings would be backbone of the big Barnegat Bay Lightning fleets. One of these boats can be seen today, exhibited by the Bay Head Historical Society.

Semper Fidelis

While many Class members served the Nation, the boat itself would serve in the US Marine Corps. In time, the USMC would buy more Lightnings than any other institution.

At the start of the war, two Thompson Lightnings, built in the Cortland New York, plant were purchased for use at the Quantico Marine Corps Base in Virginia. Quantico would be home to Corps Lightnings for fifty years. The Corp would go on to sponsor one of the largest yearly Lightning regattas from 1952 to 1983 at Quantico. In 1943 the Corp bought five Skaneateles Lightnings for the Corp's Air Station Edenton, today the base for the Coast Guard helicopter rescue units. Seven more Skaneateles Light-

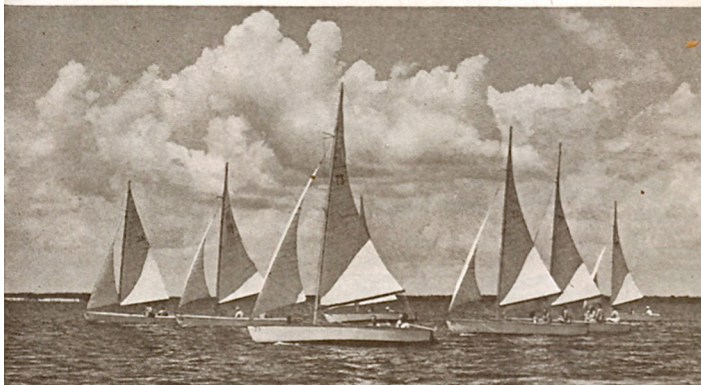


nings were ordered for Camp Lejeune, North Carolina. Later that year twenty five more were ordered from SBCo.

Near the end of the War the Corps ordered fifty Dunphy Lightnings. Twenty-five of these boats were stationed at Cherry Point Marine Air Station on the Neuse River in North Carolina. Cherry Point was used at the end of the war for rehabilitation. "Shell Shock," what we now call PTSD, was recognized for the serious condition it is. Sailing was considered a peaceful but challenging activity helpful in treatment. After the War some of these Lightnings were sold across the river as surplus to the Raleigh YMCA's newly established Camp Sea Gull.

DECEMBER, 1945

As part of an extensive rehabilitation program, more than 2000 Marines have learned the rudiments of sailing at the Marine Corps' Air Station at Cherry Point, N. C. Located at the junction of Slocum Creek and the Neuse River, it has excellent sailing facilities (right). The sailing fleet consists of 25 Lightnings, 15 Condors and 10 Comets.



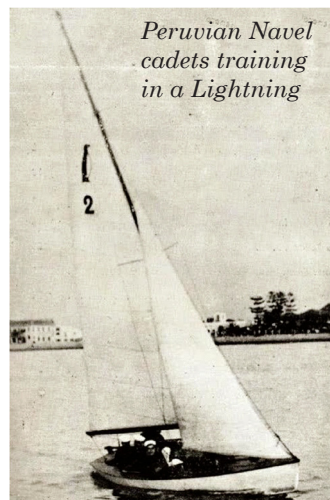
SAILING FOR REHABILITATION

During the sixties the Corp would replace the remaining woodies with fiberglass Lightnings. The Lightning would also serve overseas. In 1945 *Yachting* magazine would report that two Lightnings were sailing at Saipan in the Mariana Islands with several more being built at the base. In the fifties five Lightning were stationed a Johnson Atoll during the Atomic Bomb testing. The Lightning would last be deployed in Vietnam in the sixties with several boats in the Marine Special Services (R&R) marina in Danang harbor.

The Coming Peace and International Growth



Left: "Tramuntana" being skippered by her proud owner Jose Carulla Soler. Right: After a sail these Lightnings find moorage at Club Nautico del Muna, the only Club in South America dedicated exclusively to the sport of sailing.



Peruvian Navel cadets training in a Lightning

By late 1944 the end of the war was in sight. Builders began issuing ads telling customers new Lightnings would again be their first priority. Racing had continued during the war on a limited basis. The 1942 Internationals (NAs) had been won by David Cluett of Fleet #2 of Long Island. In 1943 racing moved back east with the successful defeat of the U-Boats to Bay Head where Carl Smither, Fleet 12 would win the national title. In 1944 the Buffalo Canoe Club would host the Internationals (NAs) with Ted Maher of Fleet #7 winning.

In the earliest days of the Class, "International" meant US and Canada, where most all the boats were found. But the design was too good to remain only in North America. The first South American interest would start in Columbia. José Carula Soler would be the driving force in Bogotá, starting with building Lightning #900. Working with the Columbian Ministry of Education, he would push so see the Lightning as the national class in the

national sports competitions program. Fleet #73, the Mona Lightning Fleet, would be the first South American fleet chartered in 1944. In Lima, Peru Rene Molinari would build #912. The Peruvian Navy would use those plans to build Lightnings, but they would carry the Humboldt Penguin as the insignia. Lightning #1257 would be built in Chile.

Brazil would soon become the South American powerhouse with the establishment of Fleet #84 in Rio de Janeiro with sixteen Lightnings racing. José Candido Pimental Duarte started the Class there building Lightning #1560 in 1944.

With war raging in Europe sailing was on hold except for the neutral nation of Switzerland. In 1942 Lightnings #915 through #933 were built in Geneva and Fleet #48 was chartered. In Belfast Ireland Ronald Green bought the plans to Lightning #1564 in 1944. He only had a small shop, too short to build a Lightning in so he shortened the boat to fit. Later the plans were used to build several more full sized Lightnings. The best story is found in the July 1945 Yachting reporting that H.B. Gruppy of Wallasey England had written telling of building Lightning #1375 aboard his merchant ship, the S.S. Samford. He noted boat building is difficult enough but more so aboard ship where nothing is still making the use of a plumb bob and spirit level impossible.

Back in the States on Monday morning, August 6, 1945, Jane Webb, the Youth Sailing Instructress(sic) at the Riverside Yacht Club, was showing her students, ages 9 to 16, the cover of Life magazine, dated that day 8/6/1945. The youngsters were pictured on the cover hooking up the jib on a Skaneateles Lightning #289. Her aunt, a photographer for Life, had done a photo spread on the Club's junior program for this issue. The Yacht Club's Lightning Fleet had loaned their boats to the weekly junior program for the summer. Being the usual windless Long Island Sound summer morning she had them practicing tying knots. She had the RCA

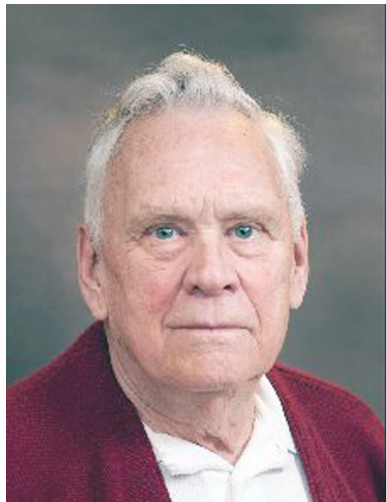


Victrola radio tuned to CBS to entertain them. She liked the morning variety show hosted by Arthur Godfrey. She liked to point out to her students that he was a fellow Lightning sailor sailing Lightning #185 in Fleet #50 in Washington DC. Just before lunch a news bulletin announced an unexpected address from the new President Truman. Truman speaking from the USS Augusta returning from Europe saying "Sixteen hours ago an American airplane dropped one bomb on Hiroshima and destroyed its usefulness to the enemy... it is an atomic bomb. It is a harnessing of the basic power of the universe..." The War was over.



Lightning Family News

8 Bells–Frederick Bush



It is with sadness that we report Frederick Bush, a longtime member of Susquehanna Yacht Club, Fleet 253, passed away August 18. Fred learned to love the water and developed navigational and seamanship skills in the Coast Guard. While working in New Bedford, Massachusetts, and living in the Buzzards Bay town of Mattapoisett, he began sailing.

After moving to Lancaster he began crewing in Lightning Class sailboat races at the Susquehanna Yacht Club at Long Level and purchased his first Lightning in 1964. In 1992, shortly after retiring from the New Era, the family also purchased a 30-foot cruising sloop, which they kept on the Chesapeake Bay.

Fred raced at the Susquehanna Yacht Club and in regattas on the Chesapeake Bay. He served as Commodore of the Dixie District, as well as at the SYC. For more than forty years, he taught Coast Guard-certified, introduction-to-sailing classes.

Fred and his wife Kay had four children: Carolyn, Nancy, William and Robert. Robert "Bob" and his wife Anne Sterling are also long-time Lightning members, now living in Wilsonville, Oregon, and sailing Lightnings with the Pacific Northwest District. Full obituary:

http://lancasteronline.com/obituaries/frederick-s-bush/article_5cbbf1f9-8239-560f-8b8d-6f296a418f51.html

8 Bells–Roy Salisbury

On behalf of the Michigan Lightning District, we wish to offer our sincere condolences to the family and friends of Roy Salisbury, who passed away August 21. While many of us outside of Fleet 233 did not get the opportunity to know him, we share a common bond in our love for sailing and the sport.

8 Bells–David Thompson



It is with great sadness that we report the passing of David Thompson, Commodore of the Denver Sailing Association, member of Lightning Fleet 488, and beloved alumni of Lightning Fleet 50. David crossed the bar September 22, 2016, from complications due to blood clots in his lungs. His wife Barbara was surrounded by their children.

Fellow Fleet 488 member Bill Cabrall has referred to David as "The Greatest Sailing Club Commodore in the World" for his unwavering dedication to the Denver Sailing Association, Fleet 488, and the Lightning Class for many years.

In addition to his support of Fleet 488, he and Barb also spent over 15 years with Fleet 50. There too David was recognized as a true Corinthian and was awarded permanent membership in the Fleet for his contributions. He was well respected by all of us who sailed with/against him. He will be sorely missed.

8 Bells–Rick Evans

It is with sadness that we report the passing of Richard "Rick" Evans, long-time member of Fleet 112 in Green Bay. Rick died peacefully with his family by his side on July 23, 2016, at the age of 73.

Rick had a passion for sports and sailed competitively on small, one-design boats and larger vessels. He competed on the bay of Green Bay and throughout the Midwest for over thirty years. During his sailing career he won or placed in several championships, including the Midwest District Championship and the North American Championship. He was a long-time member of the Green Bay and Windjammers Sailing Clubs. Rick was a talented photographer and displayed his talents documenting fleet events. Rick's full obituary can read [HERE](#).

Rick Evans (left) with Mari Martin and Brian Phelan in North Cape



8 Bells–Bruce Watters

It is with deep sadness that we report the passing of ILCA Life Member Bruce Watters, September 11, 2016. Bruce was instrumental in St Petersburg Fleet 109 and organization of the Winter Championships for many years. [Watter's full obituary.](#)

Bruce is pictured below with Stu Anderson, 1971 Winter Championship.



Just Launched–Filipa Lobos

President Lobos has his future crew!

Filipa was born on Monday June 13, the same day as Cristobal Perez's daughter, Milan Perez, two future Chilean Lightning girls. We are looking forward to having Filipa join us at future Lightning events, and, hopefully, she will take up our sport in the future. Here big sister Jacinta holds the newborn Filipa.



Just Launched– Milan Eloisa Pérez Oram

Congratulations to Cristobal Perez and Kimberly Oram, the proud new parents of Milan Eloisa Pérez Oram, who was born on June 13 in Santiago, Chile. She measured 54 cm and weighted 3,66 kg.

Kimberly is from the US, Fort Myers), Florida, so Milan is both American and Chilean! In addition to being the proud new parents, we congratulate them on their recent marriage!



Just Launched–Robert Marcus King

Robert Marcus King (Robby) was born on June 5, 2016, to proud parents Bob and Sarah King. He enjoyed his first summer getting introduced to all aspects of summer fun: boating on Sodus Bay, his first dip in the ocean in Rhode Island, his first sail while watching his dad race in the Lightning NAs and, of course, meeting lots of new Lightning Class friends!



Just Launched–Avery Victoria Newell

Avery Victoria Newell was born on March 19, 2016, in Rochester, New York, to proud parents John and Mandy Newell.

She sported her first "Cut the Breaks USA 15395" t-shirt this summer during North Americans.





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Sailing is in Their Blood

*My Nephews Catch the Wind on
Lake Chautauqua, New York*

We launched my nephews, Johnny and Mike, on the Lake for their virgin voyage as co-mates of Lightning "Serene Victory" on August 1 this summer. Their dad John at the tiller, weighing heavy with words of ancient knowledge from our childhood of sailing with our dad on his Lightning in the 1950s. My nephews are fifth generation Chautauquans.

I felt tears in my eyes and a swell in my chest as they floundered in the bay with light breeze. I whispered a prayer that they would be sailors. After an hour or so of misdirection and inexperience, they managed to tack north of the ferry crossing at Bemus Point. Soon they dumped their father at the dock and shoved away as the only mates on board.

As they cast off the dock, they caught a moderate, steady breeze in Bemus Bay in front of the Hotel Lenhart and tacked toward Long Point. At last the sheets grew taut! Were they having fun? They ran with the wind toward the hotel.

I waited apprehensively as they paddled her to safe harbor at the hotel dock, and the yelling subsided. They were very happy young men. They got it! They love to Sail. Hallelujah!

My boat is now theirs for lifetimes of memories.

Next Summer they have vowed to "Sail Fast and Live Slow"

I am a happy Captain and Uncle.

Henry Houston-Hull # 11157



Help Support the ILCA — Shop in the Class Store

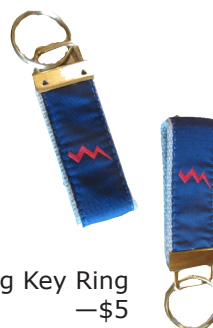
<http://www.lightningclass.org/marketplace/store/logoItems/index.asp>



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



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



Lightning Key Ring —\$5



Fruit of the Loom 12 oz. Hooded sweatshirt, athletic gray —

Regular price of \$40, ON SALE for \$35

NEW color choice!



Sun Block Hat —\$24



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

Regular price of \$25, ON SALE for \$20



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



Custom printed Lightning silk neckties —\$35



Lightning Boat Hat —\$20



Thick-Stich Cap Navy or chocolate —\$20



Cotton Twill Cap by Hyp —\$20



Sun Block Neck Drape Lightning Hat —\$28



Anvil Visor, available red, white, blud, khaki—\$20



Four Lightning training DVDs – \$99.95

Go to the Lightning Class Store:

<http://www.lightningclass.org/marketplace/store/logoItems/index.asp>

European Open and Masters' Championship

Circolo Velico Marsala

Marsala, Italy

June 29 – July 3, 2016

Pos	Velico	Equipaggio	R1	R2	R3	R4	R5	R6	R7	Total
1	SUI 13790	Urs Wyler	3	1	3	5	7	1	1	14
2	ITA 13706	Giacalone Roberto	DNC	2	4	`	`	6	3	17
3	ITA 13462	Bonanno Ignazio	1	6	6	2	3	3	2	17
4	ITA 14102	Crucitti Marco	4	5	5	4	2	4	4	23
5	GRE 14313	Strathopovs Dimitris	DNC	3	2	3	6	5	6	25
6	ITA 15013	Marino Antonio Andrea	2	4	7	OCS	5	2	7	27
7	FIN 15415	Pesola	RET	7	1	6	4	8	5	31
8	ITA 13865	Tripoli Vito	5	RET	OCS	7	8	7	8	46
9	GRE 15312	Apostolos Kalpakas	6	8	8	OCS	9	9	9	49
10	ITA 13878	Parrinello Andres	DNC	DNC	DNC	DNC	DNC	DNC	DNC	66



4 - 5 - 6
NOVIEMBRE
2016

YACHT CLUB OLIVOS

Lightning Lab - Olivos Bs As

Una clínica de vela diseñada exclusivamente para la clase Lightning, de acuerdo a los últimos parámetros y técnicas de navegación, dictada por profesionales.

Dirigida a tripulaciones activas en la clase, o todo aquel que quiera saber más de la misma y para todos los niveles de tripulación.

3 días de Clínica

Viernes 4/11 tarde - charla técnica, tips de trimado, y tácticas de regata.

Sábado 5/11 todo el día - Puesta a punto mástil y velas en tierra - Salida pruebas de trimado y maniobra.

Domingo 6/11 mañana - regatas con coaching y cierre del evento.

Asociados AACLI SIN CARGO
Vacantes Limitadas

Inscripción e informes en lightningarg@gmail.com

DICTADO POR NICO
FRACCHIA, MARIA
PAULA SALERNO Y
JAVIER CONTE,
MEDALLAS DE ORO
EN LOS
PANAMERICANOS DE
TORONTO 2015



The Peru District is Growing! September 2016



Pos	# da vela		Skipper	Crew	Categoria	R1	R2	R2	R4	R5	R6	Total
1	14893	Layline	Claudio Biekarck	Gunar Ficker, Marcelo Batista de Silva	Veterano	1	1	1	1	1	2	5
2	143994	Windrunner	Tommy Summer	Felipe Brito, Larissa Juk	Veterano	2	2	2	2	3	1	9
3	14378	Maia Noite 8	Marc Backup	Mario Backup, Telma Backup	Veterano	4	4	3	3	2	3	15
4	14504	E Nois	Diego Zagonel	Fabio Wilke, Luiza Correla	Veterano	7	3	6	5	5	4	23
5	14596	Mashmellow	Christian Hellner	Andres Alzueta, Vincius Bandll	Veterano	3	7	5	4	7	5	24
6	14633	Albatross	Pedro Prosdocimo	Gabriel Ambone, Felipa Werka	Veterano	9	6	4	9	4	6	29
7	11721	Golabada	Alexandre Rucker	Alberto Sanchotene, Maria Carolina Leal Polidorf	Veterano	5	5	7	10	6	7	30
8	11708	Tarja Preta	Arsenio de Almeida Neto	Nelson Galvao, Fernando Almeida	Veterano	8	8	10	7	8	9	40
9	14892	White Magic	Hans J Ludwig	James Birkinshaw, Jorge Soares	Veterano	10	9	8	6	12	8	41
10	4290	Hawai	Ricardo Buckholtz	Sergio Kraemer, Leonardo Campos	Estreante	6	10	9	8	9	11	42
11	14290	Fala Serio	Marcelo Prosdocimo	Claudecir Borges, Carlos Hoffmann	Veterano	11	13	12	11	11	10	55
12	15152	Xamego VI	Nelson Schmitt	Claus Kulesa, Jimmy Summer	Veterano	13	12	11	12	10	12	57
13	14071	Xamego	Marcelo Ung	Andre Schmalz, Daniel Zardo	Estreante	12	11	13	14	13	13	62
14	3405	Babao	Luis Mendes	Guilherme Machado, Athony Unix	Estreante	14	14	14	13	14	14	69



We had big success with fourteen boats racing at the 2016 National Championship at Guaratuba Beach, Parana State (South of Brasil)! There was not enough wind on the final day for racing. Claudio Biekark and crew were the big winners! Congratulations!

The Brazilian District elected our new Brasil Commodore, Mr. Andres Alzueta and Secretary, Mr. Felipe Brito. We are all looking forward to hosting the 2016 South American Championship December 10-13!



LIGHTNING YOUTH WORLD CHAMPIONSHIP

CHRISTIAN SHAW



The 2016 Lightning Youth World Championship was one of the best championships we have ever taken part of in our sailing careers. The championship was held in the Salinas Yacht Club and shaped up to be one of the best venues we have ever sailed in: a nice warm Ecuadorian climate, near to perfect wind and wave conditions.

Day 2: After making sure that everything was in shipshape order for the start of the Championship, it was finally time to get racing. In the practice race, we started near the pin end of the line and managed to round the first upwind mark in first. From there onwards, we lead the whole race to the finish. Only we did not finish, for superstitious reasons!

Day 3: After getting the boat ready for the race, we waited for the delta flag to go up. At once, everyone rushed to the crane and were eager to get sailing. We were on our way to change into our sailing gear, we didn't panic, we weren't late—we were taking it calmly. After the first start on the pin end, we repeated what we did on the practice race and managed to round the first upwind in first. We made our way to the finish and eventually won Race 1. After that, we had a long upwind leg back to the club to do the first boat swap. After changing the boats, we went back to the race area and managed to do the same as we did on the first race of the day and won Race 2.

Day 4: On the fourth day, we had the same calm morning as the day before. Again we didn't rush towards the crane, and, consequently, we were the last team to get to the water. That, however, wasn't a problem for us, since the starting sequence was due to start almost an hour after we had our sails up.

The first race of the day, Race 3, was difficult. After rounding the first upwind in fourth, we had a lot of ground to make up on the downwind leg. After constant communication between helm and crew and working with the lulls, we managed to get back into the race and rounded the downwind mark in the lead. This made for one downwind leg to remember!

After a tight mark rounding and having Arribas close to us, we knew that we had to just focus on our boat speed and build up a lead. We had enough speed to cross the line first. As for Race 4, after the boat change, we knew that the first upwind was the most important leg for us, so we gave it our best when we saw we were leading the race in the first upwind. Maintaining the lead wasn't easy, as the second and third place boats were so close to us. We had to do what

we knew and give it our best performance. Sailing fast helped us secure another race win!

Day 5: After three fantastic days, we knew we had what it took to take the 2016 Lightning Youth World Championship title. For the last two races, we sailed smart and kept our patience. We sailed each race as if it were the first race of the championship. We did not take into consideration the overall standings of the championship. We just sailed and did what we knew went right during the first races for the championship. After winning six races, we knew we had clinched the championship and that we didn't need to race on the sixth day. It was smiles all around the boat—and a backflip off of the boat from Felipe! We all knew we had just concluded our task with flying colors—winning the 2016 Lightning Youth World Championship title undefeated. On our way back to the club, with the Brazilian flag flying from the backstay, we were greeted by the spectator fleet and escorted by some of them back to the Yacht Club!



Day 6: It was an easygoing day for us. We didn't need to race the final race, so we took the day to celebrate, pack our things for the trip back to Brazil and appreciate the Salinas Yacht Club pool and restaurant. Then after a great day of chilling, it came time for the prize giving ceremony. We were awarded the Hermano Navarro-Irvine transitory trophy—with six flags for race wins, which was great because we didn't have any arguments about who would take more flags home—the World Champion flag, and the prize awarded by the organizing committee. From there on we had a great time celebrating with the other teams. What a championship to remember!



We would like to take this opportunity to thank ILCA, CBVela, FNB, FEVESP, Claudio Biekarck, YCSA, Iate Clube de Brasilia and the Salinas Yacht Club for this amazing opportunity.



**Champions: Felipe Rondina
Thomas Petrie Sylvestre, Christian Lacerda Shaw**



**Runner-ups/Ship Shape Winners:
Martin Cloos
Bautista Menendez, Lucas Elias**



**2nd Runner-ups: Matias Dyck
John Birkett, Jose Andres Lecaro**



**4th Place: Tanner Probst
Jenna Probst, Maya Weber**



**5th Place: Javier Arribas
Jarian Brandes, Rudolf Roeder**























**Tom Allen III Sportsmanship
Award: Team Schon**



SALINAS YACHT CLUB

LIGHTNING YOUTH WORLD CHAMPIONSHIP

JULY 23 • 27, 2016

Pos	Ctry	Sail#	Boat Name	Skipper/Crew	R1	R2	R3	R4	R5	R6	R7	Total	Net
1		BRA 15333	Antigão	Felipe Rondina, Thomas Petrie Sylvestre, Christian Lacerda Shaw	1	1	1	1	1	1	21/ DNC	[21]	6
2		ARG 13360	Walicho	Martin Cloos, Bautista Menendez, Lucas Elias	8	4	10	2	2	2	15	[15]	28
3		ECU 14675	Quicky	Matias Dyck, John Birkett, Jose Andres Lecaro	11	2	3	3	5	7	9	[11]	29
4		USA 15251	Team USA	Tanner Probst, Jenna Probst, Maya Weber	4	7	5	7	3	6	5	[7]	30
5		PER 15048	Team Peru	Javier Arribas, Jarian Brandes, Rudolf Roeder	2	12	2	4	15	11	7	[15]	38
6		USA 15532	Team USA	Abbie Probst, Mikayla Ward, Becca Jordan	17	6	4	5	16	4	6	[17]	41
7		USA 15390		Douglas Wake, Noah Bartelt, Meredith Ryan	6	18	6	14	6	8	2	[18]	42
8		BRA 1	Canarinho	Jose Hackerott, Eric Benelli van Deursen, Victor Miguez	13	3	7	11	10	21/ BFD	4	[21]	48
9		ECU 14160	Team Ecuador	Ignacio Vidal, Romina Di Iulio, Irene Suarez	3	8	8	6	12	12	16	[16]	49
10		CHI 15399	Las Tenagers	Roberta Herman, Paula Herman, Franz Rompeltien	5	11	18	10	9	9	10	[18]	54
11		USA 15464	Girl Trouble	Chris Schon, Teddy Schon, Liam McCarthy	16	13	13	17	7	5	1	[17]	55
12		CHI 14768	Brisa	Cristobal Molina, Pedro Vera Carrera, Benjamin Molina Lorca	10	16	21/ DSQ	21/ DSQ	4	3	3	[21]	57
13		CAN 4870		Robert Robinson II, Paige, Robinson, Gunnar Grenauer	7	10	12	10	17	14	12	[17]	65
14		CAN 14895		Maggie MacDonald, Caroline Dunbar, Max Cahn	15	20	17	12	8	18	8	[20]	78
15		COL 15481	Tomine 111 Team	Antonio Mila, Pablo Tamayo, Gabriel Tamayo	9	9	12	19	18	16	14	[19]	78
16		ECU 10114	Bada Bing	Michel Andres Saab, Juan Carlos Barrera, Juan Jose Barrera	14	5	16	15	13	17	19	[19]	80
17		CAN 14522	Holy Cow	Maxwell Balanevsky, Andrew Mangan, William Redding	20	17	9	9	20	15	11	[20]	81
18		ARG 15057	YCR Sailing Team	Matias Dietrich, Ignacio Foronda, Guido Baggi	18	14	14	16	11	13	13	[18]	81
19		ECU 14541	Chibolo	Ariana Fernandez, Paula Santos, Ursula Peña	19	15	15	13	14	10	18	[19]	85
20		FIN 15415		Laura Pesola, Akseli Keskinen, Janina Partanen	12	19	11	8	19	19	17	[19]	86



Special thanks to the many volunteers who helped make the Youth Worlds a success! Here are a few...



Not only was there sailboat racing on the race course, but whale watching too

9 Countries were represented, 8 are pictured here, and the 9th Peru can be found on page 21 in the 5th place photo





How Team Wake Won the NAs

Todd Wake

I'm not going to write a play by play of each race and windshift. Frankly, I don't remember most of what went on during the week of the Rochester NAs. Instead, I want to describe my journey from newcomer to the ILCA to North American Champion.

I grew up in a sailing family and spent my summers racing boats, big and small. College was at the University of Wisconsin Madison, and that is where I met Kristine. She was captain of the sailing team, and the beginnings of Team Wake were formed. My first sail in a Lightning was an afternoon crewing for Kristine in Ric Larson's baby blue boat while she was practicing for the 1993 WJMs held in Sheboygan. It was light and lumpy that day. Kristine is a pincher, and at that point, I didn't care to ever get back in a Lightning.

Fast forward to 2000. After eight years in Madison and three years in Seattle for Kristine's pediatric residency, we moved to her hometown of Sheboygan with two-week-old Douglas in tow. He proceeded to win his first race, commanding the boat from his "Baby Bjorn" carrier onboard his grandfather's C&C 35. I spent the summer crewing for my brother-in-law on 14234, at the end of August. After winning the seasons championship, we bought 14234.

The next couple years were spent learning the finer points of Lightning sailing and meeting people in the Class. In the local fleet, Danny Reichelsdorfer was helpful getting the old boat rigged properly. David Stix was welcoming and helped us learn how to tune a Lightning. Our first NAs was at North Cape in 2002. We ended up parked next to Colin and Karen Park, who Kristine knew from way back. On the other side of us was the Carlyle group, specifically, Dan and Tobi (Heisler) Moriarty—more on them later. Our long-time sailing friend Bret Liebmann crewed for us, and our boat park neighbors explained what the "Blue Fleet" was and why we were not in it.

2003 was a bit of a slow year for sailing but a big summer for our family, as Ben was born in August. In 2004 we sailed the NAs at the BCC. This was the start of the Wake family traveling circus at major regattas. Hans Graf crewed for us, and Missy, nanny with fear of water, watched Ben and Doug in a beautiful house we rented on Point Abino. Of course, it was cold all week, we never got to use the swimming pool, and Missy was terrified watching dismayed boats being towed to shore. With the help of Team Faude, we did host a traditional Sheboygan brat fry. In the big wind and waves,

it became apparent to me that if we wanted to do better, we might need a new boat. During an on the water postponement, I hopped on Tommy Allen's boat, looked it over and put in an order for a new one.

15234 was delivered that fall at the Bluenose Regatta in Nashville. The deal was that Tommy and I would trade off steering each race. The first three races resulted in three bullets, and we won the regatta. I guess I was pretty happy with the boat! The real lesson was, get the best equipment you can and sail with fun people who have knowledge to share. The 2005 season was spent with Ben Spiller as crew. We committed to practicing and improving all aspects of our sailing and were rewarded with a 5th place at the NAs held in Sheboygan. Around the same time, we became very good friends with Dan and Tobi Moriarty and Matt Burrridge, all from the St Louis area. We sailed many Southern Circuits, NAs and other major events with them as crew or skipper. We learned a lot from their experience winning championships and made steps forward in our own sailing, such as our first race wins at a Worlds or Southern Circuit. I have to mention a few others who were there along the way: Lynelle Reak, the whole Fisher Family, Sheboygan Yacht Club and, last but not least, our parents who have traveled the world as babysitters and support team.

Throughout this time sailing in the Class, we had been racing against a cagey veteran with talent, experience and a taste for Budweiser. Neal Fowler became a friend, and we decided to team up with him for the 2011 Southern Circuit. We immediately clicked as a team and have sailed most major events together since that time. We have come to know each other's strengths and weaknesses and adjust our strategy to compensate. 15390 is rigged specifically to work for our team, and we have tweaked the tuning guide to match our style and crew weight. As a team, we have had mostly good results and a few clunkers. The saying goes that we have beat everyone in the Class but not all at the same time. The mission was to keep trying until it happened.

So on to Rochester. Doug got 15390 tuned up by winning the Juniors with five straight bullets. Ben spent the week at the Kid's Camp, which is a great way to encourage families with young children to attend. Rochester Yacht Club is a beautiful facility, and the volunteers and staff really did a great job running the event. Ben especially enjoyed the swimming pool. The WJMs featured two days of great wind. Debbie, Monica



and Mikayla won the Women's. Mark, Cory and Katja Sertl won the Masters', which was a very impressive feat considering they were also organizing the regatta. I started the week off tired from supervising juniors, and Ched, during the WJMs. The qualifiers did not go great for us, as some bad luck and a couple mental errors kept us out of the top group, but we were happy that we put ourselves in some good positions and were confident in our speed. We really did not know what to expect during the championship racing.

Races 1-3 were held on Thursday in a moderated westerly that built into the low teens by the end of the day. The shifts seemed somewhat random, and there was a bit of a tricky chop. We like choppy conditions and moderate winds, as "it hurts more for the other guy." Our strategy was to get off the line and sail fast for the dark water. It really wasn't more complicated than that. We soon learned that if we had a decent start, we could hold a lane. Once we got into open water upwind, our speed was as good as any. Ched Proctor won Race 1, we were second, and felt OK about our sailing. In Race 2, we tied for 7.5 with Greg Fisher. We were pretty deep at the first mark of Race 3 after starting on the left side of a right shift. An early gybe gained us a few boats and, more importantly, got us closer to the lead group. At the time, the forecast for Friday was bleak, and Neal said, "This may be the last race," so on the last beat we took a couple tacks to get in phase and clear our air, then sent it most of the way right. We had a small right shift. Neal found us a great lane almost all the way to the mark, and the boat was going fast! We took a 4th in that race and thought we must be near the overall lead, as the only other boats that we thought had sailed consistently were Ched, Mark Sertl, Justin Coplan and Nick Sertl.

As it turned out, we had a 3.5 point lead going into Friday for the Races 4-6. The forecast was for a light NE sea breeze. Surprisingly, I was not nervous going into the day, as we figured 3.5 was not a lead at all with some of the wind shifts we had seen earlier in the week. PRO Hank Stewart proceeded to make me nervous by threatening to start a race in a dying south-wester. After a two-hour postponement, the breeze did fill from the NE. We started Race 4 near the pin and too

close Nick Sertl's hip. Somehow we managed to hang close while not losing much to other boats. We got out to the left side and had to hold a very tight lane under Connor Godfrey and above Greg Fisher all the way to the mark. Bill Fastiggi led at the mark, and we were third. We ended the race in 2nd. Ched, Justin and Nick didn't have great races, but Mark Sertl was close with a 4.5. If we could have a top ten Race 5 and beat Mark, the regatta would probably be over.

Going in to Race 5 the wind was 7-8 knots, and we felt very good about our tune and speed. The plan was to get off the line clean and let the boat run. I was a bit giddy when it actually happened! Setting up for the start near the middle of the line, Mark Sertl tacked underneath us. Whether on purpose or not, I did not want any part of a fight on the line. We had a big hole above us, and I did a double tack to move up the line. We had a decent start, there was a bit of a left shift and had we had to tack to lead the pack to the right. I believe Mark was caught up in the chaos in the middle of the line, and he ended up sailing his discard. As it turned out, the right started to pay with more pressure and a little angle, and Adam MacDonald led out of the right. By this time old 15390 was really stretching her legs. We sailed out from under Adam, he went back for more on the right, and we decided to hedge towards the left to cover the boats that were close to us in the overall standings. The right continued to pay, and Adam rounded the mark first, Tito was second, and we were third. We passed Tito on the run, and those positions held until the finish. Crossing the finish line we knew the math and couldn't quite believe we had won with a race to spare! Because it was a nice day and, who knows we might have on OCS or a protest, we decided to sail the last race. It was our day because in Race 6 we arrived at the windward mark near the lead, tried to stay out of everybody's way the rest of the way and finished 6th.

Sailing in, we thought about how special it was to win as a team, a husband and wife, and as great friends. I was also thinking of how much Myers's Rum and Coke it was going to take to fill that bowl! I thought back to all the friends and teammates that had helped us along the way because we could not have won without them.



Lightning North American Championship

Rochester Yacht Club

Rochester, New York

August 13–19, 2016

Pos	Bow/Sail#	Yacht Name	Skipper / Crew	R1	R2	R3	R4	R5	R6	Total
1	53/15390	Orange	Todd Wake, Kristine Wake, Neal Fowler	2	[7.5/TIE]	4	2	2	6	16
2	60/15507	Veggie Sub	Ched Proctor, Charles Proctor, Meredith Killion	1	11	5	[22]	4	4	25
3	42/15536	Nautalytics	Justin Coplan, Danielle Prior, Bill Wiggins	9	2	10	[18]	7	1	29
4	8/15586	Money For Nothing	Mark Sertl, Cory Sertl, Christine Moloney	14	1	2	4.5/TIE	[19]	10	31.5
5	04/14298	Freak Gasoline Fight Accident	Nicholas Sertl, Dylan Farrell, Haley McMahon	3	[13]	3	8	12	12	38
6	21/15181	What Kind of Gone	Greg Fisher, Jo Ann FisheR, Zeke Horowitz	15	7.5/TIE	[23]	3	20	2	47.5
7	03/15083	Darlene	Jim Barnash, Geoff Becker, John Mastrandrea	[19]	3	8	7	17	13	48
8	22/15480		William Faude, Monica Morgan, Jared Drake	4	[26]	7	9	9	22	51
9	23/15577	Team PatStrong	David Starck, Tom Starck, Bailey Carter	[26]	10	9	6	11	21	57
10	25/15445	15445	Matt Fisher, Wayne Pignolet, Sarah Paisley	13	9	17	16	5	[25]	60
11	30/15456	I Can't Bear It	Josh Goldman, Jackson Benvenuti, Sydney Clays	27	4	[30]	17	10	3	61
12	18/15385	Ultimate Pressure	Billy Martin, Isabelle Ruiz de Luzuriaga, Janel Zarkowsky	6	25	11	14	8	[27]	64
13	93/15417		Connor Godfrey, Peter Godfrey, Brian Markarian	11	6	15	4.5/TIE	28	[35/DSQ]	64.5
14	01/11011	ojo de lince	Tito Gonzalez, Alberto Gonzalez, Trinidad Gonzalez	21	21	1	25	3	[31]	71
15	57/15496	The Martian	Marvin Beckmann, Emory Williams, Amy Simonson	7	15	21	13	16	[26]	72
16	09/9		Thomas Allen, Doug Sherwood, Mikayla Ward	5	20	14	21	[26]	14	74
17	69/15495		Larry MacDonald, Joy MacDonald, Julianne MacDonald	20	14	6	[33]	22	15	77
18	13/15355	No Deses Perez	Cristobal Perez, Alfred Sherman, Pedro Salzmann	18	5	22	27	[33]	7	79T
19	29/15412		Tim Scanlon, Sam Williams, Bernie Roesler	10	[31]	25	12	14	18	79T
20	70/15265		Steven Davis, Jeff Linton, Amy Linton	16	[30]	13	28	15	8	80
21	34/14895	Ace	Adam MacDonald, Abby Bennett, Allie Jones	[29]	27	20	29	1	5	82T
22	14/15121		Chad Atkins, Mike Marshall, Rachel Bryer	[28]	16	12	24	21	9	82T
23	55/15499		Jody Starck, Ian Jones, Rob Crane	22	12	16	[31]	23	11	84
24	32/15572		William Fastiggi, Suzy Coburn, Chantal Leger	23	18	[31]	1	25	23	90
25	41/14688	Mouette	Brian Hayes, Lesley Cook, Anna Huebschmann	8	19	24	26	[29]	17	94
26	40/15166	Black River Racing	Jonathan Lutz, Jody Lutz, Robbie Robinson	25	17	[27]	10	24	19	95
27	43/15449	Dazzler	Allan Terhune, Jr., Wilson Stout, Bryan Stout	12	24	29	11	[34]	20	96
28	79/15164	Mo	Robert King, Bill Dodge, Bobby Dodge	[35/ZFP]	28	18	15	13	24	98
29	07/15475		Jeff Coppens, Matthew Burrige, Thomas Goddard	24	[33]	19	20	32	16	111
30	38/15555	Chibougama	Richard Hallagan, John Steiner, Hendrix Ten Eyck	31	29	26	32	6	[33]	124
31	20/15094	Bólido	Edgar Diminich, Alon Finkelstein, Michael Vittorio	33	[34]	33	19	18	28	131
32	59/14748	Gen5	Steve Hayden, Jeff Hayden, Luis Pawlowski	17	[32]	32	30	27	30	136T
33	56/14866	Something Good	Bill Mauk, Jim England, Lori England	32	22	[34]	23	30	29	136T
34	46/15420	Holy Smoke	Ryan Ruhlman, Tesse Ruhlman, Katie Smovrsnik	30	23	28	[34]	31	32	144





Champions: Todd Wake, Kristine Wake, Neal Fowler



**Runner-ups: Ched Proctor
Charles Proctor, Meredith Killion**



**2nd Runner-ups: Justin Coplan
Danielle Prior, Bill Wiggins**



**4th Place: Mark Sertl
Cory Sertl, Christine Moloney**



**5th Place: Nicholas Sertl
Dylan Farrell, Haley McMahon**



**6th Place: Greg Fisher
Jo Ann Fisher, Zeke Horowitz**



**7th Place: Jim Barnash
Geoff Becker, John Mastrandrea**



**8th Place: William Faude
Monica Morgan, Jared Drake**



**9th Place: David Starck
Tom Starck, Bailey Carter**



**10th Place: Matt Fisher
Wayne Pignolet, Sarah Paisley**



Special Awards



Colin Park Memorial: Highest Placing Married Couple in the Championship Fleet – Todd and Kristine Wake



Colin Park Memorial: Highest Placing Married Couple in the President's Cup Division – Rob & Abby Ruhlman



Colin Park Memorial: Highest Placing Married Couple in the Governor's Cup Division – Bill & Mandy Hofmeister



Jack Elfman Trophy: Highest placing Master in the NAs that also competed in the Master NAC – Ched Proctor



Kaleigh Wilday Award: Youngest Competitor, awarded to Julia Shannon-Grille by Honorary Recipient Bobby Dodge



Fallon Trophy: Last Finisher to Qualify for the Championship Division Robert King



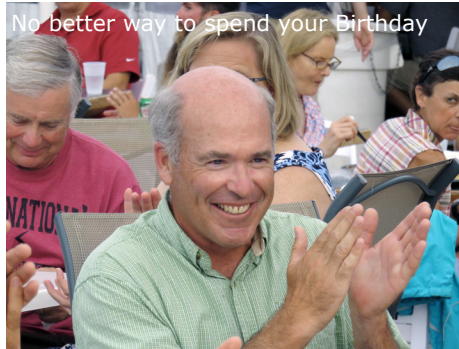
Thermis Trophy: Highest finisher sailing in the Championship Fleet for the First Time – Nick Sertl



Swanson Trophy - Awarded to promote Women's Sailing Rebecca Hofmeister



Boat Grant 10th Anniversary Party and Food Truck Night Fun!





Lightning North American Championship President's Cup Rochester Yacht Club Rochester, New York August 13–19, 2016



The 2016 Lightning NAs being held at my home club gave me the perfect reason to buy a boat after over ten years away from the Class. The quality of racing and general friendliness of the people in the Class have always been big draws for me when compared to a lot of other options. My wife Mandy was equally excited, thanks to Bob King and Owen MacDonald giving her a great first Lightning regatta experience.

We purchased our boat in the spring of 2015 and did the Central New York District Circuit. A lot of that time was spent training crew and relearning how to sail a Lightning. With our first daughter/future crew being born in March, Mandy decided to sit out the NAs and most of the practice events leading up to it, so I put together a very solid crew of Owen MacDonald and Ava Esquier.

The NAs was my first major Lightning regatta and also the first regatta where I've served on the planning committee. I certainly gained a greater appreciation for every regatta I've competed in after being a part of all the work it takes to put an event like that together.

The first half of the week was not a good showcase of what sailing in Rochester can be and was very frustrating, to say the least. We had a couple of disappointing races in the qualifying series and missed the cut off for the Blue Fleet by a heart-breaking one point. The rum

tent helped us cope, and we moved on to focus on our new goal, which was to win the President's Cup.

It was great to finally get some breeze on Thursday and get going with the racing. We knew that we had a lot of good competition to go up against, so our goal was to just sail consistently and try to finish in the top portion of the fleet each race.

The long starting line for our fleet size left us no excuses for a bad start, so getting a good clean one was a top priority. We focused a lot on ensuring that our boatspeed was as good or better than the folks we were near, and kept close tabs on our closest competition in the regatta. After five very close races, the regatta was still within reach for Alejandro Perez, Jonathan Martinetti, Mike Zonnenberg and us.

I've always thought that you can't ask for anything more than a chance to win going into the last race. We put the entire week behind us, and focused on sailing our best race of the week. We had a good start and sailed a fairly conservative first leg with good boatspeed and came out just in front of everyone at the top mark. We protected our position downwind and split at the gate with Mike. Based on what we saw on the downwind, we were confident that left was the way to go, which meant splitting from our closest competition and sailing by ourselves for a while. It worked out, and when we got to the top mark, we had a comfortable

lead on the rest of the fleet and maintained it downwind to the finish.

It was great going into the last race having to win the race to win the regatta, and actually executing that—I've screwed that up plenty of times! Huge thanks to my crew Owen and Ava for taking good care of me. We can't wait for the next big event!

John Newell



Pos	Bow/Sail#	Yacht Name	Skipper / Crew	R1	R2	R3	R4	R5	R6	Total
1	52/15395	Cut the Brakes	John Newell, Owen MacDonald, Ava Esquier	4	4	1	3	[14]	1	13
2	11/14734	Foxtrot	Alejandro Perez, Rodrigo Robles, Jose Lopez	1	1	6	4	[13]	3	15T
3	19/14674	Wolfpack	Jonathan Martinetti, Francisco Almeida, Juan Rafael Santos	3	3	2	1	[12]	6	15T
4	35/15210	Carousel	Michael Zonnenberg, Adam Ceely, Michael Booker	2	[6]	3	6	2	2	15T
5	54/15582	Monkey in the Middle	Debbie Probst, Jennifer Millar, Karl Felger	6	2	7	[9]	1	4	20
6	64/15382	DeezNutz	Kevin Robinson, Gunnar Grenauer, Jack Carmenatti, Julian Fraize	9	9	[13]	5	5	10	38
7	36/15406		Mitchell Hall, Elizabeth Chambers, Chris Stessing	8	5	9	2	[18]	15	39T
8	39/14849		AJ Murphy, Nicholas Pardini, Robert Hoffman	5	[13]	5	13	8	8	39T
9	02/14777	Honeybadger	Travis Odenbach, Will Jeffers, Caroline Sundman	10	[14]	8	8	4	14	44
10	33/15240	Brown Eyed Girl	Stephen Constants, David Constants, Chloe Constants	7	8	11	10	[19]	9	45
11	48/14640	Wild Goose	Don Brush, Richard Meisenbach, Julia Shannon-Grillo	12	7	14	12	[16]	5	50
12	17/15306		Jeanne Herman, Callender Herman, Benjamin Herman	13	15	[19]	17	3	7	55
13	91/14680	Berry 111	Ed Roseberry Jr., Michael Maywalt, Max Balanevsky	16	11	12	7	[17]	12	58
14	61/15205	NA	Robert Wardwell, Michael Healy, Bill Healy	11	12	10	[18]	11	17	61
15	51/15308		Bill Killebrew, Mike Osborne, Chandler Owen	17	[19]	15	14	6	13	65
16	63/14878	Sparkle !	Ross Bailey, John Lawless, Kyle McGraw	15	[17]	16	15	9	16	71T
17	99/15250	Wright Bros	Timothy Wright, Andrew Wright, Peter Firey	19	[20]	20	11	10	11	71T
18	58/14875	Duma	Ben Folds, Jake Folds, Joseph Tomczak	14	16	4	[21]	21	19	74
19	15/15457	Spaceman Spiff	Rob Ruhlman, Abby Ruhlman, Dave Werley	20	10	17	16	15	[22/	78
20	10/14900	His	Gary Hurban, Joan Hurban, Laura Kelm	18	18	18	[19]	7	18	79
21	05/14176	Rudie	Rebecca Hofmeister, Kevin Bradley, Karl Allen	[21]	21	21	20	20	20	102



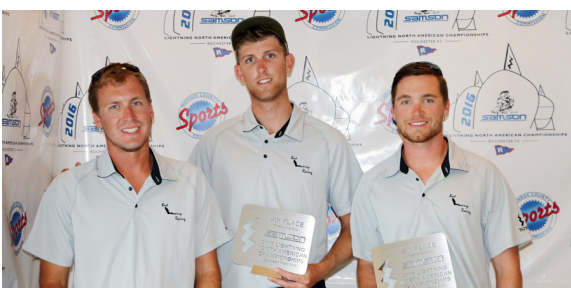
Champions: John Newell, Owen MacDonald, Ava Esquier



**Runner-ups: Alejandro Perez
Rodrigo Robles, Jose Lopez**



**2nd Runner-ups: Jonathan Martinetti
Francisco Almeida, Juan Rafael Santos**



**4th Place: Michael Zonnenberg
Adam Ceely, Michael Booker**



**5th Place: Debbie Probst
Jennifer Millar, Karl Felger**



Lightning North American Championship Governor's Cup

Rochester Yacht Club
Rochester, New York
August 13–19, 2016

Pos	Bow/Sail#	Yacht Name	Skipper / Crew	R1	R2	R3	R4	R5	R6	Total
1	26/15234	Peppermint Patty	Douglas Wake, Meredith Ryan, Katie Braungart	1	1	3	[6]	1	2	8
2	37/14526		Skylar Munger, Roy Ingham, Ted Chilek	[14]	2	1	5	2	3	13
3	45/15399	Memphis	Victor Lobos, Sebastian Lobos, Gram Slaterry	[10]	8	2	4	5	1	20T
4	65/11346	FOB	Stu Nickerson, Kip Hamblet, Elizabeth Elliott Whitener	3	3	9	1	4	[16]	20T
5	06/13929		Daniel Lawless, Peter Steo, Jenny Rosenbauer	4	9	4	[11]	7	4	28
6	24/15364	Gerry Paoli	Gerry Paoli, Bryan Burke, Ian Moriarty	5	4	6	7	[18]	10	32
7	47/15147	The D	Michael Trebilcock, Tim Vining, Taylor Sackett	11	7	[12]	3	8	6	35
8	50/15546	Must Be Present	Philip Lange, Alexandra Lange, Alister Thomson	2	6	5	[19]	12	15	40
9	66/14266	Green Wing	Carter Cameron, Paul Whitesides, John Cameron	6	[16]	8	16	6	5	41T
10	71/15314		Edward Seyerlein, David Maier, Riley Seyerlein, David Filiberto	13	5	7	[14]	9	7	41T
11	67/15206	Daddy's Little Girl	William Hofmeister, Mandy Hofmeister, Ted Chapin	7	10	11	2	[15]	12	42
12	62/15055	Enigma	Hugh Hutchison, Marc Venables, Gary Hoffer	9	11	[14]	12	3	13	48
13	27/15581		Caroline Patten, John Faus, Tyler Menninger	8	[19/ZFP]	13	10	10	9	50
14	31/15360	Boaty MC Boatface	Clarke Newman, Ralph Bilnoski, Deanna Newman	15	12	[16]	8	14	11	60
15	28/15330	Hana Hou	Scott Finkboner, Diego Escobar, Bill Lane	[18]	13	17	9	11	14.3/SCP	64.3
16	44/15075	WTF	Maegan Ruhlman, Abby Rowlands, Mark Wiss	12	14	10	17	13	[22/DNF]	66
17	16/14949	Comfortably Numb	Leland Atkinson, Kenny Fourspring, Dmitry Vorobiev	[19]	18	15	15	16	17	81
18	49/14502		John Tomczak, Grace Tomczak, Dan Robinson	17	[22/ZFP]	20	13	19	14	83
19	68/15315	Quest	William Cabrall, Norm Jarvis, Raeyane Farrell	16	19	18	18	[20]	18	89
20	12/15117	Shamrock	John Van Voorhis, Rachel Davies-Van Voorhis, Lee Ann Zaretsky	[20]	17	19	20	17	19	92
21	100/15405	Odyssey	David Spira, Ty Whitman, Randy Shore	[22/DNC]	22/DNC	22/DNC	22/DNC	22/DNC	22/DNC	110



Champions: Douglas Wake, Meredith Ryan, Katie Braungart



**Runner-ups: Skylar Munger
Roy Ingham, Ted Chilek**



**2nd Runner-ups: Victor Lobos
Sebastian Lobos, Gram Slaterry**



**4th Place: Stu Nickerson
Kip Hamblet,
Elizabeth Elliott Whitener**



**5th Place: Daniel Lawless
Peter Steo, Jenny Rosenbauer**

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Conquering my Fear—My First Women's NAs

Lisa-Marie Lane



Let me start by saying, I have only been racing Lightnings for three years and skippering for a year and a half. I am by far am one of the greenest skippers in our fleet. So after one of the last regular Spring Series races, my friend and fellow sailor Christy suggested, "Let's do the Woman's NAs in Rochester this August!" I quickly said, "Are you serious? Where can we get a third? Let's Do It!"

After a few emails and texts, my regular crew Karen became the final team member. With no time to re-think the decision, I registered for the event, which makes it much harder to change your mind, and we started planning for the Women's NA Regatta!

What an adventure! Being part of the Women's NAs was one of the most challenging, exciting, amazing experiences and included a lot of "famous firsts" for me including:

- ▶ Trailering my boat over seven hours away (#TrailerLockKeysAreImportant)
- ▶ Learning how important it is to have all of your tools with you, including the ones you don't think you need (#BestHusbandEver)
- ▶ The entire process of having the boat weighed and measured (#ThingsThatDoNotBelong)

- ▶ Being able to navigate parking, loading, rigging and derigging in a very tight parking lot (#BoatNeighbors=NewFriendships)
- ▶ Fixing all of the last minute, unexpected tuning issues (#NotTooBusyToHelpBeginners #TuningMasterChedProctor #NorthSails)
- ▶ Having sails measured and stamped and learning what to do when someone removed the ILCA Royalty label before selling them to you. (#LauraJeffers-MakesProblemsGoAway!)
- ▶ Having to opportunity to sail at a prestigious yacht club (#RYC-SailingInStyle)
- ▶ Being able to meet some of the most supportive people that go out of their way to help you (#TomAllenCanFixAnything!)
- ▶ Being able to sail in places (#LakeOntario) and challenging conditions, like 3-4 foot swells, in 12-18 mph winds with some strong gusts (#YouNeverKnowWhatYouCanDoUntilYouTry, #SurfingWaves-DownWindIsMuchEasierWithoutTheSpinnaker, #YouReachTheFinishLineFasterIfYouDon'tFlip)
- ▶ Being involved with and becoming friends with an amazing group of incredible sailors (#Fleet50, #DixieDistrict, #IwantToBeJoanHurbanWhenIgrow-Up) with a passion for the Lightnings and helping encourage and support new sailors on their journey.
- ▶ Being able to conquer fears and reach goals We were out sailing for four days in some very challenging conditions (#WhenBlackCloudsandLightningStart-HeadBackToTheMarina), managed to stay upright the entire weekend (#MastShouldBePointedUp), sailed well as a team and had the opportunity to be on the same race course with sailing royalty (#WhereElseCanABeginnerCompeteWith-WorldClassCompetition).

Thank you ILCA for continuing to having the Woman's NA event. But most importantly I am thankful for my amazing crew Karen Greffe Jones, Christine Dillard Chen and for my husband Jim, who has continually encouraged my passion of sailing and my—I mean "our"—boat (#AsYouWish...)





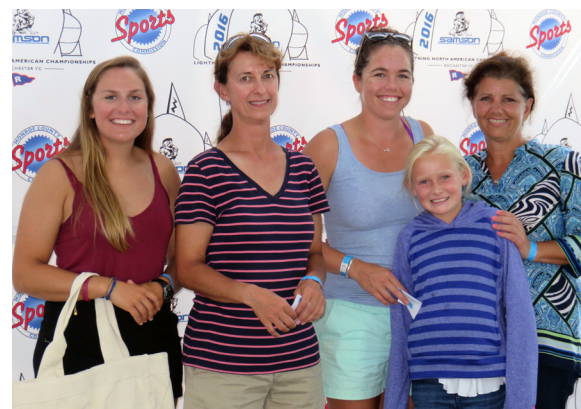
Women's Lightning North American Championship

Rochester Yacht Club
Rochester, New York
August 13–19, 2016

Pos	Bow/Sail#	Yacht Name	Skipper/Crew	R1	R2	R3	R4	R5	Total
1	54/15582	Monica in the Middle	Deb Probst, Monica Jones, Mikayla Ward	1	1	1	4	1	8
2	69/15495		Christine Moloney, Julianne MacDonald, Kayla Oak	3	2	7	1	2	15
3	52/14298	Cut the Brakes	Donna Faust, Jenny Rosenbauer, Mandy Newell	2	8/DNF	2	2	3	17
4	90/15508	People Skills	Lorrie Walsh, Tina Corness, Jean Evans	8/DNF	4	3	3	4	22
5	75/15279	Blue Skies	Erin Jordan, Rachael Moloney, Rebecca Jordan	4	3	4	5	8/DNS	24
6	55/15499		Sabrina Starck, Jamie Starck, Jody Starck	5	8/DNF	6	8/RET	5	32
7	89/15126	As You Wish...	Lisa-Marie Lane, Karen Jones, Christine Chen	6	8/DNF	5	8/DNS	8/DNS	35



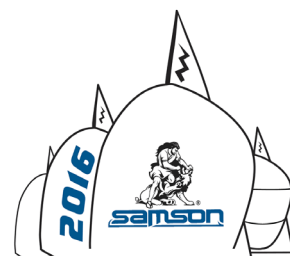
The youngest skipper at NAs this year was Sabrina Starck, sailing in the Women's with sister Jamie and mom Jody



5 of the 7 Skippers were sailing in the Women's NAs for the first time!



Champions: Deb Probst, Monica Jones, Mikayla Ward



**Runner-ups: Christine Moloney
Julianne MacDonald, Kayla Oak**



**2nd Runner-ups: Donna Faust
Jenny Rosenbauer, Mandy Newell**



Juniors' Lightning North American Championship

Rochester Yacht Club

Rochester, New York

August 13–19, 2016



Leading up to the 2016 Samson Junior NAs, my team did not know what to expect. We had come off of a marginal Youth Worlds, and this was to be only our third event together. However, Noah Bartelt, Meredith Ryan and myself came in swinging for the fences.

Thursday was measurement, and, in our case, unstacking. We came bearing two boats, one for my dad and one for myself in the regular NAs. The parking lot was hot, but soon enough we were weighed in. Chief Measurer Clausen even got to inform us that the mighty 15390 was four pounds heavy. I guess the new centerboard really did it. After this was done, we sailed out for the practice race. The breeze was light, but we managed a practice start and then a full race. After this, our team got a chance to go upwind with Ched Proctor to test our speed.

The forecast for Friday was relatively moderate, but competitors were greeted with an extremely puffy and shifty offshore breeze. The first race was started in 13 knots of wind. We started farther down the line than anyone else and never looked back. By the second race, the breeze had built to a steady 17. Once again,

we won the pin, left side, and race. By the final run, puffs were running in the low twenties, and it was quite a ride to the finish. As the fleet headed in, we were hit by a rain squall in the channel, which made for some dicey sailing. Robbie Robinson and I even got to go for a nice swim to right a boat in the middle of the channel. After day one, we were winning, with Ben Folds in second and Robbie Robinson in third.

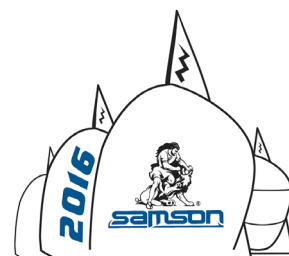
Saturday turned out to be an absolute dud. We rowed out in no wind, taking our sails down to save our ears of the terrible slapping sound they made on every wave. Every forecast was proven correct, as each direction the breeze could come from had its 15 minutes of fame, but fifteen minutes was the longest duration of any direction. The breeze never settled, and we were brought back in, only to hit yet another storm in the channel.

The final day of WJMs looked breezy, and indeed it was. However, different from Friday, there were substantial and steep waves on the course. In the sequence, we were keeping track of team Folds, our competition, and made sure he could not control us. Luckily, he was over at the start and went back, making it easier for us to sail our own race. We did that and won handily. By this time, we knew that we only needed two decent races to hold on. Our start in Race 4 was not good, but we fought back to second at the windward mark, right behind Folds. A quick gybe on the run put us in a tie at the gates, and we led the rest of the way. As long as we did not foul anybody or manage an OCS in the last race, we knew that the regatta was ours. We had a conservative—nice way to say really terrible—start and battled our way into second after the first beat. We followed team Folds around the leeward mark and then decided to split. This move paid off, and we rounded comfortably ahead at the second windward mark. The final run was lighter, but we were pushing the boat all the way to the finish. Crossing the line and knowing that all the practice we had put in paid off was incredibly liberating.

Getting congratulations from talented sailors such as Larry MacDonald, Ian Jones, Jody Stark, Tito Gonzalez, Matt Fisher, and other was like nothing I had ever experienced. It was so amazing to win a regatta that so many great Lightning sailors have won this same event before me. Rochester Yacht Club, the Race Committee, and all volunteers and OA members did a spectacular job running this event. We never missed a window for racing and had a blast on shore. I encourage all juniors, women, and masters to come to the 2017 WJMs and enjoy some great racing with the strengths of the Lightning Class.

Doug Wake

Pos	Bow/Sail#	Yacht Name	Skipper / Crew	R1	R2	R3	R4	R5	Total
1	53/15390	Mob	Douglas Wake, Noah Bartelt, Meredith Ryan	1	1	1	1	1	5
2	58/14875	Duma	Ben Folds, Joe Tomczak, Jake Folds	2	3	5	2	2	14
3	64/15382	DeezNutz	Robbie Robinson, Gunner Grenauer, Maggie MacDonald	5	2	2	4	3	16
4	97/15565	Coyote	Andrew Schmahl, Sam Russell, John McClain	4	5	8	5	8	30
5	59/14748	Gen 5	Jeff Hayden, Carl Taylor, Brian Hayes Jr	7	4	4	3	13/DNF	31
6	91/14522	Holy Cow	Max Balanevsky, Andrew Mangan, Will Redding	3	9	9	8	4	33
7	78/14744		James Reilly Eagan, Garrett Grenauer, Ethan Stoffman	9	6	7	6	6	34
8	92/14672		Colin Ray, Tess Weber, Aidan Young	6	7	6	9	7	35
9	66/14266	Greenwing	Carter Cameron, Charles Morano, McCloy Dickson	13/DNC	13/DNF	3	7	5	41
10	77/15230		Branden Warner, Kala Matora, Abigail Warner	10	8	10	10	9	47
11	95/15122	Logical	Rachel Holick, Bridget Lawless, Elizabeth Husak	8	13/DNF	13/DNF	13/DNS	13/DNS	60
12	96/12480		Leah Trow, Gabrielle Myers, Morgan Tanski	13/DNF	13/DNF	13/RET	13/DNS	13/DNS	65



Champions: Douglas Wake, Noah Bartelt, Meredith Ryan



**Runner-ups: Ben Folds
Joe Tomczak, Jake Folds**



**2nd Runner-ups: Robbie Robinson
Gunner Grenauer, Maggie MacDonald**





Masters' Lightning North American Championship

Rochester Yacht Club
Rochester, New York
August 13–19, 2016

Three days—Three Perspectives—One Design—One Family



This year's Masters' North American Championship was full of challenging winds, strategic races and, as always, good friends and families. The winds were variable from heavy air, to no consistent breeze, to medium air. There was more heat than we may have hoped in the parking lot some mornings but also more rain than we may have hoped some afternoons. All said and done, though, one would be hard pressed to find a more beautiful weekend of sailing in good company.

An awesome thing about an event like the Masters' North American Championship is that it can bring together sailors who may not get the chance to sail with one another as often or who do not sail as often any longer period. In a class like ours, that is full of so many long-standing relationships, such opportunities are of consistently increasing value. This year on our boat, we had the rare opportunity to sail with three generations of a family. One would be hard pressed to find many other sports where three generations can compete together—yet another sign that despite all the shenanigans we endure, we've chosen a pretty incredible sport. As a one-design class, each boat out on a race course can have both shared and very divergent experiences of a single race. Similarly, as a boat of three generations of family members, each of us had overlapped yet individual experiences.

In the Bow: Shelby

Crewing for my dad for the last ten years, I have been mostly in the middle of the boat. This led to a fun experience getting reacquainted with the bow, with the bruises, the waves, the dance-like maneuvers, and all the work that comes with this role. While I certainly had a lot more in front of me to look at and have fun learning more about, the most fun was actually my view backwards at my dad and his mom.

Growing up, I was regaled with stories about Anne's crew skills, often from family and from other sailors. I have fond memories of sitting in the kitchen getting

advice from her when I first started learning how to sail and fly the spinnaker. Despite all this exposure to her wisdom, this was the first time I have ever had the chance to sail with Anne, and I am so grateful. Placing 5th overall was a surprise to us, something we were proud of as a first-time-together team and the cherry on top of a beautiful long weekend both on and off the water.

I thoroughly enjoyed continuing to grow as a sailor at this event. The conditions and competition kept us focused and provided multiple learning settings. Still, I most enjoyed getting to spend time with my family, laughing and encouraging one another. I loved getting to watch Anne fly the spinnaker, and it only increased my-ever growing awe for her strength and my desire to obtain her level of fitness and maintain it. It was fun to see how far our teamwork has come when I would coordinate weight shifts with my dad without talking—sometimes, at least. I cherish the opportunity to see both of them together and outside of any setting I am used to—more free spirited and distanced from work. Much like the Master's, when I got to crew with my dad for his dad, the memories from within the boat will stay with me much longer than those of the races themselves this event.

In the Middle: Anne

The Masters' was a great event for me, sailing with my son and granddaughter. I know my son is a great sailor, but I was impressed with Shelby, her knowledge and positive outlook. The weather was a little much for me, but as a team we kept things together. To top it off, I enjoyed seeing old friends and making new ones. This is what's so great about the Lightning Class, after so many years, I still feel part of it!

In the Driver's Seat: Tom

Recollections come more to us as we get older. Thinking back to when I started to skipper my own Lightning, many years ago, I had a number of different great crews. Like a lot of multi-generation Lightning families, I had family to help me get on the water. In fact, I have sailed with all members of my family at one time or another. My mother was one of those early crewmates. Many races were run with my mother and sister Jane. I learned many things on and off the water sailing with both of them. You remember some of the races but more of the times you have together. Sailing with your family is good for sailing, good for the Lightning Class and good for you. I am not saying it is always smooth sailing. but it is worth doing.

The seeds of this current Allen Family Masters' boat were planted last summer. Last year, the World Masters' Championship came to our home Buffalo Canoe Club. I was one year short of being able to steer in the event, but I still wanted to be part of the event on the water.

My mom has not done much Lightning sailing in the last few years, but she has great amounts of experience in the boat—not as much at the back end but some. I offered her the boat to steer with, I hope, not too much pressure. She took some time to think about it and finally agreed to skipper the boat. We had my son Karl as the third. By now, you all know how well she did in that event, even with the wind above her current comfort level. This year I asked if she wanted to do the Masters' NAs, and she said, "I do not want to steer!" I took that as she would crew and didn't let her back out. She made mention that she would not like it to be as windy as last summer. I think she may have been talking a bit too loud when she said that because, at the time, there was every bit as much wind.

Anyway, having signed up ma to crew, I had a talk with my daughter Shelby. I did not know she could even get the time off from her new job to sail, but she let me know that she would be very interested in sailing with Anne, her grandmother. Shelby has sailed with some of the family but never with Anne.

I will not go through the race-by-race details. You can find that in the winners notes, but I will pass along a bit

of what I will remember. We were all nice to each other almost all the time. You may laugh, but that is one of the most important parts of sailing with family. We were competitive in a number of the races. We stuck with it, even when it was getting hard. There was more than one time sailing dead down wind that the total crew comfort was not ideal, but mom was not going to let anyone else take that spinnaker or let us take it down until we finished. Shelby was asking questions and learning new things as we were planing down waves and jumping from side to side to balance the boat. Just as important, I would/will sail with them again. Thanks.

Thank you to Rochester for hosting such a fun and memorable event. Thank you to all the Masters' competitors for a long weekend of skilled racing. Thank you to The Lightning Class for being, in many ways, like a second family. Congrats to the Sertl Family who were key in putting together such a wonderfully well run event and also sailed wonderfully and showed us how to make it look easy!

Sincerely,

The Allen Family boat—Anne, Tom, and Shelby



Champions: Mark Sertl, Cory Sertl, Katja Sertl



**Runner-ups: Marvin Beckmann
Steve Harris, Monica Morgan**



**2nd Runner-ups: David Peck
Nina Peck, Dave Peck**



**4th Place: Steven Davis
Jeff Linton, Amy Linton**



**5th Place: Thomas Allen
Anne Allen, Shelby Allen**



Masters' Lightning

North American Championship

Rochester Yacht Club

Rochester, New York

August 13–19, 2016

Pos	Bow, Sail#	Yacht Name	Skipper/Crew	R1	R2	R3	R4	Total
1	8/15586		Mark Sertl, Cory Sertl, Katja Sertl	1	2	1	2	6
2	57/15496	The Martian	Marvin Beckmann, Steve Harris, Monica Morgan	4	1	8	1	14
3	74/15215	15215	David Peck, Nina Peck, Dave Peck	5	3	4	3	15
4	70/15265		Steven Davis, Jeff Linton, Amy Linton	6	5	3	7	21
5	09/9		Thomas Allen, Anne Allen, Shelby Allen	3	9	7	4	23
6	83/14922		Jon Schwartz, Paul Krzenski, Pauli Kaiser	11	8	9	5	33
7	65/11346	FOB	Stu Nickerson, Elizabeth Elliott Whitener, Kip Hamblet	22	6	13	6	47
8	85/14923	How do I register?	Jack Jones, Bobby Bryant, Tom King	23	4	14	8	49
9	56/14866	Something Good	Bill Mauk, Lori England, Jim England	15	16	12	9	52
10	67/15206	Daddy's Little Girlz	William Hofmeister, Mandy Hofmeister, Rebecca Hofmeister	9	11	21	14	55
11	60/15507	Veggie Sub	Ched Proctor, Todd Wake, Debbie Dudas	2	21	2	33/DNS	58T
12	79/15164	BK's	Fisk Hayden, Steve Hayden, Amy Simonsen	7	7	11	33/DNF	58T
13	50/15546	Must Be Present	Philip Lange, Alexandra Lange, Alister, Thomson	18	10	15	15	58T
14	68/15315	Quest	William Cabrall, Raeyane Farrell, Norm Jarvis	25	19	5	13	62T
15	73/14778		Mike Tennity, Kent Heitzinger, Tori Strutz	13	33/DNF	6	10	62T
16	93/14680	Berry 111	Ed Roseberry Jr., Michael Maywalt, PJ Redding	21	13	18/TIE	11	63
17	76/13933	Trivial Pursuit	Edward Eagan, Jeff Shaw, Jennifer Dick	20	17	17	23	77
18	87/15309		Edward Wagnon, Jeff Schmahl, David Corcoran	16	33/DNF	10	19	78T
19	98/14369	Hastalavista	Federico Meira, Christopher Matora, Pete King	24	15	22	17	78T
20	62/15055	Enigma	Hugh Hutchison, Marc Venables, Gary Hoffer	10	33/DNF	24	12	79
21	88/14842	Cyber 911	Tom Klaban, Matt Warner, Rick Dishaw	14	25	25	16	80
22	63/14878	Sparkle !	Ross Bailey, Johanna Schon, Stephen Mitchell	19	20	20	22	81
23	10/15257	Hers	Joan Hurban, Gary Hurban, Mike Carney	27	18	23	18	86
24	61/15205		Robert Wardwell, Michael Healy, Sam Dutilly	8	14	33/RET	33/DNF	88T
25	80/14880	Pegasus	Craig Pomeroy, Crystal Pomeroy, Abbey Pomeroy	17	12	26	33/DNS	88T
26	86/15130	Vann Bros	Chris Vann, Tom Russell, Kate Russell	12	33/DNF	19	33/RET	97
27	84/14860		Jack Mueller, Randy Knilians, Nancy Mueller	31	33/DNF	16	20	100
28	99/15250		Clark Trow, Andy Wright, Robert Myers	28	22	18	33/DNF	101T
29	82/13721		Pete McGinity, Tyler McGinity, Ken McGinity	26	23	28	24	101T
30	6/13929	Dizzy	Daniel Lawless, Tim Lawless, Mark Lawless	29	33/DNF	27	21	110T
31	81/14449	Fins Up	Dale Krcek, Paul Cuthbertson, Charlene Warner	30	26	29	25	110T
32	94/9235	Spirit of 76	Roger Slade, Doug Axtell, Eric Anderson	32	24	30	33/DNF	119



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Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
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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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15553 Nickels. Light grey and white. Beautiful boat. Built in the late fall of 2014 and not splashed until June of 2015. Very light use, fresh water only. North main and jib, Dieball kite. Nickels galvanized trailer. Vang, wire, cloth on side deck. Custom Harken hiking straps. Stored indoors for winter. Get "new" for the price of used. Boat is

in Michigan. \$22,500.00 989-213-3973 chris@awardandsports.com

15336 Nickels - a nice solid fast boat, with Galvanized trailer spare wheel and good title. Boat controls lead to both port and starboard side rail, Front of cockpit Jib wire gross adjustment, Jib cloth and topping lift, Front on deck jib wire fine adjustment, jib car adjustment. Stainless steel center board with swivel adjustment and ball bearing block. Mast new in 2012 with Jib halyard lead to center board trunk, Lower shrouds have Handy lock adjustments for easy adjustments. Tack tick digital compass, rudder with cover tiller and tiller extension. Two suit of North sails, one suit hardly used. Tapered spinnaker pole with plastic ends. Mast up cover and two piece travel cover in great condition. \$13,800 or best offer located near York, PA. Contact Trevor Prior via text 717 917 8602 or email tprior@finchinc.com

15310 Allen. All white boat. Lightly used the last 2 years. Three sets of North Sails plus new jib used only at 2015 NAs. Travel covers, mast cover and new mast up cover (2015). Tactic compass, tapered mainsheet, anchor, padded rudder cover, and tapered spin pole. \$21,000. Boat located in NJ. Contact Sean Bradley 917-699-6019 sean-bradley05@yahoo.com

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

15132- Allen- White on White with Black rub rails, Excellent Condition, faired bottom, Water Rat Rudder and Tiller. 2015 Quantum Main and Jib in excellent condition, 2011 VSP Main and Jib, 2015 Quantum VMG Kite (used twice), 2011 VSP Runner, and 2011 VSP AP Kite. Spare Allen rudder, tiller and rudder bag. VSP travel, mast and rudder covers, Dry sail cover, Allen galvanized trailer with spare tire in excellent condition. Tactic Compass, adjustable Harken jib cars, 2 tapered spin poles, tapered spin sheets,

and all hi-tech running rigging. All required safety gear (paddle, anchor, bucket, throwable etc.) Tricked out fast boat. Contact bgibbs_1@verizon.net or 978-810-1214. \$18,000. Boat located in MA.

15047 Nickels, 2002. White hull. Mostly sailed on fresh-water. Always dry sailed. Galvanized trailer. Boat and trailer are in great shape. \$6,000 Located in RI. Contact Rev Symeon at 401-603-3523.

14825 Nickels. It has been lightly used since I bought it. I have not used in the last two seasons. Two suits of North Sails, two spinnaker poles, well laid out with adjustable jib tracks, spinnaker take-up reel, and more. White hull. Top, bottom, and mast travel covers along with boom tent. Bracket for tac-tic (not included). \$6,000. Located in Vermont. Contact Bob at 802-734-7578 or rtturnau@vtil.net

14824 Nickels 1997. White hull, deck and rub-rail. Three North mainsails, two North jibs, brand-new Doyle main and jib used in only one regatta, one spinnaker. Labeled dual side controls with color coded lines. Manually adjustable lowers. Main, jib and spinnaker halyards new this season. Christie compass. Nickels galvanized trailer with spare tire, mast stand and light bar. Mast stand has winch to facilitate putting on the travel cover. Fabriccraft one-piece travel cover, two mast-up mooring covers (one skirted), padded rudder cover, mast cover new this season. Boat sailed at Mansfield Sailing Club, OH. Always dry sailed and stored inside in winter. Acknowledged in the Ohio district to be a fast boat but not with me at the helm lately. \$8,000. Located in north-central Ohio. Hewitt boat lift also available for \$500. Contact Chris Clarke at 419-522-5906 or 419-210-0400 or e-mail at chrisclarke1946@hotmail.com

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

14614 Allen, 1993. The boat has a dark blue hull, white deck, fully race equipped, covers, several set of sails and Allen trailer. The boat has relatively few miles for its age. The boat can be seen ready to sail at Carlyle Sailing Association in Illinois. Contact John at 573 803 7052 or jdfolwell@yahoo.com

14595 Allen, white hull and rub rail with blue trim. Boat well maintained. Trailer is good shape (replaced). North Sails (Fishers) mail and jib two years old and spinnaker new plus one additional set of sails. Full boat cover just purchased plus trailer and mast cover. Mast and boom replaced in recent years; and two rudders (fiberglass with cover and wood). Always dry sailed and stored inside in winter. \$7,000 Contact Bob at 609-665-0369.

14566 Nickels. 2 sets North sails...main/jib/spinnaker. Stainless steel centerboard, rudder/mast/trailing/dryslip covers included. Great road trailer. Paddle/spinnaker pole/compass. Fully race equipped and ready to go. Dual sided control lines, below deck lever vang. Originally built for Brad Read, so you know it was built well! Available extra... max thick stainless steel centerboard, extra large tack-tick compass. \$7,500 - Contact Frank at 703-599-0144

14565 - Nickels. Fully raced rigged with full retrofit in 2011 at Nickels Boat Works. New mast (2011) and boom (2015), dual control lines, inboard jib tracking, 2 spinnaker poles, spare rudder, Harken blocks, trailer cradles, Harken trailing, cockpit and mast covers, rudder cover, full boat and deck cover, SS centerboard, anchor/paddle and Nickels trailer with new wheel bearings and tires. Two sets of North Sails and a new North spinnaker 2 years old. Boat lightly used pat 3 seasons and garage kept in the winter. New wind indicator and Tic- Tac compass. White with blue waterline. Boat in very good to excellent condition. 700 lbs. 2nd owner. Measurement certificate. \$7,000. Boat in Ocean City, NJ Kevin Robinson. runman50@comcast.net. 215-913-7795

14547 Nickels, rigged by B. Fastiggi -easy to use. Rarely sailed last 10 years, all white, full covers, customized Nickels trailer with a long tongue, lightbar and three new tires. Old sails but otherwise ready to race. \$7,000. Ipswich MA. Contact Pat at ipswichmcc@gmail.com

14485 Nickels. "deux poissons et un chat"-Loaded and proven fast! White w green stripe. Nearly new North sails... main/jib/spinnaker. Stainless steel centerboard, rudder/mast/trailing covers included. Great road trailer. Paddle/spinnaker pole/compass/anchor. Loaded...dual controls, centerboard led jib and retractable spin halyard, deck controlled jib lead cars \$5,500 - Contact Ron at 804-399-2668

14478 Allen. White hull. Top cover, 2 suits North sails, stainless board. Updated rigging, wood rudder, compass. Great trailer. Race ready fast boat. Asking \$5,900.00 Located in Central NY area. Delivery is an option. Contact Skylar at: 585 260 6474

14443 - Nickels with pedigree. New sails, trailer and cover. Hull and deck in superb condition. Freshwater only -

dry sailed. Loaded with extras. Located Montreal. \$ 5,500. Contact Rod: 514 486 3827 or rod.hayes4@me.com

14441-Nickels. White hull & deck. New sails used X4 only: M5 Main, 5A Jib, Radial Spinnaker. Trailer, dock cover, no trailer cover. Dry sailed only. Indoor winter storage. Official Measurement Certificate. Great starter boat. Asking \$3500- price to sell, don't want to store overwinter. Contact Kevin:kblack104@gmail.com. Cell: 203-494-3607.

14434 Nickels. Boat is fast. New mast 2011. 3 sets of sails. One only used one light season. Recently replaced control lines and rigging. VSP yard cover as well as traveling, mast and rudder covers. Well maintained boat with a nickels trailer (new bunks 2011). Boat Located in NJ. \$6,900 Contact Rob; robruffus@yahoo.com

14300 Nickels Lightning. Sail in very good condition. Two owner boat. White hull and white deck. Two sets of sails, all in good condition. This boat has always been dry docked and stored indoors during winter. New boat cover. Galvanized trailer. Great starter boat for a young person or just anyone wanting to move into the Lightning Class. Boat sailed out of Surf City Yacht Club on Barnegat Bay, New Jersey. Asking price \$4999. Contact: Alan D Kostelnik, Email: Aldoxx63@gmail.com, Cell: 201-723-8038

14226 - 1987 McLaughlin. Two sets of sails, one decent race condition. Stainless Steel centreboard, harken equipped. Travel cover, mast cover and mast up cover. Paddles, Anchor etc. Trailer has newer tires, new axle and springs, new spare tire. Boat is ready to be sailed, needs nothing, good starter boat. Located in Oakville Ontario. 4000 Canadian, that works out to about 3100 US dollars Contact Bruce Bscott25@cogeco.ca or 905-399-2088

14088 Nickels. Purchased new, direct from Nickels, in 1986. Boat is fast, minimum weight, with weight blocks added. Race rigged by Mfg. With it I was Fleet Champion 16 times. - Compass, Harken Blocks, Adjustable Jib Tracks, Twin Lines, all sail controls rigged to sides near skipper. Stainless Steel Centerboard, Aluminum Spinnaker Pole, and Tiller, with Hiking Stick. Two suits of Sails, one suit of North/Fisher, Main & Jib, with Fisher Spinnaker, in good shape. One suit of North, Main & Jib (both windows in the Main need to be replaced) with Shore Spinnaker. Also an extra North Flat Jib in good shape. Extra Battens. All sails have their own sail bag. Three boat covers (one Mooring Cover and two Trailering Covers, one of which needs repair). Mast Cover, Padded Rudder Cover, Hoisting Sling. Always dry sailed in fresh water only! Garaged in winter. Painted Nickels Trailer with spare, Extra High Mast Yoke (for Trailering behind a full size van), and Light/License Bar. Paddles, Anchor, PFDs, and Misc. extras. Been in garage for last five years, so it's a little dusty. Located in St Charles, Missouri, just outside of St Louis. Asking \$4000 (Negotiable) Contact : Rick Conaway thesuperfixer@gmail.com

13991 Nickels. Grey hull and deck with blue trim. Special offer to build fleet in Mission Bay, CA -- Asking only \$4,000! Includes boat, North sails and galvanized trailer. Price only good for people intending to race in Mission Bay. Boat located in San Diego. Contact Bob Martin at 760-310-3303 or romartin@arrow.com.

13940 Allen. Foam core removed and converted to tank, Hull Faired, boat weighs in at 700 lbs. White hull, blue deck. Top cover, 1 suit lightly used North sails (Proctor) w/ practice jib, stainless board. Updated running rigging, tapered spinnaker pole, wood rudder, compass. Trailer. Race ready, fast boat, great entry level boat for minimal cost. Asking \$2,500.00, Located in Niantic CT. Trial sail is an option. Contact James at: 860-391-2183or gardnjg@snet.net

13909 Nickels & Holman Ltd. - Maroon with double white stripe. Rigged for racing, current as of a few years ago. Lightly sailed for 10 years. Since 1991, only used in freshwater and stored indoors for winters. Currently located in Northern Michigan. \$3,000. Contact John Beery (312-451-5651) for more info.

13465 Allen. Yellow with white bottom and deck. All new lines. Two sets of North Sails in decent shape. New tires. Recently painted trailer. Hull is in good shape, but the deck has cosmetic issues. It sat for about 10 years. I put a lot of elbow grease into getting it back to presentable shape, then dropped it from the hoist damaging the deck around the portside chain plate, which I've repaired. This would be a good daysailer. The weight is unknown. \$1500. 724-971-1842 cell. Located in Pittsburgh.

12724 Nickels and Holman (Fenton, MI) in 1975. Yellow fiberglass hull with yellow deck, stainless steel centerboard and rudder, wooden spare rudder, spinnaker pole, 2 mains (1 North Sails), jib, spinnaker. Many extras including bumpers, anchors, life jackets, compass, sun tent, and spare parts. Sailed lightly, only in fresh water. Trailer has relatively new tires. Located in Lakeland, Florida. Asking \$5,500. Contact Tracy at 863-682-2983

12385 Allen, 1976. All fiberglass. Hull in good condition. Stainless Centerboard. All standing rigging in great condition. 2 sets of sails- One in very good condition. Spinnaker, spinnaker pole. Outboard bracket. Full survey done. Galvanized trailer very good condition. White on white. Titled and registered. \$ 1,300.00 or B/O. Boat located in NJ. Contact jabarringer@gmail.com or 856-449-4258

11888 Eichenlaub - made in Ohio. The boat is in good condition and ready to sail. The Gelcoat is faded so it could use a coat of paint but the hull is sound and fair. The transom bailers need new hinges as well but are tapped shut. The wooden rub rail needs some attention as well. The centerboard is stainless steel. I have the original survey showing that it meets Lightning Class standards. I am the 3rd owner and I have a copy of the original Bill of Sale. This boat was day sailed and competitively raced near Milwaukee Wisconsin in the 1970s, 80s, and recreationally sailed after that but has not been in the water for about 10

years until this summer. The rigging is in good shape and it comes with crisp - like new ILCA North Sail sails and a like new Spinnaker. All of the sails are numbered 11888. Most of the hardware in Harkin and it is setup with racing rigging; a Boom Vang, a Cunningham, Jib halyard downhaul and a Rear Stay that is setup to be adjustable while underway. It also has 3 padded Hiking Straps, a full mooring cover, sail cover and trailing cover. The trailer is an Allen; custom made for Lightning's with "Bearing Buddy" hubs and newer tires and is in good running condition. Contact: Rob Harold - 510-710-8797 / r.harold@sbcglobal.net

11655 - 1970 Eichenlaub. Fiberglass over wood boat plus new floatation. Aluminum mast. Includes main, jib and spinnaker. Road worthy trailer. Sea Gull Motor. Great recreational boat for day sailing. Located in central Wisconsin. \$1,700 or best offer. Will also sell items separately. Contact Jack at 847-998-8429

11543 - 1970 Lippincott Lightning. This is a fiberglass boat that has had over \$4,000 of work done to it in the last 6 years, and includes main, jib and spinnaker, trailer, a mooring cover and a full cover. The boat has been dry sailed on a fresh water lake since at least the 1980s, and would be a good recreational daysailer. Asking \$1,000 or best offer. Located in the Scranton, PA area. Contact Todd at 207-272-0397 or tdross@me.com.

11055 - 1969 Lippincott. This is a glass boat with beautiful mahogany trim and the original wooded mast, boom and spinnaker pole. The mast has been recently refinished, the mahogany trim is great shape (rub rails need refinishing). The three sails are original and the main and jib were refurbished in 2010. The original Gator trailer is included and has very little rust. A boat cover and Danforth anchor are also included. This boat always gets a lot of attention because of the wood mast and beautiful mahogany. The fiberglass hull is in good shape and the boat has always been dry sailed. We have had this boat over 30 years and it is now time to pass it to a younger person who will care and enjoy it as much as we have. Asking \$1500 or best offer. Located in the Pittsburgh, PA area. Contact John Green at 724-591-6886.

10957 - 1968 Lippincott Lightning. Very solid early fiberglass hull. Boat is complete and ready to sail, though could use some TLC to return mahogany seats, combings, and rub rail to pristine condition. Newer aluminum mast and boom. Standing and running rigging is in great shape. Boat comes with 2 mains, 2 jibs, 2 spinnakers (all older but serviceable). Steel centerboard is currently out and in need of preservation, but is serviceable. Boat sits on a solid galvanized trailer in my garage, comes with taller highway tires and smaller yard/ramp tires. Has bottom paint and mooring cover. Asking \$1,300 OBO. Looking to downsize to a smaller racing dinghy. Norfolk, VA. 757-748-3204 or Ethan.m.rule@gmail.com

10355 Lippincott, on trailer, upgraded mast and boom, sails, recent regatta winner. \$1,500 located Skaneateles NY, 315-396-1084, reyno685@yahoo.com

10254 Allen with trailer, two jibs and two mains much newer than boat, two spinnakers and storage cover. Have original measurement certificates. \$1500 or best offer. Phone 603-903-4196 or e-mail terrypindell@yahoo.com

10880 Lightning sailboat by Nichols and Holman located in Northport, MI, where it has been sailed exclusively. White Fiberglass deck and hull with racing rigging and hull stripes. Has teak seats, cockpit coaming and rub rail. Aluminum mast, boom and tiller. Internal mast rigging needs attention. Overall, in above average condition. Includes main (new), jib, spinnaker, trailer, all accessories and mooring cover. Ready to sail. I am retiring. Call Drew at 314-409-7118 for immediate possession and tow away. Asking \$1800. On -the -beach dry dock system available - plus \$200.

9833 Lippincott, 1970. Fiberglass body. Green hull and a white deck. This is a sloop rigged day sailer. Comes with a complement of sails including a new main and jib (purchased in 2011). Includes galvanized trailer, mooring cover and Danforth anchor and 150 lb mushroom anchor and chain. Loved this boat but I have bought a bigger boat. Located in MA. Contact Terry at win3840@gmail.com or 781 686 0034

9666 (Elektra) is the last wooden Lightning crafted by McGruer Yachts of Collingwood, Ontario, Canada. Constructed in 1963 for its one previous owner, it was purchased by me in 1984 and sailed it occasionally over the next decade until my interest in keelboats superseded its use. Construction is broad clear cedar planking over oak, forming a stiff monocoque hull. Seats, coamings and rub rails are mahogany. The external centreboard casing support on the starboard side aft is desiccated for two inches at the bottom and needs replacement. All brightwork needs sanding and varnishing and has been removed for the process. The canvas deck covering had been replaced several times and is in the process of being done again. The old canvas decking has been removed and preparation is underway to install the new canvas deck. Wide canvas has been bought for the purpose and goes with the boat. Newly milled mahogany rub rails are also included. The boat is in need of, and deserves restoration; however, I am now out of the country for most of every year and no longer have the time nor energy to devote to the project. The boat comes with two sets of spars and sails: Set one is the classic Sitka spruce mast and boom with original Storer jib and main (with reef points) and spinnaker with spinnaker pole; set two consists of a black aluminium mast and boom with a North Sails main and jib which were bought new and raced only one season. An additional black mast and boom also come with the boat. The Sitka mast is a brand new replacement of the original and has been sailed once. Mahogany rudder is encased in its original padded canvas

case. A galvanized grapnel anchor, chain and rode also go with the boats along with associated odds and bits of hardware in a tool box. An elderlyTeenee tilt trailer adapted for the boat is included. It would need a coat of paint and wiring and the tires, while they hold air, should be replaced before trailering any great distance. Located in Ottawa, Ontario, Canada. Make an offer. 613 692-0303 terril_s@hotmail.com

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

9398-Lippincott. Don't let the hull number fool you, this is a competitive and fast boat that has won plenty of races. It is in exceptionally good shape for a boat this vintage. The boat was completely retrofitted in the early 2000s by Tom Schroder and Bob Harkrider. Original deck has been replaced with new Nickels deck to allow for current rigging—all controls to the side decks and foredeck. Spinnaker halyard run aft to the skipper. Various upgrades over the years we have sailed it. New mast in 2006. Chain plates are in original location, but the boat is easy to tune using Greg Fisher's guide. Great boat to get into the class at a lower cost. Boat will sell with 2 sets of Fisher Norths (MJS), Rooke Day cover (good shape), Sailor's Tailor traveling covers (fair shape), Nickels trailer. \$5000. Jay Taylor (919) 422-9482 or jay.taylor@svn.com

9369 Glass Lippincott, great condition - looks like a brand new boat! Blue hull, off-white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. I am a yacht builder. Replaced chainplates, all halyards, all shrouds, and stays in 2013. Mahogany trim revarnished . 1990 custom galvanized trailer with custom cross bunks and extended tongue. Three jibs and two main sails. Cover for boat and boom tent. Asking \$1,800, firm. Boat located in RI. Rick (401) 678-0196 - ad updated 5/19/14.

8690 Needs a new home this fall. Great shape -- just pulled out of storage where the boat has been for the last 15 plus years. Built by Saybrook Yacht Yard. Allen Boat Works low-bunk trailer; metal mast and boom; Fisher main and jib plus spinnaker and extra main; boom tent cover; rudder cover; spinnaker pole; anchor and more. \$1,400 or best offer. Boat located in Wayne, PA. 617-834-8535 or marklkeene@gmail.com

7920 Nickels and Holman Lightning. Classic wooden lightning in excellent condition with recently refinished wooden transom, beautiful white and deep blue painted hull, refinished seats and floorboards, refinished wooden mast, 2 wooden booms, spinnaker pole, tiller, rudder, 4 sails and cockpit cover. Life changes preclude us from sailing this classic Nickels and Holman lightning. Good trailer with new bearings and mast and boom cradles. Asking \$5000. Located in western Wisconsin. Contact Joel at 651-261-5854 or joelbrodd@gmail.com

7678 Single-planked Cedar; ca 1960 David Beaton & Sons. Good to excellent condition, fully restored w/ additional FWD struts. Teak flooring + 1/2" King blank. Mahogany Seats & Coamings. Sails: New, renumbered (except Neil Pryde Spinnaker) + Full rigging and parts. Spars- SITKA Spruce, original and in Excellent Condition. (No trailering-gallows yet available.) Includes: title; new 2010 trailer, 2011 Sunbrella Cover, work log copy and documentation, all fittings bronze & stainless, extra parts. May require proper jib rigging @ Bow. She sails beautifully after putting \$2,500.00 and 160 hours into this beautiful craft. "COSETTE" presently sits on transverse bunks, on trailer, but did not leave the driveway, this year. I would like my best restoration, ever, to have a good home, and to be sailed. I will be sorry to see her go, but I fear I would not have the time to give to her sailing deservence. Please feel free to make your best offer, knowing the price of spars, best provisions and fittings are accumulatively worth over \$6,000.00. Boat located in Toms River, NJ. David M. Olney 732-664-2294

7606 Probably the fastest wood Lightning available. Eichenlaub built in 1961, sister to his Bull I , 1 of 4 "outlawed" boats, but legal. Trailer, alum. spars, cover, 2 suits of sails, newer North main & jib, PCC, NWD, champ, top 10 in NA's in '63 & '64, countless wins & places over the years. I was original owner, sold in '70s and re acquired in the mid 90's. Restoration 1 year old. \$4,500.00 or BO takes. Located in San Diego. Howard Macken 575-937-2810 or htmacken@gmail.com

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

7312 - 1959 Wooden (Nickles & Holman). Its wooden parts include hull, mast, boom, spinnaker pole and rudder. The sails include: 1 main sail, one spinnaker that are both in good condition and 2 two jibs that need work, they are made of fabric that some animals got into to. A Custom made trailer. It comes with life vests and a couple of paddles. The boat has been primarily dry sailed at Keuka

Lake in New York since 1977 when I purchased it. It has also been sailed on the Chesapeake Bay and off the coast of Maine in the 1980s . It is between good and is in fair condition . It needs some clean up and painting and it will be ready to sail. Everything is structurally sound. It was last sailed on Keuka Lake in 2006 and has been stored inside except for the 2013- 2014 winter. Where it was stored outside covered. The asking price is \$1500 for everything. Located in Branchport, NY. Contact Peter Gamba -315 595 8899, pgamba1007@aol.com

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

Classic 1957 wooden Lightning underwent year-long stem to stern restoration in 1999 by an obsessive Newport boat builder who rejected three pieces of Brazilian mahogany (all shipped stateside) before finally settling on the board for the boat's transom. Complete documentation of all work can be provided. Boat meticulously maintained since the original restoration. Mast completely refinished last season. Non-skid deck; mahogany rubrails and cockpit, deep green hull finished with a tough, long-last urethane coating. Two sets of mainsails and jibs included along with solid, roadworthy trailer. Boat can be viewed at Dickersen's Marina in Apponaug, RI. Asking \$13,500. Please call for additional information: 401-424-1805.

6348 - 1956 Wooden Lightning for sale. Built by Old Greenwich Boat Company in Old Greenwich Ct. Boat is complete with mast, boom, rudder, tiller, serviceable main and jib and older trailer. Has been in museum collection since 1999 but has been sailed within the last three years. Overall condition is good. Asking price is \$2000. Located in Newport, RI. Please contact Jay at jpicotte@iylrs.org

6315 - Wooden Lightning in good condition. Built in 1956. The oak mast and boom are beautiful and in excellent condition. Blue hull, white deck, oak rub rail, mahogany combing. Two sets of sails, plus a spinnaker. Steel centerboard with some dry rot at the trunk. Light duty trailer included. Stored in garage in Branford, CT. \$1,000 obo. Contact melanie.ginter@unitedaluminum.com

5977 - Condition good (always undercover). Comes with: new sails, mooring cover, main sail cover, 5 HP new OB Yamaha engine. Asking: \$2500. Contact George: captainrick555@gmail.com or call 267-331-9868.

4173 Wooden Lightning. Built in Toronto (builder unknown). Boat is in very good condition. 80% restored. Ribs are oak; the hull is wide-board clear cedar (gaps between planks have been routed and cedar shims epoxied in place to form a very stable and strong uni-hull). The hull has been West System epoxied; the mast and boom are sitka spruce - fully refinished; the stern, rudder and centreboard trunk are Honduran mahogany and have been refinished; new floorboards have been made of cedar. The cockpit coaming, deck canvas, seats and rigging have yet to be finished - many original parts, original cotton sails (very good condition) and newer main, and new wide deck canvas are included but no trailer. Located in Ottawa, Ontario Asking \$800. Contact Alan: 613 839-2991 or jowett@rogers.com

842 - Classic Mahogany Lightning. One of the original Skineateles Lightnings perfect for the true wooden boat enthusiast. In very good condition and has been garaged on padded trailer for last 10+ years. Hull double-planked mahogany. Epoxied inside. Deck has been fiberglassed (so no canvas needed). Wooden Mast lovingly restored. Track for Main on mast and boom. Complete Sails with Spinnaker. Varnished Rudder. Sailed on Cass Lake, MI at Fleet#54. \$1000 OBO. Would consider donation to 501-C3 eligible Non-Profit (e.g. Nautical Museum). E-mail: PTVO@aol.com or call Paul at (248) 891-7509.

477 built in 1939. Includes wooden boom, mast, 2 sails. Garage kept, good condition. We were told it was restored about 10 years ago. Single axle 1957 Ajax trailer, vin # 3830, road ready. Located on the Treasure Coast in Stuart, Florida. This is a real classic, special sailboat. Looking for reasonable offers. Contact Larry 772-215-1100. Solson9995@yahoo.com.

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.

Atlantic Coast Championship

The Wolcott Boat Grant Team: Gordon, Chris, Lizzie

Thank you to entire Lightning Class! The Atlantic Coast Championships was our second event in the Lightning Class and the first in our Boat Grant boat. We had a fantastic time both on and off the water and were made more than welcome by all the friendly and helpful members of the Lightning Class.

Since this was our first real event in the Class, we decided to head down to Wrightsville Beach early on Thursday to have a full two days of boat set up and practice before the event. It is a good thing we were early because we needed the prep time! As soon as we arrived at the club, we had several Lightning Class members come over and introduce themselves. They were excited to meet us and help us start to learn the nuances of tuning a Lightning—both the Proctor and Fisher set up in one afternoon! We got the boat set up and in great shape for a clinic run by Greg Fisher on Friday.

It was fairly breezy on Friday, and the ocean was rough, so we stayed inside the sound for some flat water puffy conditions. Greg Fisher did a great job taking video and running some practices starts and races for the fleet. This was the first time we sailed the boat in breeze, and we had to work hard to try and find some settings to try and make ourselves as fast as the rest of the fleet.

After sailing for the day, Greg did a debrief and video session. This was by far the most helpful part of the entire weekend. He showed us our set up from multiple angles and explained why, although our set up made sense, in a Lightning the vang sheet in breeze wasn't a great option. We talked about playing the traveler a little more and several other small tweaks we could make to get ourselves up to speed with the rest of the pack.

Saturday was a great day of racing out on the ocean. It was still a little lumpy from the breeze overnight, but it had calmed down to great sailing breeze. Unfortunately, this made for very difficult conditions fighting waves each upwind. We tried to get off the line in a position

where we could put our bow down in the chop, and set ourselves up in spots where the most breeze was coming down the course. We had two pretty good races, and were sailing a great third race until our out-haul shackle broke and our main turned into a spinnaker upwind. We dropped from top three to top twenty, as we worked hard to try and find a line to jury rig the clue to the end of the boom. It was a big blow during the race, but we stayed in it and managed to climb back to top ten.

After seeing the results on Saturday, we were very excited, but also very nervous, to get out on the water on Sunday. It was very light, and we were delayed for a while in the morning. Our strategy was the same, get a clean start and set ourselves up for breeze.

We had a good fourth race and, going into the final race of the series, we knew it would be close. It was unbelievable to us that we were even in a position near the top at this regatta going into the last race. Coming in our goal was top twenty, so this was a big surprise to us!

We were very nervous before the start, but somehow that propelled our team to try the riskiest start possible, a port tack at the pin. Luck was on our side, and we jumped out to a great start. The rest of the race we weren't as lucky but were able to hang on and tie for first place, winning the tie breaker.

Our results could not have been achieved without the help and assistance of the Lightning Class. We felt right at home with the members of the Class and cannot thank them enough. A weekend such as this is a great example of how well of a job the Class has done in creating a Boat Grant Program that allows good sailors to compete in a great Class.

Thank you again to everyone in the Lightning Class, and especially those who have contributed to the Boat Grant Program! We look forward to seeing you all at a future event!



Gordon Wolcott,
Elizabeth Chambers,
Chris Stessing





Atlantic Coast Championship

Carolina Yacht Club – Fleet 511

Wrightsville Beach, North Carolina

Jul 16–17, 2016



Pos	Bow#	Sail#	Helmname	Crewname	R1	R2	R3	R4	R5	Total
1	33	15406	Gordon Wolcott	Elizabeth Chambers, Chris Stessing	5	3	10	2	6	26
2	21	15181	Greg Fisher	JoAnn Fisher, Martha Fisher	2	11	4	5	4	26
3	32	15390	Doug Wake	Todd Wake, Noah Bartelt	1	15	5	4	5	30
4	11	14701	Peter Hogan	Patrick Hogan, Nancy Hagood	11	2	12	1	7	33
5	37	15507	Ched Proctor	Charlie Proctor, Debbie Dudas	3	1	9	27 ZFP	3	43
6	15	14866	Bill Mauk	Lori England, Jim England	15	9	7	3	19	53
7	14	14777	Brian Hayes	Laura Jeffers, Brian Hayes, Jr.	10	4	22	9	12	57
8	25	15240	Stephen Constants	Dave Constants, Chloe Constants	9	21	13	11	8	62
9	29	15367	George Harrington	Jack Harrington, Molly Lucyk	16	14	1	6	27	64
10	9	9	Tommy Allen	Neil Walters, Nicole Nason	22 ZFP	17	14	12	1	66
11	42	15473	Matt Schon	Connor Aswad, Mackey Llementis	7	7	27	14	15	70
12	28	15345	Jim Harris	Scott Harris, Chip Till	24	10	15	13	9	71
13	23	15202	Eric Oetgen	Will Jeffers, Andrew Dodd	14	28	2	23	11	78
14	34	15456	Josh Goldman	John Guth, Christina Lambert	12	13	6	20	30	81
15	45	15557	Lenny Krawcheck	Beau Samuelson, Laura Dupnik	8	18	3	27	26	82
16	4	14266	Carter Cameron	Chris Calhoun, John Cameron	26 ZFP	30	20	8	2	86
17	18	15139	Pierce Barden	Adam Keen, Eli Putnam	6	20	19	24	18	87
18	35	14684	Ezra Zankel	Kate Weller, Karl Felger	18	19	11	31	10	89
19	13	14719	Bill Bogardus	Jarrett Lynn, Steph Swann	4	35	21	16	16	92
20	2	12957	Paul Whitesides	Mac McKenzie, Kate O'Donnell	30	16	18	7	28	99
21	3	14044	Bill Wiggins	Angie Wiggins, Jordan Wiggins	29	6	26	26	13	100
22	6	15365	David Watts	Paul Krzenski, Kuiley Savacool	21	29	17	10	24	101
23	8	14682	Bob Cowen	Ben Bowie, Maria Pfeffer (sat) ,Maria ,Scott Pfeffer sun))	22	23	23	17	17	102
24	40	15581	Caroline Patten	John Faus,Tyler Menninger	19	12	25	30	21	107
25	22	15184	Ken Corsig	Kenny Corsig, Mac DeTuro	31	37	16	21	22	127
26	44	10810	Will Tyner	Emory Williams, Taylor Betts	23	31	30	22	23	129
27	26	15285	John Sawyer	Becky Sawyer, Dan Morton	20	32	29	27 RDG	25	133
28	7	14636	Drew Lisicki	Amu Kubie, Austin Jager	26	5	42	42	29	144
29	27	15336	Trevor Prior	Matt Jay, John Bates	27	22	47 DNC	15	34	145
30	17	15055	Hugh Hutchison	Marc Venables, Gary Hoffer	47 DNC	8	24	28	42	149
31	12	14710	Neil Willetts	Christopher Willets, Colin Montagiu	33	24	34	19	40	150
32	41	14930	Toby Wells	Ron Gerfelder, Rick Essman	36	36	28	37	14	151
33	24	15236	Steve Johnston	Jason Bell, Anne Allen	34	27	35	25	32	153
34	30	15381	David Van Cleef	Sammy Hodges, Margaux Marie Bacro-Duverger	41 ZFP	25	8	34	47 DNC	155
35	31	15387	Andreas Adam	Alex Ramos, Matt Roamanuski	37.0 ZFP	34	31	36	20	158
36	39	15580	Mark Marenakos	Lacey Spruil, Jack Gonzales	25	41	33	33	31	163
37	19	15141	Catie Yeager	Danny Steinber, Sean Carroll	35	26	32	41	37	171
38	16	14932	John Pelosi	Harold Broadwell, Rob Nason	37	33	39	35	33	177
39	20	15159	Jay Taylor	Husdon Taylor, Walker Taylor	41	38	36	29	39	183
40	38	15514	Dale Barney	Skylar Barney, Cole Barney	40	40	38	43	35	196
41	36	14622	Jay Smith	Alicia Smith, Henry Omirly	39	39	47 DNF	38	36	199
42	10	14695	Richard Waldkirch	Mickey Southerland, Katie Sherwood	38	44	40	40	38	200
43	1	11690	Andy Witman	Scott Witman, Camryn Darland	47 DNC	47 DNC	37	39	41	211
44	43	15180	Pam Burke	Jim Burke	42	42	43	47 ZFP	44	218
45	82	7592	Corky Gray	Pamela Gray, Billy Ward	44	43	47 DNF	44	43	221
46	5	14602	Andrew Barton	Rick Shaw, Kaitlyn Nason	43	45	41	47 DNC	47 DNC	223



Classic Get Together

Laura Jeffers

I've been wanting to sail in this regatta for years! The Classic Boat Group is a great bunch, and they are very active. The projects these folks take on are really interesting, and the craftsmanship on many is second to none. They take older wooden Lightnings that have so many stories to tell and give them new life. It is a true pleasure to see these boats given a second chance.

Last July while I was driving north to Buffalo for the Worlds, I crossed paths with a few boats heading south after sailing in the Classic Boat Get Together in Hammondsport, New York. This area of New York looked so pretty I vowed 2016 would be the year! Without owning a "classic," I figured I'd crew for someone, but when I mentioned my interest to Bob Astrove, he said, "We'll get you a boat—just come!"

Bob Astrove holds the title of Vice President of Classic Boats with the ILCA. He has been sailing Lightnings since he was a kid. I enjoy seeing the pleasure he gets out of our beloved boat and the people in the Class. The amount of knowledge in his head for Lightnings is crazy, and he loves to share it with others. He starts annual appeals for participation in this regatta at least six months out and has done a great job encouraging and growing attendance. With 2016 marking a milestone birthday for Bob, many of the Classic Boat guys decided that it would be a good time to celebrate Bob's birthday since it was close to his actual birthday. With all of this planning going on too, I certainly couldn't miss the Get Together this year!

As I mentioned, I don't own a classic Lightning, but I've learned that when one does, the owner doesn't typically own just one—it's two, three or more! This worked in my favor, and Roger Slade graciously lent me one of his boats. He set me up with his superfast boat #8004 and an "ace" crew, brother Steve and his girlfriend Jennifer Frazer. It was so much fun sailing with these two! We really got Cirrus II going, and there were many smiles all around!



This Get Together was held in conjunction with the 48th Annual Champagne Regatta hosted by Fleet 252 and the Keuka Yacht Club. The facilities there are top notch. Some teams camped in the upper parking lot. The swimming from the club docks was incredible! The lake is gorgeous! In all there were 26 boats, twelve "modern" and fourteen classic. The RC did a great job handling both fleets in separate starts and slightly different courses.

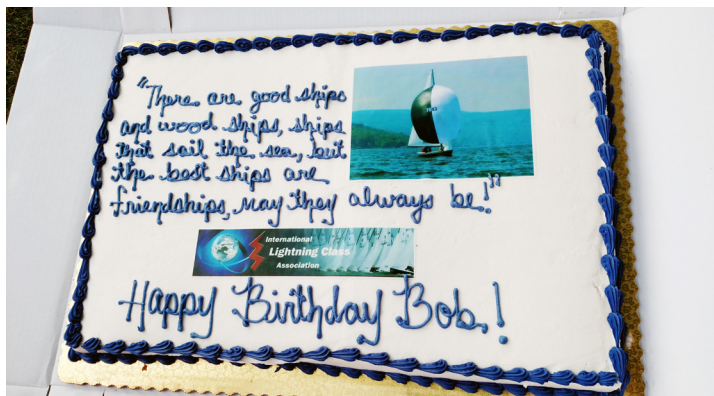
With this really being a Get Together, the group decides on what it would like to do. There is time for checking out everyone's boat and discussing recent projects and future projects that people need or want to do. We mostly drifted on Saturday, but did get in a two-hour race. The longer race was fun, as we had a lot of time to watch the water skiers and enjoy the beautiful lake. It was great to see all twelve boats on the line.

Sailing an older Lightning is really not much different than the modern day boats. The most noticeable difference is that you don't have to duck when the boom comes over during a tack. That was kind of nice. You still can't pinch, and you still need to make sure you trim the main in all the way. Weight placement is still key, and the boat still glides through the water so smoothly when healed just right.

Saturday night, Fleet 252 put on an incredible party. With this being the 48th Annual Champagne Regatta, there were many stories about previous regattas. My favorite was about the grand champagne fountains that they had many years past. This, of course, led to other stories, something about there being more than one moon out—but let's not digress. This area of Central New York is known for many wineries and, recently, for nice craft brews. We were able to sample some of these fine offerings, listen to live music and enjoy a terrific dinner.

The evening was capped off with the surprise birthday celebration for Bob Astrove. Gage Slade organized a beautiful cake, and David Teller organized a canvas print of Bob sailing #7603 from the group. Special shirts were worn by the group that said, "Never underestimate an old man with a Lightning!" It was extra special to honor Bob on his 60th birthday at the regatta.





On Sunday, the breeze picked up to 10–15 mph, and we had three short course races. The boat handled great and let us know what her limits were. We were gentle with some of the adjustments and didn't push her to a breaking point. Craig Thayer and his team were fast! It all came down to the last race. We were able to leverage a port tack start to take the lead and the race. The competition was tight, and it was fun swapping tacks in these classic boats!



Tim Grady traveled the farthest by driving up from Florida with his home-built #15477. He was joined by his son and granddaughter. It was so nice to see the three generations sailing together.

Local Ed Wightman was there with #898. On Friday during practice he discovered a crack in his centerboard trunk that was leaking more water than could be bailed, so sailing this year didn't happen for him. His crew, however, was able to pick up spots on other boats for Saturday.

Ed and his wife Nancy were my hosts for the weekend. It was such a delight to get to know them. They are very involved in the Finger Lakes Boating Museum, located in Hammondsport. I was fortunate enough to visit the museum on Friday afternoon. They have a fantastic collection that even includes Lightning #167. The Lightning display is about to get even bigger, but you'll hear more about that in the near future. I highly recommend a visit!



Rick Guli was there with #588, but he too had some breakdown issues and was unable to sail. Rick's boat is the old Thermis Twice that was first owned by Karl Smither. It has an impressive track record and still, to this day, is in pristine condition.



Doug Dixon was sailing with a full wooden rig and won the Wooden Mast Division, just edging out Marc Schriber in #470 and David Teller #8144. Byrne O'Brien missed the good wind on Sunday, as he was only able to make it for Saturday's events.

Bob's Birthday celebration was not the only surprise of the weekend. Roger and Doug found, purchased and restored #12776. This boat happened to be the first boat Class Historian Corky Gray bought new for himself forty years ago. These two surprised Corky when he arrived at the Keuka Yacht Club. The reunion of Corky with his old boat was really special. It was like years had never passed. Corky and Pam sailed that boat so well, and they were FAST! If they didn't sail short-handed on Sunday, I think the overall results would be different.

Not only do these guys mess around with wooden boats on a regular basis, but when they don't have any more boat



projects, they start making really cool trophies! A special thanks to Tim Grady and Doug Dixon for the excellent craftsmanship of the trophies! Speaking of trophies, this group gives out a few special awards. The annual award for the Best Restoration went to Doug Axtell and Roger Slade. They were recognized for restoring #12776 and for bringing four sailable boats to the regatta!



The other “special” award they give out is for the top placing new comer. This award is SPECIAL! It is a beautiful hand carved wooden lighthouse and anchor table lamp. The amount of time it must have taken to craft such a piece must have been three to five years, maybe less with good behavior. I’m not exactly clear on how this piece was acquired, but the story is that prison inmates made the lamp. I told you it’s SPECIAL!

This two-foot tall wooden lamp is also “enhanced” each year by the winner. Glittery foam letters, stickers, engraved trophy plaques of all shapes and materials adorn the lamp. It even comes with a unique multi-colored disco light bulb that shines that winners hull number on the ceiling! As I mentioned, it’s really SPECIAL!

As it sits on an end table in my living room I get to walk past it each day. It is SPECIAL in more ways than just one. It is a wonderful reminder of the passion our Classic Boat Group holds for our Class and the encouragement it represents to share the enjoyment of our older boats. It worked for me, I’ll be back! I’m already looking forward to seeing everyone’s progress on their continued restoration or new build. I think it might also be the year that Mike Seibert finishes and splashes #15541. (No pressure Mike!)

I can’t wait for next year’s Get Together! Maybe then they’ll let me borrow a boat with a wooden mast so I can get the full classic experience!



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. Price is \$25.00, \$3.00 shipping.

Visit the Class store:

<http://www.lightningclass.org/marketplace/store/logoItems/index.asp>

2016 Regatta Winners

Nigerian Nationals

Lagos Yacht Club/Fleet 510-Offshore Lagos, Nigeria
Mike Barnes

Bayview One Design Regatta

Bayview YC/Crescent YC- Fleet 51-Detroit, MI
George Sipel



Team Taylor

Ohio District Championship

Pymatuning Yacht Club/
Fleet 36-Jamestown, PA
James Taylor,
Carl Taylor, George Auer

Lighthouse Regatta

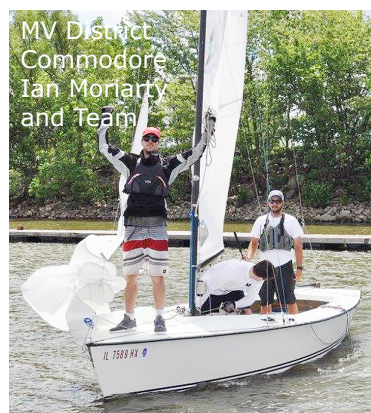
Fond du Lac Yacht Club/Fleet 442-Fond du Lac, WI
Todd Wake, Jason Bemis, Kristine Wake

California District Championship

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



Team Martin



MV District
Commodore
Ian Moriarty
and Team

Mississippi Valley District Championship/ Mid Continent Regatta

Carlyle Sailing Association/
Fleet 266-Carlyle, IL
Matt Burrige,
Patrick Burrige,
Roselyn Schillibeeckx



New England District Participants



New England District Start

Dixie District Championship

Havre de Grace Yacht Club/Fleet 192-Havre de Grace, MD
Coplan, Prior, Constants

47th Annual Vancouver Lake Sailing Center Regatta

Vancouver Lake Sailing Center/Fleet 283-Vancouver, WA
Philip Parshley, Nanis Gilmore, Scott Barrar

Lake Erie District Championship

Turney Sailing Center/Fleet 198-Chautauqua, NY
Jimmy Barnash, Kelly Barnash, Skylar Munger

Starck family wins participation award at Lake Erie Districts for most family members sailing



Campeonato Salto Grande

Gualicho Patagónico

Caz Flash Bash

Willowbank Yacht Club/Fleet 164-Cazenovia, NY
Clay Murphy, John Steiner, A.J. Murphy

James Island Yacht Club Open Regatta

James Island Yacht Club/Fleet 429-Charleston, SC
David Van Cleef

Midwest District Championship

Sheboygan Yacht Club/Fleet 187-Sheboygan, WI
Todd Wake, Kristine Wake, Bret Leibmann



Magnus Pedersen Regatta

Nyack Boat Club/Fleet 75-Nyack, NY
Bob Sengstacken, Dan Zitin, Jan Crittenden

Spring Regatta

Malletts Bay Boat Club/Fleet 301-Colchester, VT
Michael Zonnenberg, Michael Booker, Monica Morgan

New England District Championship

Hingham Yacht Club, Hingham, MA
Ched Proctor, Charlie Proctor, Paula Grasslarger

48th Annual Champagne/Classic Boat Regatta

Keuka Fleet #252, Hammondsport, NY

Laura Jeffers, Steve Slade, Jennifer Frazer

48th Annual Champagne Regatta

Keuka Fleet #252 Hammondsport, NY

Travis Odenbach, Jenny Rosenbauer, Peter Steo

Low Country Regatta/Beaufort Open

Beaufort Yacht and Sailing Club, Beaufort, SC

Bill Wiggins

Copa Salinas

Salinas Yacht Club, Salinas, Ecuador

Jonathan Martinetti, Francisco Almeida, Juan Rafael Santos

Central Atlantic District Championship

Ocean City Yacht Club/Fleet 430–Ocean City, NJ

Billy Martin, Janel Zarkowsky, Isabella Luzuriaga

Connecticut/Rhode Island District Championship

Cedar Point Yacht Club/Fleet 126–Westport, CT

N. Sertl, O. Farrell, H. McMahon

Great Lakes Championship

North Cape Yacht Club/Fleet 42–Lasalle, MI

E. Dieball, J. Dieball, L. O'Hara

European Open and Masters' Championshi

Circolo Velico Marsala, Marsala, Italy

Urs Wyler

Canadian Open Championship

Royal St Lawrence Yacht Club/Fleet 215–Montreal, Quebec, CA

Jamie Allan, Jay Deakin, Chantal Leger

Metropolitan District Championship

Monmouth Boat Club/Fleet 90–Red Bank, NJ

Jack Huntsman, John Huntsman, Paul Krazinsky

Michigan District Championship

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

Ernie Dieball

Francisco Sola Franco Cup

Salinas Yacht Club/Fleet 405–Salinas, Ecuador

Jonathan Martinetti, Alann Cooper, Pancho Almeida

Stump Buster Regatta

Indian Lake Yacht Club/Fleet–Russels Point, OH

James Taylor, Stan Cummins, Carl Taylo

Indiana District Championship

Indianapolis Sailing Club/Fleet 270–Indianapolis, IN

Pete McGinity

Pacific Northwest District Championship

Kitsilano Yacht Club/Fleet 90–Vancouver, BC, Canada

Douglas Hickman, Hickman, Harrington

Atlantic Coast Championship

Carolina Yacht Club/Fleet 511–Wrightsville Beach, NC

Gordon Wolcott, Elizabeth Chambers, Chris Stessing

Central Canadian District Championship

Temple Reef Sailing Club/Fleet 279–Thunder Bay, ON, CA

Richard Walsh

Tawas Bay Regatta

Tawas Bay Yacht Club/Fleet 216–Tawas, MI

Tom Klaban, Beth Groesbeck, Rick Dishaw

Chaumont Invitational & Central New York Districts

Crescent Yacht Club/Fleet 9–Chaumont, NY

Newell

Youth World Championship

Salinas Yacht Club/Fleet 405–Salinas, Ecuador

Felipe Rondina, Thomas Petrie Sylvestre, Christian Lacerda Shaw

Evans Regatta

Windjammers Sailing Club/Fleet 112–Green Bay, WI

Todd Wake, Kristine Wake, Ben Wake

LBIYRA Senior Race Week

Brant Beach Sailing Foundation

Tim Robinson, Andy Temme, Steve Warren

Tom Fallon Lightning Club Championship

Buffalo Canoe Club/Fleet 12–Crystal Beach, Ontario, Canada

Dave Starck, T. Starck, Bailey

New Jersey Junior Championship

Surf City Yacht Club/Fleet 196–Surf City, NJ

Carrson Pearce, Carrter Pearce, Erin Godfrey



Buffalo Canoe Club Youth Invitationals

Buffalo Canoe Club/Fleet 12–Crystal Beach, Ontario, Canada

Tanner Probst, Jenna Probst, Maya Weber



Samson Masters' North American Championship

Rochester Yacht Club/Fleet 52–Rochester, NY

Mark Sertl, Cory Sertl, Katja Sertl

Samson Women's North American Championship

Rochester Yacht Club/Fleet 52–Rochester, NY

Deb Probst, Monica Jones, Mikayla Ward

Samson Juniors' North American Championship

Rochester Yacht Club/Fleet 52–Rochester, NY

Douglas Wake, Noah Bartelt, Meredith Ryan

Samson North American Championship Qualifying Series

Rochester Yacht Club/Fleet 52–Rochester, NY

Tito Gonzalez, Trinidad Gonzalez, Alberto Gonzalez, Jr

Samson North American Championship Governor's Cup

Rochester Yacht Club/Fleet 52–Rochester, NY

Doug Wake, Meredith Ryan, Katie Braungart

Samson North American Championship President's Cup

Rochester Yacht Club/Fleet 52–Rochester, NY

John Newell, Owen MacDonald, Ava Esquier

Samson North American Championship

Rochester Yacht Club/Fleet 52–Rochester, NY

Todd Wake, Kristine Wake, Neal Fowler

Squam Lake Regatta

Squam Lake/Fleet 332–Holderness, NH
Dwight Gertz, Ginnie

LDYC 8th Annual Lightning Regatta-Woodie Class

Lake Delta Yacht Club/Fleet 4–Rome, NY
Craig Thayer, Robert Gustke

LDYC 8th Annual Lightning Regatta-Fiberglass Class

Lake Delta Yacht Club/Fleet 4–Rome, NY
Jack Jones, Elizabeth Wolaver, Lori Foste

Duck Challenge Regatta

Havre de Grace Yacht Club/Fleet 192–Havre de Grace, MD
Phelan, Phelan, Adams

Brotz Regatta

Sail Sheboygan/Fleet 187–Sheboygan, WI
Ernie Dieball, Jackie Dieball, Amy Simonsen

Augusta Cup

Fleet 257, Augusta, GA
David VanCleaf, Margaret Bost, Chris Calhoun

New Jersey State Championship/Manahawkin Bay Cup

Surf City Yacht Club/Feet 109–Surf City, NJ
Rich Warren, Sue Warren, Randy Swartley

Ed Hinds Memorial 1-Day Lightning Flash Regatta and NE WJM Championships

Bow Lake/Fleet 493– Strafford, NH
Bob Shapiro, Greg "Boat Hunk" Shapiro, Jim Lerner

**Whitecap Regatta**

Fleet 54, Orchard Lake Village, MI
Ryan Flack

**Lake Massabesic Regatta**

Massabesic Yacht Club/Fleet 273–Auburn, NH
Bob Shapiro, Anya George, Nate Legere

Cotton Pickin' Regatta

Delta Sailing Association/Fleet 274–Hernando, MS
Larry Frost, Charles Frost, Paul Baimer

Brazilian National Championship

Iate Clube de Guaratub/Fleet 524–Guaratuba, Brazil
Claudio Biekarck, Gunar Ficker, Marcelo Batista de Silva

Presque Isle Bay Regatta

Erie Yacht Club/Fleet 24– Erie, PA
John Werley

Last Blast

Nyack Boat Club/Fleet 75– Nyack, NY
Stanton Bost, Dani Bost, Eli Putnam

Atlanta Cup

Lake Lanier Sailing Club/Fleet 348–Flowery Branch, GA
Bob Sengstacken, Amanda Sengstacken, Daniel Zitin

Hoosier Regatta

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

**Pennsylvania Governor's Cup**

Susquehanna Yacht Club/Fleet 253– Wrightsville, PA
Steve Constants, Mike Constants, Dave Constants

MI District Fleet 51 - Crescent Sail Yacht Club having fun!



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Phone: 727-942-7969
<http://www.lightningclass.org>



10th

**ILCA
Boat Grant Program
2016**

Anniversary

As we celebrate ten years of our award-winning Boat Grant Program, please help us continue the tradition by helping to identify and encourage applicants for 2017!

Full details on the application process can be found on the ILCA website or by contacting program Co-Chairs:

Matt Schon: mschon3@gmail.com

or

Alfred Hopkin:
chappyhopkin@gmail.com

***Deadline for new applications is
January 15, 2017.***

