

International

Lightning ***Flashes***

Spring/Summer 2015, Volume 75, No. 1



Argentina wins GOLD at the Pan Am Games



Meet the 2015 Boat Teams
Southern Circuit Highlights
Asymmetrical Lightning Report

**Meredith Ryan, Max
Balanevsky and Lucas Goodin
at the Lake Erie
District Championship**

Congratulations to 2105 Regatta Champions:

Lightning Worlds

Geoff Becker, Jimmy Barnash and Laura Beigel



International Masters

David Dellenbaugh, Jeff Eiber and Jay Laurie



**Women's North American
Meghan Dieball, Sabrina Starck,
Jody Starck**

**Juniors' North American
Tanner Probst, Maya Weber,
Jenna Probst**

**Masters' North American
Don Barrett, David Corcoran,
Donna Barrett**



European Championsip

- 1. Angelos Vasilas, Kafetzigakis Evangelos, Vasilis Giorgos – GRE**
- 2. Kimmo Aromaa, Mika Aromaa, Pekka Bollström – FIN**
- 3. Urs Wyler, Gilbert Dürr, Walter Dürr – SUI**



Watch for full reports, results and photos in the next issue of Flashes, or, if you don't want to wait, check out the daily reports and photos posted on the ILCA Website under the Results tab.

International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

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Youth World Championship July 23–27, 2016 Salinas Yacht Club, Ecuador



*Reminder the Class age requirement for this regatta has been changed. All competitors must be no older than 20; to clarify, skippers or crew may not turn twenty-one (21) years old during the year of the Championship.

All Countries with organized activity will be entitled to two (2) entries. We encourage all countries to schedule your youth country qualifier and get it posted on the ILCA Calendar of Events. The US Qualifier took place August 7–9, 2015 at the Junior North American Championship in Tawas Bay, Michigan. Tanner Probst and Doug Wake have secured the US slots.

Any questions please contact VP of Youth Worlds, Ian Jones at iwjones42@gmail.com



President's Message

Debbie Probst

Busy—are you busy? Aren't we all? And yet, somehow many of us find a way to sail our beloved Lightnings. Just look at the contents of this issue, from the Southern Circuit to the many recent District Championships, our boats are getting a workout! Many of you make sailing a priority in your lives, and I hope you agree with me that your quality of life is improved. Whether you head out for a day sail, join your local Fleet members for a social gathering or prepare your team for the World Championships, we all share a similar satisfaction.

Along with this enjoyment, we also all share in a responsibility to maintain the strength of the ILCA. Some of you give back in great amounts, serving on the Governing Board, organizing or volunteering at an event, introducing the Lightning to new prospective members. Thank you for this!! For those of you who may be unsure of how to help, there are always needs in the organization. However, the most impactful thing you can do is help grow the Class through encouraging your entire Fleet to join/renew or finding one person—just one!—to come out for a sail in a Lightning.

It was mentioned to me recently that a local sailor shouldn't be encouraged to join the ILCA because he never travelled. This is a perception we need to correct. Our memberships support the daily communication between 150 fleets and nearly 1,700 members spread over ten countries. The website is maintained, information and resources are made available, regattas and other events are advertised, classified listings are available, and our Executive Secretary is available to answer your phone call or email to provide you with what you need. Still skeptical? All this adds up to increasing/maintaining the investment you have in your boat. A weak class = decreased resale value. A strong class = strong resale value and a lot more fun!!

Please partner with your fellow Lightning sailors in creating a strong membership base. We have a long list of volunteers who take on massive amounts of responsibility in order to keep the Lightning Class moving forward. As you see these people, thank them and let them know how much they are appreciated. I know my job is made much easier when these volunteers become involved!

As you read through this issue, please note we have some new and returning advertising partners in addition to those who have maintained a strong bond over the years. Give them your business, and thank them for partnering with the ILCA to deliver this issue.

I hope to see you in the parking lot, on the water, or at the bar. We are a diverse class full of personalities and characters. I have greatly enjoyed meeting many of you, and I encourage the rest to find me and let's get acquainted!

Respectfully,
Debbie Probst



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Asymmetrical Spinnaker Report Summary



First a brief history:

Some parking lot discussion regarding possible improvements to the Lightning design resulted in the suggestion of an asymmetrical spinnaker. In summer 2014, private funding was secured to allow North Design Services to analyze performance of our current sail plan and complete two asymmetrical spinnaker design alternatives.

Testing:

In February, 2015, a self-funded trial of the 2 designs was run by a group of long-time Lightning sailors. Bill Faude, Larry MacDonald, Rob Ruhlman, Abby Ruhlman, Tom Allen, Ryan Flack, Steve Hayden, Fisk Hayden, Jeffrey Hayden, Angie Hayden, Nick Turney, Jim Thompson, Will Jeffers, Will Tyner, Jeff Linton, Laura Jeffers and Kip Hamblet. The list reads like a "Who's Who" of Lightning Enthusiasts! The group assembled agreed that there should be further evaluation. Through the A-Sail Trial we saw some great passion and dedication of time, money and efforts of the team that gathered.

Technical Committee and Current Status:

A Constitutionally-defined Technical Committee was appointed by the Executive Committee and ratified by the Governing Board at the July meeting. This Committee has been reassembled in order to address new ideas specific to the Lightning, such as the Asymmetric Spinnaker rig. The Technical Committee will begin to formulate the process through which all proposed design changes must go. The Technical Committee is defined in the Constitution to provide support for the Measurement Committee pertaining to the Official Plans and Specifications of the Lightning. The individual members of this committee are: Jamie Allan, Tom Allen, William Cabrall, Jr., Bill Clausen, Greg Fisher, Ryan Flack, Neal Fowler, Alberto Gonzalez, and Ched Proctor.

We took advantage of the large gathering of international Lightning sailors at the Worlds in Buffalo and had a test A-sail-rig present. After evaluating the boat, they have released the following statement:

"Those who had a chance to sail the boat definitely had some good rides and much fun. However, the boat was more demanding physically than our current configuration in the breeze and with the costs and efforts required to convert our many boats to a new rig, we have decided to table the idea at this time. Many good ideas have come from this endeavor—and these ideas will be considered by the Technical Committee. The Lightning Class continues to evolve—whether it be with improvements to the rig/sail design/hull or with changes to our regatta schedule or media and publications—we strive to meet the needs of our existing members while being attractive to potential members.

We appreciate the efforts put forth by the Independent Committee that worked on the A-Sail project. Your hard-work and dedication to improving our Class is truly what makes the Lightning Class a Class Act."

For more information and photos on the A-Sail history, testing and discussions, please visit: <http://lightningclass.org/resources/news/2015/AsailEvaluation.asp>

Round Table Discussion:

Due to much angst and concern by the membership, the Executive Committee determined the next step should be sharing of thoughts and information between as many class members as possible. Thus, during the Midwinter Championship approximately 75 interested Lightning sailors gathered to discuss the Asymmetric Spinnaker Trial. The short report from the gathering is that the interest level was HIGH! Our members are passionate about their boats and our class. We went to the meeting to discuss the A-Sail concept. We came away with a clear need to formally evaluate and prioritize changes to the boat—call it "Big R & D." We have many members with ideas, expertise and great insight which we need to channel into a defined process.

Many steps must be taken before a change of any sort is adopted. Some of these, in no particular order, are:

- Roundtable Discussions/brainstorming.
- Testing.
- Funding.
- Analysis of testing.
- Cost analysis.
- Impact Analysis.
- Further testing.
- Test drives by membership.
- Rollout plan development.
- Governing Board vote (for a specification change).
- Membership vote (for a design change).
- Would this increase the cost of a new boat?
- Are there other changes/improvement we can make with a lower cost which would be equally as effective?

ILCA Governance Items:

Actions taken during March Meetings: Governing Board Meeting: Proposed amendment regarding the qualifying age for the Youth World (and Jr NAs) Championship passed. Skippers and crew must be no older than 20; to clarify Skippers and crew may not turn twenty-one (21) years old during the year of the Championship.

Annual Winter Meeting: All proposed changes to the Constitution passed. Proposed changes to the Constitution. Full meeting minutes are posted on the ILCA website.

ILCA Technical Committee:

A Technical Committee is defined in the Constitution to provide support for the Measurement Committee pertaining to the Official Plans and Specifications of the Lightning. The individual members of this committee were appointed by the Executive Committee and were ratified by the Governing Board at the July meeting. Members of the Technical Committee are: Jamie Allan, Tom Allen, William Cabrall, Jr., Bill Clausen, Greg Fisher, Ryan Flack, Neal Fowler, Alberto Gonzalez, and Ched Proctor. The Technical Committee has been formed in order to address new ideas for our Class, such as the Asymmetric Spinnaker rig which was presented this past winter for consideration.

The Governing Board (District Commodores, Vice Presidents and Executive Committee Members) meeting was held on Monday, July 20 at 08:30 during the World Championship at the Buffalo Canoe Club in Ridgeway, Ontario, Canada. There were no other items voted on during this meeting aside from the ratification of the Technical Committee appointments as noted above.

The **Annual Meeting** of the International Lightning Class Association was held during the World Championship at the Buffalo Canoe Club in Ridgeway, Ontario, Canada. The 2015-2016 Proposed Slate was approved as submitted.

Full meeting minutes will be posted on the ILCA Class Website soon.

2015-2016 Governing Board – Approved Slate – Effective 9/1/2015

Office	Name	District
President	Mr. Victor Lobos	Chile
Chief Measurer	Mr. Bill P. Clausen III	Central Atlantic
Secretary	Mr. Todd Wake	Midwest
Treasurer	Mr. James Crane	CT/RI
5th Executive/Committee Member	To be elected by the Governing Board in September	
VP Assistant Measurer	Mr. Nelson S. Schmitt	Brazil
VP Assistant Measurer	Mr. William Cabrall	US @ Large
VP Assistant Measurer	Mr. Glenn E. Reitinger	Central Atlantic
VP Assistant Measurer	Mr. Joe Buczkowski Jr.	Dixie
VP Assistant Measurer	Mr. Ryan Ruhlman	Ohio
VP Assistant Measurer	Mr. Jack Mueller	Ohio
VP Advisory Committee	Mrs. Debbie Probst	Lake Erie
VP Classic Boats	Mr. Robert Astrove	Dixie
VP International Development	Mr. Ian F. Edwards	Australia
VP International Logistics	Mr. Mark Schneider	CAD
VP ISAF Liason	Mr. David Sprague	Lake Erie
VP Lightning Labs	Mrs. Joan Hurban	Dixie
VP Lightning Labs	Mr. Gary Hurban	Dixie
VP Marketing/Promotion	Mr. William G. Faude	Midwest
VP NA Championships	Mr. Joshua Goldman	CT/RI
VP PanAms	Vacant	
VP Rules & Regulations	Mr. Darryl Waskow	Central Atlantic
VP Special Projects (Boat Grant)	Mr. William G. Brown IV	Central Atlantic
VP Special Projects	Mr. Julian Calvin	Nigeria
VP Special Projects	Mr. Steven H. Davis	US@Large
VP Special Projects	Mr. William Fastiggi	New England

VP Special Projects (District Coordinator)
 VP Special Projects- (ACC's)
 VP Special Projects-(European Coordinator)
 VP Special Projects
 VP Special Projects
 VP Special Projects (Boat Grant)
 VP Special Projects
 VP Special Projects
 VP Technical
 VP World Championship
 VP Youth World Championship
 VP Argentina
 VP Brazil
 VP Canada
 VP Canada
 VP Chile
 VP Colombia
 VP Ecuador
 VP Finland
 VP Greece
 VP Italy
 VP Switzerland

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 Mr. Brian Hayes Sr.
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 Mr. William Mauk
 Dr. Clarke D. Newman
 Mr. Matthew Schon
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 Mr. Alejandro Cloos
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 Mr. Gustavo Tamayo
 Mr. Justus Klemperer
 Mr. Kimmo Aromaa
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2015 Boat Grant Recipients

It seems almost impossible that this is the 9th year that the International Lightning Class has been awarding Boat Grants to deserving sailors, but that's a fact.

Over the years the program has given many young people the opportunity to experience life in the Lightning Tribe both on and off the water. As an Association, we've been enriched by all the boat grantees. The program has been an unqualified success. Together we've done a great job creating the experiences that convince many to buy their own boats and join the Class. It is after all, that successful conversion that we're after!

Meet the 2015 Grant Recipients in their own words as excerpted from their excellent applications:



Julie Howe



Sarah Somes



Christy Listwan

Sarah Somes

"I go by three names:

"Sarah Smiles," represents the authenticity of my joy and desire to share the fun with everyone around me, all the while learning, overcoming challenges, and maintaining a respectfully intense desire to win. Make no mistake, I am driven to be a winner and will work very hard to achieve my goals, but I understand that the joys of racing and growing relationships on and off the water are crucial factors in ensuring one's longevity in racing and relationships.

"Mom," only destined to be my favorite when it is my future children and not friends—in good humor—who call me by it, but this name is a testament to my level of responsibility and attention to detail. I am very cognizant of the value and privileges provided through this boat grant, and I intend to embody my core values of respecting others and what has been given to me.

"Somes," it is commonplace to be called by your last name among many athletic cultures, but to me,

being Somes or Somesy carries the honor of representing a family legacy of passionate competitive sailors. I am very proud for the opportunity to take the next step and continue the legacy.

This boat grant is my opportunity to brand myself as a skipper and begin my journey as a tough competitor on any race course. One of my goals is to become an avenue for success and inspiration to younger female sailors. I feel the experience and concentrated use of resources on my team, through this grant, is key to empower me to continue skippering and offering opportunities to women sailors beyond this summer and the grant."

Sarah sailed collegiately at The College of Charleston where she was team Captain in 2012 and 2013. She will sail her Lightning this summer based at the Crescent Sail Yacht Club in Detroit. Among her crew members will be: Christy Listwan and Julie Howe. Their Lightning mentor is Kevin Morin.

Welcome to all three teams.

Our best to them for an excellent Lightning experience!



Caleb Vander Ploeg



Alex Cox



Marek Dennhardt

Alex Cox

"I have spent many seasons as a crew, both in the front and middle of a Lightning and have continuously focused on improving my crew work, communication and tactics. I was always happy crewing but have more recently been longing for my next challenge in racing, becoming a helmsman. The Lightning Class boat grant is an excellent opportunity to begin this challenge.

The opportunity to utilize the grant relates to our Fleet 279, Temple Reef Sailing Club (TRSC), which has continued to grow in size. We have consistently increased the number of boats attending weekly race nights, as well as having bigger turnouts than ever at our local regattas. Not only is the Fleet growing in size, but we have also grown in terms of overall competitiveness. Many skippers have purchased newer boats, newer sails and dedicated more time to racing each season. Our club has also begun travelling more often. Teams have regularly travelled to Midwest district regattas, ten to fourteen hours away, having as many as six

boats attending a weekend event. All the members of the club are improving together. There has never been a better time for me to begin racing my own boat, to learn new skills in a club that is growing and improving. There are also many new young members who are looking for an opportunity to begin crewing on a Lightning. Since our club has become more dedicated, there have been race nights where we have too many extra crew. An extra boat in our club would allow even more people to become involved in our club, dinghy racing and the Lightning Class."

Alex has sailed the last six years with Richard Walsh. He has attended several North American Championships and the 2009 World Championship. He plans to sail his Lightning this summer at the Temple Reef Sailing Club in Thunder Bay, Ontario. Among his teammates will be: Caleb Vander Ploeg, Marek Dennhardt and Lukas Kajiwara. Their Lightning mentor is Richard Walsh.



Brooks Clark



Chris Segerblom



Christopher Banholzer

Chris Segerblom

"I'm Chris Segerblom. My teammates are Brooks Clark and Christopher Banholzer. We are three recent college graduates with extensive dinghy sailing backgrounds, and we are seeking opportunities to race competitively now that we no longer have collegiate sailing to keep our appetites for the sport satisfied.

In October, Brooks and I had the privilege of racing in the Wild Oyster regatta in Charleston, South Carolina, and our experience there inspired us to pursue more racing in this remarkably fun and competitive class. We believe that the Lightning has a lot to teach us and also believe that our sailing backgrounds and personalities would make us a good addition to the Class.

The prospect of being granted a boat to tune and care for is particularly exciting to me because that element of the sport does not exist in collegiate sailing. Prior to college, tinkering with my FJ or 420 was one of my favorite hobbies. Polishing the bottom, making repairs and improving rigging systems were part of my standard routine in preparation for big events because knowing that the boat was set up just the way I wanted it always made me feel like I had an edge on my competition. That said, my team and I pledge to return the boat in as good or better condition than we received it."

Chris sailed collegiately at Yale where he was team Captain. He plans to sail his Lightning this summer out of Annapolis. Their Lightning mentor is Jon Guth.

Pan American Games Toronto, Canada



Seven countries were represented in the Lightning. Twelve preliminary races were sailed July 12 to 17. Nicolas Fracchia and his team of Maria Salerno and Javier Conte, Team ARG, sailed a very consistent series, finishing in the top three all but one race. The top 50% of competitors then competed in a Medal Race for double points on Sunday, July 19. Team ARG had a ten-point lead over Team USA in second. Even with double points, all Team ARG had to do was to sail the race and finish, and they would take home the GOLD. The Medal Race did not disappoint. A very tight race for Silver and Bronze was between USA with thirty-one points, BRA with thirty-three points and CHI with thirty-six points. Team USA started to leeward of BRA at the boat end and was able force BRA to tack. Team CAN took an early lead, hooking up with a left shift to round the top mark in first. USA was also able to connect with the left breeze and rounded in second, over lapped with ARG in third and followed by CHI and BRA. On the last beat, ARG passed USA. With a third in sight, USA knew they just had to beat BRA and not let CHI put two boats between them. All teams sailed the last leg with a tight cover. Team Canada won the medal race to delight the Canadian hometown crowd watching beachside with the bullet. ARG finished second to secure GOLD. USA finished in third to win SILVER. CHI finished in fourth, which put them one point behind BRA and the BRONZE medal. The 2019 Pan American Games will be held in Lima, Peru. The Lightning Class is committed to keeping the Lightning in the Games. The equipment vote has not been taken yet. We are encouraging all Pan American countries to contact their local sailing authority and tell them why the Lightning is a good boat and why it should stay in the Pan American Games. Please contact incoming ILCA President, Victor Lobos if you have any input on the games.

For more information on the games visit www.toronto2015.org or www.panamsailing.org



*The Medalists
Left to Right, Team USA Silver, Team ARG Gold, Team BRA Bronze*

ARG: Nicolas Fracchia, Maria Paula Salerno, Javier Conte

This will be our first Pan Am Games, and we're honored and thrilled to represent ARG in this event! We've been preparing ourselves, both technical and physically, but mostly we're eager to compete against the best sailors in the Class, like Tito (CHI) and Claudio (BRA). We expect to have very tactical and difficult races, but that's what makes sailing such a fun sport. —Nicolas Fracchia, Skipper ARG Lightning Team

BRA: Claudio Biekarck, Maria Hackerott, Gunnar Ficker

Claudio and Gunnar are making a return appearance to the games (Bronze Medalists in 2011, 2007). Maria joined this team about two years ago, a successful sailor in her own right. Biekarck is a four-time South American Champion and finished 2nd at the 2011 World Championship.

CAN: Jamie Allen, Chantal Leger, Jay Deakin

Jamie and Jay are first-time Pan Am Competitors. Chantal sailed 420s in the 2004 Olympics and sailed in the 2011 Pan Am Games crewing for Peter Hall.

We feel very honored to not only represent Canada at the Pan American games but also the wonderful community of One Design sailors with whom we have forged lifelong friendships through the Lightning Class. Jay Deakin, Chantal Leger and myself have been sailing together since we were twelve years old, and to get to share a sailing experience on a stage as big as the Pan Am games is a once-in-a-lifetime opportunity.

—Jamie Allen, Skipper CAN Lightning Team



CHI: Tito Gonzalez, Trinidad Gonzalez, Cristian Herman



Returning Gold Medalists (2011, 2007) Tito Gonzalez and Cristian Herman have competed in many Pan American Games. Tito's daughter, Trini, is making her Pan American debut. This team has been sailing together for the last three years and most recently won the overall Lightning Southern Circuit this past March. Gonzalez is a five-time Lightning World Champion.

In Toronto the Lightning class will sail for the first time with a mandatory mixed team. In Chile more that twelve teams sailed for a year with this new format, and truly the atmosphere in the social events and on the water were much better. We had very tight racing in the Chilean qualifiers,

which kept the suspense until the last race of the last day. Luck was with us, and all the effort through the last three years preparing this new team paid off.

Looking forward to Toronto, the Lightning Class will have another great Pan Am competition due to the caliber of the teams who have qualified. I wish good luck to all of them and hope the wind matches the quality of the host country and city. —Tito Gonzalez, Skipper CHI Lightning Team

COL: Phillipe Jacob, Loreana Jacob, Julian Ramirez



I am sailing for the first time in the Pan Am games which for me and my team is a great honor to compete at this high level of competition on this Olympic platform.

We are pleased to represent our country Colombia, and I am very happy that the Lightning Class is represented in the games. I am proud to sail with my daughter Loreana, and as a family we are looking forward to enjoying this beautiful event. We are also very happy to go to Canada, which I am sure is doing the best so everything will be unforgettable.

My father sailed Lightnings and went to the Pan Am Games in Winnipeg in 1964, so also we are keeping the family Lightning tradition alive.

What I am looking forward to the most on going to Toronto is to do the best I can, enjoy, and keep the Lightning Class there, and also to show to all my friends and young sailors in my country that, whatever age, you can sail in high competition with a Lightning (I am almost 62), even if you don't necessarily win.

ECU: Julio Velez, Daniela Rodriguez, Juan Andres Santos



The young team of Julio (30) and Daniela (18) are competing in the games for the first time. Juan Andres (28) will bring some previous experience to this team, as he has competed in two other Pan Am Games.

"Representing Ecuador at the Pan Am Games means a lot. It is truly an honor, and it is a huge step for me. My crew and I know the responsibility to be at the Games and to carry the flag of our country. We have trained hard and will give everything we have to these races. We are also looking forward to competing against the best sailor from each country. These games are very exciting, and I am looking forward to the start of this regatta. —Julio Velez, Skipper ECU Lightning Team

USA: Justin Coplan, Danielle Prior, Caroline Patten

Another young team of Justin (28), Danielle (24) and Caroline (26) are all first-time Pan Am competitors. Justin ('08) and Caroline ('11) are both Boat Grant Alumni. Coplan, with Prior, finished 2nd at the 2013 World Championship.

Representing the US in the Lightning Class is a testament to how far we have come as a team and as individuals. It has been a long trip from the year I received to the Boat Grant to the 2009 worlds, where Danielle and I teamed up, to when we started sailing with Caroline. The whole time was spent looking for ways to improve ourselves as a team and how to help each other improve. Each regatta, no matter how we did, was marked with retrospective and what went right and what went wrong. Now representing the US is a really reaping the benefits of our hard work. We can look back and see how far we have all progressed.

Beyond that I cannot talk about what it means to be representing the US without thinking about the depth of the US Lightning fleet. When we are representing the US, we are not just representing ourselves, but all the other talented US athletes that push us to raise the bar as well. This has been a driving force in our training in the lead up to the event. —Justin Coplan, Skipper USA Lightning Team

Your stories, reports or article ideas and leads are WANTED!

Please contact Todd Wake or the Class Office with any information or inquiries: toddwake@aol.com

The Toronto 2015 Pan-American Games are over, and now it's time to go back to reality and every day business. It's been wonderful to participate as an athlete, and, as I've been told, these have been the best Games so far. The city and its people were awesome and made our experience even more pleasant. Particularly, all the volunteers and the organizers did an amazing job!

Our road to Toronto wasn't easy, at all. We had to deal with serious logistics issues—I live in Ecuador and my crews live in Argentina—a change of crew, a lot of tough rivals, but mostly, being new comers in the Class without much time and events to prepare for the regatta!

Everything started in Ecuador, during the 2014 South Americans. We got to Salinas six days before the first race and worked mostly on our boat handling and preparing our boat the best we could to avoid problems during the races. We set the boat up, using standard tuning guides—no fancy, super duper special/magic set up. We weren't the fastest but still did really well, finishing 2nd, behind Claudio Biekarck, a great sailor and sportsman. We secured a spot for Argentina in the Pan Am Games. We were thrilled and happy, but it was time to think of the Pan Am Trials in Argentina.

We sailed in San Isidro at the San Isidro Labrador Regatta. It was really nice to sail again in Argentina after a long time, as I've been living in Ecuador for the past ten years, and meet with all the friends from Fleets 522 and 446. We won the trials comfortably and got our tickets to Toronto, but it was a bittersweet moment. After the regatta, we learned that Gonzalo Pollitzer, our crew during South Americans and Pan Am Trials, would not be able to go to the Games due to work issues.

We started looking for a substitute, but it wasn't easy. Primarily, I was looking for a friend with enough time to practice and race in Canada and, finally, an accomplished sailor. Javier Conte, an old friend of mine, a Bronze Medal winner in Sidney 2000 as a 470 skipper, whom I sailed with while we were 18-19 years old in a 470, is the actual Sub Secretary of Sports in Argentina. He was forty pounds heavier—yes, 40 pounds or 18 kilos—and hadn't sailed a dinghy for a while. Still, I called him and invited him to come with us to Toronto. He accepted the challenge, and we set up an ambitious training plan: two weeks of full training, one in Argentina and another in Ecuador, and a regatta in Canada before the Games. And we needed to diet for both of us to reach our goal for a crew weight: 210 kilos.

We did the two weeks, and we learned a lot there—we change many things, especially our downwind

technique—sailing up to eight hours daily while we were in Ecuador. Fortunately, we had our Coach/ Sparring Alejandro Cloos. We spent many hours developing our boat speed and learning how to set our sails properly for different wind and wave conditions. That helped us a lot and gave us a lot of confidence.

Javier couldn't go to Canada for the Canadian Open in Ridgeway, so we sailed with Ale Cloos. It was our first regatta together, and we were focused on knowing our boat. Tommy Allen got us Jeff Linton's famous old boat. The set up was all different, unlike any other boat in the fleet. But I quickly learned everything on the boat was quite comfortable and easy to handle. The boat was thirteen years old, greenish deck, a funny looking boat, different—I liked it. In fact, I loved it. It gave us something else, something special. Everybody recognized the boat immediately. At least twenty sailors came to us and told great stories about the boat and Jeff.

We did really well again, finishing 3rd, even though we weren't looking for a result. Our boat was fast. We felt great about it and learned a lot once more. We were thrilled and honored to sail against some of the best sailors in the Class in a fleet filled with lots of former World Champs—David Starck, Matt Fisher, Tito, Larry MacDonald, David Dellenbaugh and Peter Hall). We were ready for the Games.

Racing in the Pan Ams was all we expected. A high level competition with lots of changes, but mostly, fair and fun racing. When I met Justin and his crew—they were the only ones I haven't sailed against before—I soon realized they were going to be tough competitors. The fleet was small but extremely competitive—a World Champion, two World Champion runner-ups, South American Champions, Nationals Champions). If you made a small mistake, it was easy to fall from the top to the bottom in no time. That happened to us in Race 10.

It was also our first Regatta with Javier and María Paula, the three of us together, in Lightning, so it was a challenge to set up mentally for that, accepting our weaknesses and focusing in our strong points.

We were fortunate to complete a series of races without a major problem. By the end of the twelve races that were scheduled, we managed to get a solid lead of points, enough to sail the "Medal Race" with the Gold Medal secured.

The last day of racing was very emotional for me. Many times I dreamed about this moment, and now it was really happening! While we were getting ready for the medal ceremony, we shared and enjoyed the moment with all the crews, Justin's and Claudio's, along with our coaches, friends and family. Peter Hall was there too. He was happy with how

Pan American Games Toronto, Canada

Tight racing in the medal race



things turned out, as he was part of the organizing committee, and relieved, I guess, since he wasn't that optimistic about the wind during the Games.

We got a lot of help during our road to Toronto 2015, including family and friends, both in Argentina and Ecuador. We also got a lot of help from our government and, personally, I was lucky enough to get support from the Salinas Yacht Club, where I'm Sailing Head Coach for the past eight years, and particularly, from ILCA's former President and current Commodore of the club, Francisco "Paco" Sola Tanca. They understood and granted me time and resources to fulfill our goal.

During the Canadian Open, many sailors approached us and congratulated us for our performance during the Regatta. One of them was Matt Fisher, who asked me what other boat I sailed. We laughed with my crew, after I reply, "I Sail a Coach Boat." Now, I realize that may have sounded like we were teasing Matt, but I was not at all, since I gave him an honest answer. If was asked again today, my answer would be, "I only sail Lightnings and I'm proud of it!! The Class and its family around the world gave me lot more than I expected and for that I'm extremely thankful!"

Cheers!!
Nico

NOC Code	Name	Gen	Position	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Medal Race	Net Pts	Total Pts
1 ARG1	Fracchia Nicolas	M	Skipper															
	Salerno Maria	W	Crew 1	3	2	1	1	2	2	3	3	1	(5)	1	2	4	25	30
	Conte Javier	W	Crew 2															
2 USA1	Coplan Justin	M	Skipper															
	Patten Caroline	M	Crew 1	1	1	6	(7)	4	3	1	2	2	2	3	6	6	37	44
	Prior Danielle	W	Crew 2															
3 BRA1	Biekarck Claudio	M	Skipper															
	Ficker Gunnar	W	Crew 1	2	3	2	2	3	4	(6)	1	4	3	4	5	10	43	49
	Altimira Hackerott	M	Crew 2															
4 CHI1	Gonzalez Tito	M	Skipper															
	Gonzalez Parro Triniad	W	Crew 1	(5)	4	4	4	1	1	2	5	5	1	5	4	8	44	49
	Herman Cristian	M	Crew 2															
5 CAN1	Allan Jamie	M	Skipper								(8)							
	Leger Chantal	W	Crew 1	4	5	5	5	5	5		4	3	7	6	3	2	54	62
	Deakin Jay	M	Crew 2							OCS								
6 ECU	Velez Carrion Julio	M	Skipper															
	Santos Dillon Juan	W	Crew 1	(7)	6	7	6	7	6	4	6	7	4	2	1			
	Rodriguez Ordoñez Maria	M	Crew 2															
7 COL1	Jacob Gaudriot Raymond	M	Skipper								(8)							
	Jacob Davila Loreana	M	Crew 1	6	7	3	3	6	7	5		6	6	7	7			
	Ramirez Arango Julian	W	Crew 2								RET							



Lightning Family News

Welcome New Member Javier Ochoa



12015 on the move from Denver to Phoenix

Although not very common among life-long desert dwellers, sailing is something I wanted to do for as long as I can remember. In 2003 I found a sailing school in San Diego and, I have been sailing ever since. I learned to sail on a Capri 22 and have since sailed sloops of various lengths and owned a trapeze rigged Hobie 18. I still try to sail in San Diego about once a month.

About a year ago, I discovered the Lightning sailboat and really liked its history, classic lines and legendary pedigree. I also like the fact that it's spinnaker rigged since I'd never had a spinnaker boat before.

I'm looking forward to getting to know the boat better and would welcome the chance to crew for someone who might be interested in showing me the ropes. With a little notice I can travel most anywhere.



Javier Ochoa – new owner of 12015

8 Bells – Rick Tears

It is with sadness we report the passing of Rick Tears, January, 2015. Rick had been a member of Rush Creek Yacht Club since 1971 and actively raced, crewed and participated at RCYC, as well as sailing events around the country. He sailed Quarter Tons, Shields, Lightnings J24s, and even co-owned a J22 with Dave Irwin.

Last fall Rick was crewing on Kathy Irwin's IC24 and was an active participant, sailing Flying Scots, at Corinthian Sailing Club on White Rock Lake. Rick was an active and successful racer over the years: 1982 National Champion, Shields, 1st Place, RCYC Armadillo Cup (in the Trophy Case), 1983 ILCA President's Cup at the Lightning NAs, represented RCYC many times in the US Sailing Prince of Wales championships, and competed in the US Sailing Mallory Cup many times.

Needless to say, sailors will sadly miss Rick across the United States. Rick will be fondly remembered for his competitive spirit, knowledge of racing rules, and infectious laugh. To his friends, "Rick made sailing fun for a lot of people."



Rick Tears (center) with crew Clarke Newman and Dougie Byerly

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(727) 942-7969 or email:

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8 Bells – Robert “Dr Bob” Cotton

Robert “Dr. Bob” Cotton or simply “Cotton” to Anne, his crew and partner for forty-nine years, passed away January 2. A bittersweet fact of lightning sailing are the memories of the gentlemen like Bob that have graced our lives with their spirit and presence.

We knew his Corinthian spirit and love of the game, you knew his “Amber Fluid” drawing and whimsical manner. For others, he gave the gift of life as an educator and caregiver. Bob built the Neonatology program at Vanderbilt. The tech-savvy programmer in Bob made one of the first MS DOS sailing programs, but I fear his collaboration with Stuart Walker permanently confused his tactical mind, lending the red boat susceptible to defeat in inland waters.

Bob served Fleet 262 and was Commodore of Harbor Island Yacht Club. Bob was relentless in his support of dinghy sailing and sailboat racing. He will be missed.

A Little Ode About 15202

Bill Buckles

She’s Mine.

She’s mine. Always mine, even after she’s gone.

Can’t call it love—can’t call it lust—just an obsession.

She can’t go away. She’s part of me. Even if she belongs to someone else, she’s still mine.

Maybe she has a new lover—but not better. Not to me.

She had to grow. Move to new heights.

It was difficult to accept.

She moved on—she moved up. I wish I was with her, but she has a new man, a new skipper.

I can only read the results and be proud.

She’s mine.



Buckles sold 15202 to Eric Oetgen from Savannah, GA in 2013. Oetgen has been sailing actively in the Southeastern District and other major championships including the recent World Championship.

simple.

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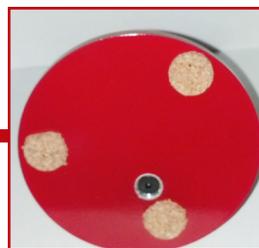
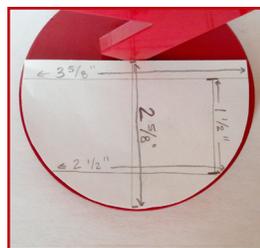
Ready for immediate shipping!

Trophies are \$25 each plus shipping. To place an order please contact the Class Office at (727) 942-7969 or office@lightningclass.org

A very special thank you to Jason Bemis from Fleet 187 in Sheboygan, Wisconsin, for graciously donating these trophies to the Class!

All sales will go towards the ILCA 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.



SIMPLE SOLUTION TO PUTTING ON A BOTTOM COVER

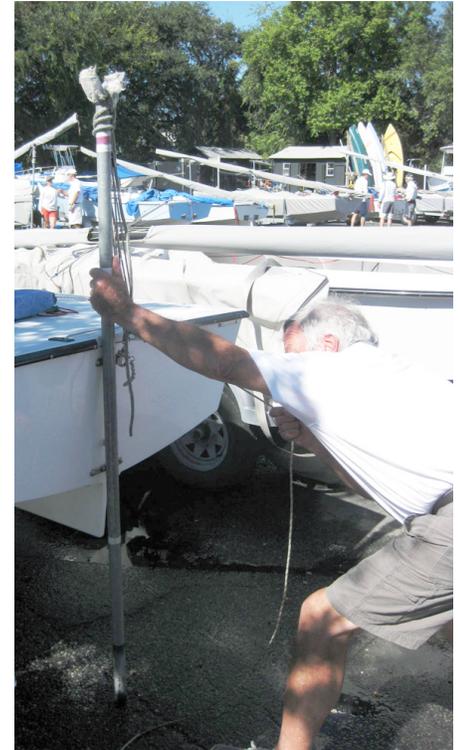
While at a regatta, I was trying to put the bottom cover on my boat. There were boats coming out of the water, so I couldn't use the hoist to lift the boat. I saw George Fisher using a homemade contraption. He had mounted a trailer winch on his mast pole. He hoisted the bow of the boat and put the front half of the cover on. Then he removed the pole and moved it to the transom. He hooked it to the gudgeon and raised the stern of his boat and put the rest of the cover on.



When I got home I didn't have a trailer winch, so I looked through my spare fitting box, which we all have, and made up a block and tackle (five to one) system. I tied it to the mast holder and hooked it to the bow eye to raise the bow. When finished, I moved the mast pole to the transom and hooked it to the top gudgeon, raised the boat and put the cover on the back half of the boat.

Raising the front half of the boat is easy. I tied a line through the bow eye and then through the hole in the cover. The transom is a little more difficult. Someone needs to hold the pole because it wants to fall while you're sliding the cover under the boat. I'm trying to figure out how I can make the pole more stable in the transom, so one person can install the cover. If you have any ideas please let me know at: jwmjr13@sbcglobal.net

Thanks,
Jack Mueller



Your stories, reports or article ideas and leads are WANTED!

Please contact Todd Wake or the Class Office with any information or inquiries: toddwake@aol.com



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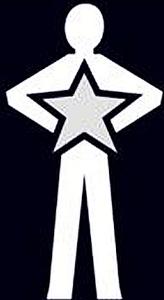
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Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

Classic Lightning Activity

2015 is shaping up to be a great year for the Classic Lightning sailors.

Southern Circuit:

We began the year with four wooden boats attending the St. Petersburg regatta. No records are available on such things, but that has to be the biggest wooden boat turnout on the Southern Circuit in thirty-five years. Congratulations to Dave Dickerson, who was by far the fastest woody in his restored Etchell's built boat. Gerry Paoli joined us with his recently-restored Eichenlaub and its spectacular natural finished bottom. Tim Grady brought his beautiful one-year-old, home-built boat, and I brought up the rear in my Nickels and Holman. I am hopeful that we can build on this and will get even more classic boats to participate next year.

Stem Fitting:

Scott Graham is currently taking a break from his Americas Cup design work. With all that free time, his mind drifted to one of his favorite things—his lovingly restored wooden Lightning “Courageous.” We had recently had some on-line discussion on our Classic Lightning yahoo group about stem fittings and how hard it is to find the original Ska-



Stem isometric

neateles stem fitting, chromed with the “S” on its face. Coincidentally, Scott had just purchased a 3D printer. Put these events together, and Scott came up with a model of a stem fitting.

We are currently exploring options to see if we can get some of a production run of these produced at a reasonable

cost. If you have an interest, please let me know, as volume is a key on something like this. It could make a great trophy, as well as be used as a stem fitting on an older boat.

Activity Report:

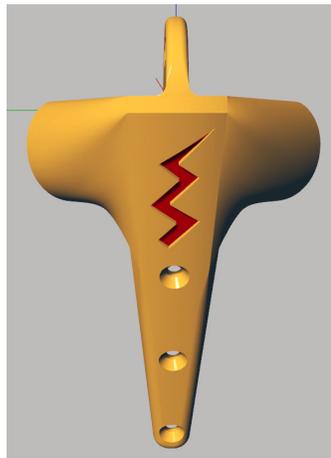
Classic Lightning activity continues to be maintaining or growing in activity and interest. On July 11–12 we held our annual “Get Together” in conjunction with the Central New York District’s Champagne Regatta at Keuka Lake, Fleet 252, in Hammondsport, New York. We had thirteen classic boats attend, sharing the weekend with fourteen modern boats. We held some races, day sailed and otherwise enjoyed our celebration of Lightnings. Six Of the thirteen boats were of hull numbers under #1000.

Of interesting note, our annual award for boat restoration and maintenance went to Rick Guli for his work maintaining # 588. That is Karl Smither’s “Thermis Twice,” in which he was runner up in the Internationals of 1947 and 1948 among his and its many other achievements. The boat is rigged “as original” and is nothing short of beautiful.

We continue to provide support and resources for restoration and locating of parts, fittings, sails. Of late, I observe a particular interest in people looking for original parts from the 40s and early 50s. This is a good sign of interest in restoration and preservation.



Stem casting



Stem casting, flash up

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](#), [John Faus](#)

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

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

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

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

- Benefactor \$500 or more
- 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.

34th America's Cup

Peter Huston

This is written by Tom Ehman. At one point, it's Dick Aubrecht in first person.

During the 2014 Junior Lightning Worlds, Tom Ehman, Vice Commodore of Golden Gate Yacht Club, gave a presentation about the America's Cup, past, present and future. The basics we all know, Oracle Racing had an astounding comeback to win the 34th America's Cup. How did that happen? What changed? Who was responsible for that? But more central to the story, what role did the Lightning Class play in all this?

Much of the behind the scenes about Oracle Racing's comeback is detailed in the excellent second edition of "The Billionaire and the Mechanic," by Julian Guthrie. However, for the first time in public, the story of a Lightning sailor from the BCC, Dick Aubrecht, and the involvement of his company, Moog, and what they have done with Oracle Racing was revealed.

The technical details are too numerous to mention here, but suffice it to say that Moog is the world leader in aerospace hydraulic controls and were able to successfully transfer that aerospace technology to yacht racing. Many years ago, Moog was introduced to Oracle Racing for the IACC boats, and, as the relationship evolved, Moog ended up playing a more critical, if not ultimately decisive, role in AC 34.

The design rule for the AC 34 boat was initially intended to prevent foiling; however, the clever Kiwi's figure out a way to foil. The other teams had to adapt very quickly or literally be left miles behind. Moog's technology, led by Dick Aubrecht, his son Hannes, who is responsible for the wing controls on the F35, and Dave Geiger, who is responsible for the wing controls on the Boeing 787, paved the way. In the end, they saved the day for Oracle Racing to be able to adjust their foil controls so they could finally find the balance necessary to achieve stable foiling flight, leading to winning the 34th America's Cup. While no one person, supplier or part won the Cup, without Moog, Oracle likely could not have won. The refinements that Moog was able to make to the USA 17 hydraulic system just a few days before AC 34 began were pivotal to Oracle Racing's win.

How did Oracle Racing get connected to a company from Buffalo? It's a long story, but it represents the essence of the Lightning Class. Some classes boast of their pro sailors. Some try to feature their technology as what matters. The classes that have endured the longest are those that focus on family and friends and the support they give to each other. The Lightning is not completely unique, as others do the same, but few do it as well as the Lightning Class.

Central to this story are the decades of Lightning sailors that helped to nurture many people, with the not-planned result of those people coming together in ways that were never possible to be imagine decades prior. The short version is that I

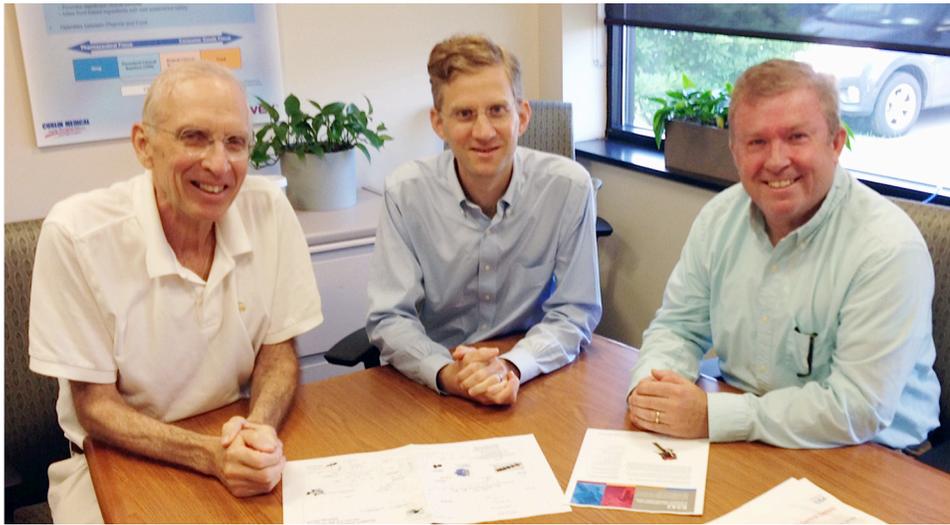
connected Dick Aubrecht, who is Vice Chairman of Moog, to Oracle Racing. Specifically, how that happened is somewhat interesting. More importantly though is the role the Class played in it.

I was unbelievably blessed to have grown up at the BCC and the Lightning Class. I have had an

amazing life experience as a result of the people I met along the way, any one of whom has offered help or provide resources when asked. One of the key people early on when I was very young was Lightning Legend Karl Smither. Karl was always available for advice on any number of topics. As the Area E representative to NAYRU/USYRU, he would always help promote participation in the Sears Cup. We always counted on him for counsel. Upon his retirement as Area E rep, I asked Karl, "Who do we talk to now about Sears Cup?" He replied, "I've handed my position over to a fine young man from Michigan, Tom Ehman. Call him, and he'll give you all the same help I did." That was more than twenty-five years before Oracle Racing and Moog became connected.

Here are Dick's Thoughts:

"The long chain of events leading to my involvement with USYRU in the late 80s reintroduced me to Tom. As a result of that chance meeting, we became close friends as a result of our initial conversation at the Cleveland USYRU AGM recalling our mutual connection to and through Karl. Years pass and circumstances align. The next thing you know Oracle Racing and Moog get connected. That only happened because of the Lightning Class.



Dick Aubrecht, Hannes Aubrecht, Dave Geiger



Tom Ehman, Jody Starck, Peter Huston,
BCC Commodore Rob Ketteman

During his Cupdates, Tom always talks about the need for younger sailors to develop their right and left brain. If they want to work for a Cup team, they need to be smart, very smart. While the idea of STEM permeates school these days, STEAM, adding the A for Art, is now starting to appear in forward thinking curriculum. It's great to know the science part of life, but without Art, which is also the root of articulate, the transference of ideas and knowledge is not maximized unless communication skills are developed by some form of art."

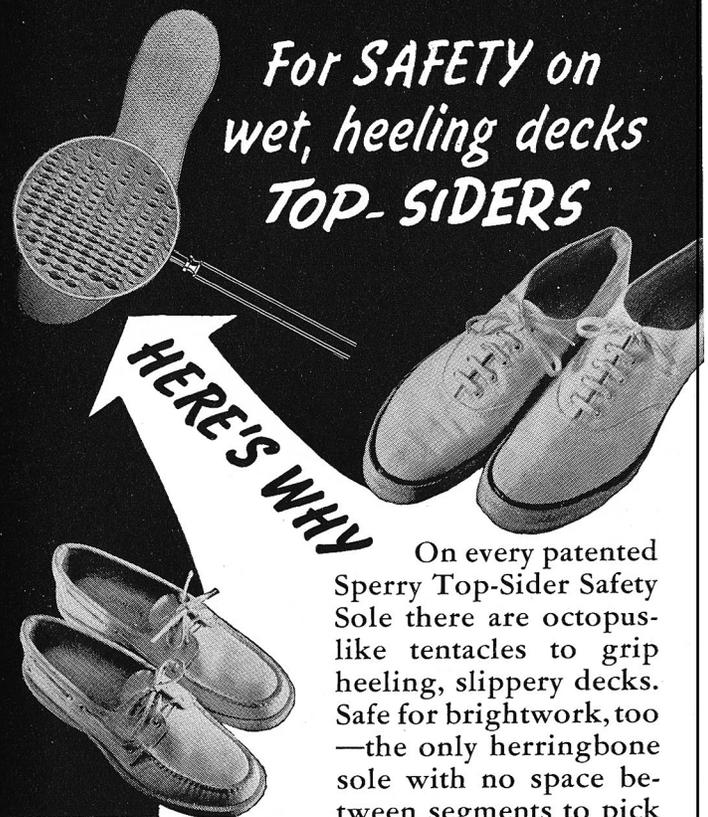
Look no further than the employees of Moog if you want to see what happens when the educational principles of STEAM are employed. You end up helping to win the America's Cup. Dick Aubrecht points out that the value of these working relationships to Moog, "working with the Oracle Racing team has been a great experience. They implement technologies incredibly fast. We contribute to their progress but also learn a lot from them."

But it's more than that. It's like Steve Jobs says: "You can't connect the dots looking forward, you can only connect looking backwards, so you have to trust they will somehow connect in the future." That is how, and only because of the Lightning Class, I was able to connect the dots between Moog and Oracle Racing. I had no idea in the 70s that Oracle Racing or Moog would even exist. I'd like to say circumstances led me to a place where I was able to connect those dots, but that isn't true. I was just the vessel through which those dots were connected. It was the Class, the culture of the Class, which helped to connect those dots that resulted in Golden Gate Yacht Club successfully defending the 34th America's Cup.

The question now becomes, what's next? Who from the Lightning Class that serves as a mentor will somehow provide the help for a younger talented sailor to learn and grow in a manner which will help them connect the dots from the past into a better future, not just for sailing, but for every aspect of life. When one looks around the Lightning Class, one sees people in the same mold as Karl Smither, Dick Aubrecht, and Tom Ehman. The role Lightning Class plays in our lives is far more than becoming champion sailors, it is about the creation of leaders in the regatta we call life.

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EXPERIENCE



Brian Hayes
3-time Winter champion



Ched Proctor
4-time NA champion



Zeke Horowitz
NA champion



Geoff Becker
NA champion

Superior Service

SUPPORT



On and off the water.. North is there to help.



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Follow North Sails on...



One Design

2015 Lightning North American Championships

October 8 - 11

Southern Yacht Club, New Orleans, LA



Don't Delay!!
Online registration now open.



Competitors Meeting and ILCA Town Hall Meeting on Thursday at 5:30

SCHEDULE	
Thursday, October 8	10:00am Measurement and Registration 3:00 pm Practice Race Keg beer after sailing
Friday, October 9	9:55am Race 1, races to follow Keg Beer after sailing
Saturday, October 10	9:55 pm Warning Signal races to follow Keg beer after sailing 6:00pm Cocktails / 7:00pm Banquet
Sunday, October 11	9:55am Warning signal, races to follow. No race shall start after 2pm. Keg Beer after sailing Awards Presentation @SYC asap after racing

Now, THE REAL SCHEDULE...

1 Arrive in New Orleans Saturday October 4th or Sunday October 5th.

2 Drop the boat at Southern Yacht Club. **Go on VACATION!** Sightseeing, eating and drinking is the first Competition of the week. Everyone WINS!! No one does it all, no city does it better! Careful in the bars, only the smartest survive!

3 Google "Things to do in New Orleans", "Places to eat in New Orleans", "Live Music in New Orleans", "Best Bar's in New Orleans". Might need to come in earlier to get more done.

A SUGGESTION OR TWO...

Daytime Sightseeing - walk the streets with your favorite beverage, leave one place get a "go cup" go to the next, no problem.

1. National WWII Museum

2. French Quarter - Jackson Square, artists. St. Louis Cathedral, Museums, Royal Street Antique shops

3. Aquarium of the Americas

4. The Outlet Collection at Riverwalk - Outlet shops, Paddle wheel river cruises

5. Audubon Zoo / Park - across St. Charles Avenue from Tulane and Loyola Universities

6. Street Car ride up St. Charles Ave

5. Harrah's Casino



Mentally we were ready to sail again in St Pete, with the typical light conditions and some current. The key in those conditions is to, first, start in the right place on the line, which sounds obvious, but it is paramount when the wind is light and there is much instability in the air. One error in the beginning, and you will be sailing in the back of the fleet, so it is very important to line yourself up to get the pressure first and then find the right tack as soon as possible. The differences in one knot of pressure goes to fifteen percent more air in light winds, and that is a huge difference that makes the boats in breeze get to the top.

Most of the time, every race has the behavior that I'll try to explain briefly here. I apologize if my language is not clear enough. By the way, it is always a pleasure to go swimming between races waiting for the wind in that nice weather, considering that our ocean is very cold.

In Miami, the real king was Ched Proctor. He again gave us all a lesson. In some way, he gave us inspiration. The best historical venue for the Circuit gave six great races in light and medium winds and showed how difficult it is to maintain consistent results.

The new Southern Circuit format proved to be great, and I am sure, with good imagination, it still can even be better.

Looking forward to seeing you all on the water again real soon.

Tito

Circuit

Southern Circuit





Southern

Pos	Bow#	Crew	Subgroup	From
1	39	Tito Gonzalez, Trinidad Gonzalez, Christian Herman		Chile
2	6	Justin Coplan, Danielle Prior, Caroline Patten		Mechanicsburg, PA
3	49	Allan Terhune, Jr, Katie Terhune, Samantha Parisi, Marcus Eagan		Arnold, MD
4	7	Ched Proctor, Jamie Ewing, Meredith Killion, Charlie Proctor, Scott Gise		Southport, CT
5	38	Jaimie Allan, Jay Deakin, Chantal Leger		Montreal, QB
6	41	Matt Fisher, Dan Moriarty, Tobi Moriarty		Westerville, OH
7	25	Jody Starck, Ian Jones, Skip Dieball		Buffalo, NY
8	73	Geoff Becker, Mike Marshall, Monica Morgan, Kelsy Waack		Arnold, MD
9	45	Dave Starck, Cory Sertl, Sarah Paisley, Joe Starck, PJ Schaffer		Buffalo, NY
10	9	Thomas Allen, Mandy Hofmeister, Shelby Allen, Bill Pictor, John Humphrey		Buffalo, NY
11	4	Todd Wake, Jay Lurie, Neal Fowler, Kristine Wake		Sheboygan Falls, WI
12	50	Ed Adams, Nancy Haberland, Ben Cesare		Middletown, RI
13	30	Ryan Ruhlman, Tesse Ruhlman, Nick Turney		Cleveland, OH
14	18	Tim Scanlon, Sam Williams, Bernie Roesler	First Circuit	Cleveland, OH
15	21	Jim Crane, Larry Bone, Peter Bone, Brenda Crane, Arielle Delisser, Shelby Allen	GM	Darien, CT
16	33	Steve Hayden, William Faude, Jared Drake		Chicago, IL
17	17	Betsy Alison, Will Jeffers, Jeffrey Hayden, Laura Jeffers		Newport, RI
18	14	Bill Mauk, Elizabeth Chambers, Brad Russell, Mandy Hofmeister, Beth Grosebeck	GM	Miami, FL
19	57	Rob Ruhlman, Abby Ruhlman, Dave Werley		Cleveland, OH
20	11	Julio Velez, Daniela Rodriguez, Juan Santos	First Circuit	Guayaquil, EC
21	35	William Brown, Matthew Schon, Molly Lucas, Sebastian Lobos, Hugo Perrin		New York, NY
22	46	Stu Nickerson, Kip Hamblet, Terry Hamilton	GM	Falmouth, ME
23	12	Larry MacDonald, Maggie MacDonald, Joy MacDonald, Julianne MacDonald		Carlisle, ON
24	8	Lenny Krawcheck, Oliver Humphries, Izra Zankel	GM	Charleston, SC
25	47	Debbie Probst, Jenn Millar, Maddie Waldron, Abbie Probst, Becca Jordan		Orchard Park, NY
26	56	Josh Goldman, Valerie T. Holly, Jarret Lynn, Bill Dodge		Westport, CT
27	15	Bill Mergenthaler, Eric Reitinger, Graham Mergenthaler		Fair Haven, NJ
28	55	Terry Burke, Joe Quick, Ian Moriarty		Kirkwood, MO
29	67	Mark Allen, Stephen Varnum, Mark Whatley		Waterford, MI
30	16	Brian Gibbs, Mike Boardman, Ty Whitman	First Circuit	Rowley, MA
31	43	Mark Schneider, Lucinda Schneider, Tom Slook		Moorestown, NJ
32	2/69	Ryan Flack, Jim Thompson, Rachel Dey		Fenton, MI
33	40	John Sawyer, Ryan Taro, Wayne E. Knibloe, Becky Sawyer, Toby Wells	GM	Wilmington, NC
34	28	Tim Millhiser, Chris Vann, Alexander Lavelle	GM	Madison, CT
35	27	Gary Hurban, Joan Hurban, Peter Jadosich		Crownsville, MD
36	20	Hugh Hutchinson, Marc Venables, Cecile Steinride	GM	Devon, PA
37	31	Tom Vickers, Kevin Morin, Karen Park, Casey Ray		Detroit, MI
38	70	Ian Edwards, Lindy Edwards, Patti Harris		North Bridge, AU
39	36	Trevor Prior, Gary Hoffer, John Bates		Biglerville, PA
40	13	Trey Rose, Allison Frantz, Joshua Hevron		Grosse Pointe, MI
41	32	Georges Peter, C.H. Ritt, Eva Burpee	GGM	Brookline, MA
42	3	Lauri Hemming, Antti Varheenman, Maria Hemming	First Circuit	Helsinki, FI
43	10	William Cabrall, Raeyane Farrell, Jim England		Highlands Ranch, CO
44	59	Philip Lange, Alister Thomson,		Rochester, NY
45	53	Pam Burke, Jim Burke, Josh Burke		Duluth, GA
46	65	Jeff Schmahl, Michael Schmahl, Connor Stroke	First Circuit	Indianapolis IN
47	72	David Thompson, Norm Jarvis, Lorie England	GGM	Highlands Rch, CO

Circuit



SP1	SP2	SP3	SP4	MIA1	MIA2	MIA3	MIA 4	MIA 5	MIA 6	T/O	Total
10	4	2	1	51	14	6	8	1	8	51	54
28	10	1	2	4.5	10	9	6	8	6	28	56.5
7	27	4	13	2	11	4	7	2	12	27	62
18	6	3	24	1	2	10	3	28	7	28	74
29	14	13	6	4.5	5	15	10	9	3	29	79.5
2	11	11	68	14	9	5	5	17	13	68	87
31	20	21	11	9	4	1	20	14	1	31	101
17	3	68	4	19	7	13	9	10	22	68	104
11	16	31	9	51	6	8	1	24	4	51	110
20	5	20	10	26	16	3	26	11	2	26	113
68	9	15	30	7	19	2	15	7	14	68	118
25	18	18	18	6	13	19	13	16	16	25	137
37	31	9	17	21	24	17	2	6	11	37	138
6	1	6	41	15.5	18	30	36	51	10	51	163.5
15	7	25	28	18	37	31	17	3	20	37	164
33	39	38	15	30	3	11	18	15	5	39	168
9	28	17	47	15.5	22	14	40	13	25	47	183.5
22	30	23	14	12	25	32	14	21	26	32	187
35	32	36	19	13	8	7	35	23	24	36	196
36	38	54	48	3	15	16	31.5	5	9	54	201.5
40	23	14	12	51	23	21	31.5	20	17	51	201.5
21	29	45	16	8	1	23	41	34	33	45	206
1	2	22	5	51	31	51	11	43	46	51	212
30	24	26	22	40	38	28	19	12	15	40	214
26	43	12	68	28	30	24	37	4	19	68	223
14	33	49	54	10	29	22	21	18	28	54	224
43	12	56	43	20	26	18	24	27	18	56	231
19	15	10	27	31	36	39	33	22	44	44	232
51	26	40	26	33	12	20	25	31	35	51	248
23	34	29	20	36	35	34	29	25	29	36	258
13	51	28	39	22	46	25	48	30	27	51	278
42	21	16	56	17	34	46	42	33	38	56	289
44	40	42	38	27	21	33	22	39	37	44	299
3	37	43	58	42	39	40	30	37	30	58	301
34	35	34	42	32	44	37	43	29	23	44	309
68	48	27	33	37	27	26	49	26	39	68	312
16	47	37	53	39	33	45	27	40	34	53	318
27	53	30	35	43	45	41	23	41	47	53	332
47	58	39	29	24	48	43	45	44	43	58	362
46	49	48	46	29	42	42	34	38	41	49	366
49	57	58	36	35	28	35	44	32	51	58	367
48	55	52	52	34	41	29	28	42	42	55	368
52	42	68	50	38	40	47	16	47	45	68	377
32	56	35	57	41	49	44	47	46	36	57	386
39	50	47	51	45	47	48	46	45	48	51	415
68	68	68	68	44	43	38	38	36	40	68	443
59	65	59	63	46	50	49	50	48	51	65	475



1st Place – Southern Circuit, 1st Place – St Pete
Tito Gonzalez, Christian Herman, Trinidad Gonzalez



1st Place – Masters' St Pete
Ched Proctor, Jamie Ewing, Meredith Killion



**2nd Place – So Cir, 5th Place – Miami, 3rd Place – St Pete & US
Pan American Qualifiers** – Justin Coplan, Caroline Patten, Danielle Prior



2nd Place – St Pete
Larry MacDonald, Joy MacDonald, Maggie MacDonald



3rd Place – Southern Circuit, 2nd Place – Miami, 5th Place – St Pete
Allan Terhune, Jr, Katie Terhune, Marcus Eagan,



3rd Place Miami
Jody Starck, Skip Dieball, Ian Jones



4th Place – Southern Circuit, 1st Place – Miami, 4th Place – St Pete
Ched Proctor, Charlie Proctor, Scott Gise,



4th Place - Masters' St Pete
Lenny Krawcheck, Oliver Humphries, Izra Zankel



5th Place Southern Circuit, 4th Place Miami
Jamie Allan, Chantal Leger, Jay Deakin



5th Place – Masters' St Pete
Stu Nickerson, Terry Hamilton, Kip Hamblet



1st Place Woodie Division St Pete
Dave Dickerson, Heidi Hogan, Dave Viens



Colin Park Award (highest placing married couple) St Pete
Allan & Katie Terhune



Davis Youth Award
David Viens



Don Bliss Trophy, Miami Top Corinthian
Jody Starck



Southern Circuit Corinthian Grand Master Trophy, 3rd Place St Pete Master's
Jim Crane



Southern Circuit Corinthian Great Grand Master Trophy
Dr. Georges Peter



George V. Fisher Sportsmanship Award

Terry Hamilton has been chairperson of the Lightning Southern Circuit for four years. The Southern Circuit is one of the biggest events on the Lightning regatta schedule. Working with Class members and the regatta hosts, Terry has evolved to a leadership role that has made the event a smooth and incredibly well-attended set of regattas that the participants look forward to attending.

Terry has an incredibly positive disposition that is focused on making the people attending happy. We are lucky to have Terry in this role, as she exemplifies the attitude that the Class respects.

2015 Smither Award

The Smither Award is given annually during our visit to St. Petersburg Yacht Club to one of the ILCA's shining lights for his or her Corinthian spirit, support of the Lightning and Class mentorship. Larry MacDonald was selected as the 2015 recipient due to his strong impact on junior Lightning sailing over many years. In the past ten years, Larry's efforts and encouragement have been most clearly realized by the number of junior teams travelling to the Junior North Americans from the Buffalo Canoe Club, Larry's home club. From zero BCC youth teams in 2005 and 2006 to twelve—that's thirty-six individuals—in 2013 and nine in 2014!

Larry can be found zipping around in a RIB, sharing his advice from boat to boat, on Tuesday afternoons and Sunday mornings all summer. His efforts don't start there, however. In the early spring he is emailing, helping fill teams, creating training and regatta schedules, sending reminders to make housing and travel arrange-

ments, and creating excitement. Larry's enthusiasm is contagious, and junior teams are often found out on the bay practicing, even after a full-day of junior sailing in other boats.

The sailors impacted by Larry do not end with the BCC, however. As fate would have it, someone who was encouraged by Larry more than twenty years ago was instrumental to our racing in St. Pete: assistant PRO Todd Fedyszyn. In the early 1990s, as a member of the Royal Hamilton Yacht Club, Todd was encouraged by both Larry Sr. and Jr. to get involved in Lightning sailing. From lending boats to sharing knowledge, Larry was instrumental in Todd's participation at the 1992 Youth Worlds in Chile and in his claiming the title in 1994 in Switzerland. In Todd's words, "His job and passion for the sport helped direct me towards a career in the sport, which I may not have realized was possible had it not been for Larry volunteering his time with our Junior program at RHYC."

Congratulations, Larry! You are truly a shining light of our Class!



John Faus – Life Membership

On March 17 at the Winter Championship banquet, John Faus was awarded Life Membership in recognition of his service and continued commitment to the Lightning Class. Like many Lightning sailors, John's father introduced him to Lightning sailing out of Barnegat Light Yacht Club in Harvey Cedars, New Jersey, Fleet #335. Over the years John has been instrumental not only in his Fleet and District but also as part of the ILCA Governing Board for over the past ten years, serving as Class President from 2012–2014. His impact on the Class has reached all corners of the globe, and he is committed to keeping the younger generation interested and involved in the Lightning. He recently made one of the largest donations in ILCA history to the Class, benefiting the Boat Grant Program. You can actively see John sailing in local Fleet 335 events, Central Atlantic District events or at national and international events, such as the NAs or World Championships.



Middle of Biscayne Bay Award
Gustavo Tamayo,
Javier Degaldo,
Alejandro Bacot



Middle of Tampa Bay Award
Mark Schneider

CLASSIFIEDS



2008 Nickels Built almost a Lightning, but not a Lightning. This is the Ultimate 19, has a masthead asymmetrical spinnaker, fully retractable Carbon fiber bowsprit. The mast (2014) has been retrofitted with jumper stays and masthead spinnaker halyard. It is currently rigged to use either masthead or fractional spinnaker. Included is a 2015 North Sails asymmetrical spinnaker. Main and jib NOT included. First boat of the current layout, does NOT have a valid measurement certificate. \$7500 with Galvanized trailer, \$6500 with steel trailer. Please call or email Ryan Flack 810-513-5002 or @nickelsboats.com

15549 - Nickels - Fully loaded with Harken Carbo blocks and high performance lines (spectra for spin halyard, spin sheet, jib sheet, and mainsheet). Boat and all components are brand new. Bright ORANGE hull. Coolest Lightning ever produced. Asking \$19750. View a picture here: <http://1drv.ms/1sKKhfo> Call or email Kevin Morin for rigging specifics/. kevin.morin@macroconnect.net or 313-595-5919 cell

15535 Nickels. This boat is ready to go. Fully race rigged.\$21,500 ... includes 1 set of North Fisher sails, 2 piece travel cover, mast cover. Selling because I am ordering a new boat. contact: johnfaus at yahoo. com Photo

15496 - Nickels. The boat is full race rigged, all harken carbo blocks, a brand new spare mast, full trailer covers rudder cover ect, Tack Tick with bracket, and plenty of sails. There are 3 full sets of sails. One practice set and two that have one regatta on each. The hull and deck are white with red waterline. The boat is stored inside. Also there are tons of spare parts from the aft run spin halyard to spare mainsheet blocks. Please call or email with any questions or offers. Price \$14,500 OBO. Boat located in Houston, TX. Sam (251) 654-7246 digitalwealthmanagement@gmail.com

15471- Nickels - NBW Sales Rep's boat. Light Grey deck, White interior & hull. Black rub rail, Light Grey Waterline stripe. Sails and covers available. Asking \$15,500. Call or email Ryan Flack for rigging specifics/. ryan@nickelsboats.com or 810-513-5002 cell

15302 Nickels. Light grey deck, white hull. New mast (2015), faired hull, very well maintained. Two-time CA District Champion boat. Includes one set of sails, trailer, tapered spinnaker pole, Tack Tick compass and mast-up cover. Located in Mission Bay (San Diego), CA. \$9,900. Additional sails available. Contact Bob Martin rwmartin15302@gmail.com or 760-310-3303.

15280 Nickels, built 2006. White non-skid deck, off-white hull. Galvanized steel trailer. Summer, winter

and full-boat on trailer covers. Nickels black anodized aluminum mast, boom, spinnaker pole and tiller with extension. CDI Flexible Roller Furler. Two sets sails, spinnaker (North Sails, Vermont Sails). Highly tunable, race ready. Beautiful boat, excellent condition. Price \$10,500, Contact tom@cdstinson.com or 206 972-2092

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 mast-step), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want? VSP, a bunch of 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

15165 Nickels. Built in 2003. Very beautiful, well-prepped boat. Hull and deck are light grey with red deck stripe and yellow and red waterline stripes. Carbon blocks throughout, adjustable jib cars, full side controls including outhaul. Deck and center jib controls. Special "no-fuss" traveler that allows independent height and side-to-side control (my design). Mainsheet is rigged for hand holding, very fast and works even in monster air! Other special rigging treats as well. TacTick compass. 3 mainsails (regatta, club, beater), 5 jibs (1 regatta, 1 club, 3 beaters), and 2 spinnakers (regatta/club, beater). 2 spin poles, a Nickels which is nice and an older Bryant that everyone just loves to use. 2 fiberglass rudders (one minimum weight with FC* bag and spare club rudder) with tillers and sticks. FC* traveling top and bottom covers. Very old FC* full skirt mooring cover. Mast has repair where starboard lower pulled out in '04 or '05. Measurement Certificate shows 700 lbs with 20 lbs of correctors. (I believe it weighed 704lbs. last time it was weighed.) Galvanized Nickels trailer. Most sheets were replaced in 2009. The boat was sailed twice in 2010 and has been garaged since then. This boat has won multiple club championships with me and my son. She is ready to race! \$11,000. Alan McReynolds (Cell: 561-734-8742) FC* - FabriCraft the best covers!

15047 Nickels, 2002. White hull. Mostly sailed on freshwater. Always drysailed. Galvanized trailer. 1 set of sails included. Boat and trailer are in great shape. Located in RI. \$9,999 or best offer. Contact Rev Symeon at 401-603-3523.

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. Fabricraft 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 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).

14702 Nickels. "Twisted Sisters" 1995 Competitive hull, fresh water boat in good to very good condition. Travel covers, mast cover, Nickels long tongue galvanized trailer. Boat has been well maintained and is ready to travel. North main, two jibs, two chutes. Should be considered practice sails. Have one suit of hardly used (3 regattas) Quantum sails for additional dollars. Not raced in two seasons, hate to see the boat sit not in use. E-mail or call Diana for additional info. or more pictures. Price \$6800.00 803-767-3788 djwrisley@att.net

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

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 (c)

14478 Allen. White hull. Top cover, 2 suits North sails, stainless board. Updated rigging, wood rudder, compass. Great trailer. Race ready fast boat. Asking \$8000.00 Located in Central NY area. Contact Skylar at 585 260 6474

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

14278 Allen. Navy blue sides, white bottom and top-sides. Air tanks throughout. Last weighed in (2007) at 687# with correctors. Well maintained. Fabricraft Mast and one-piece travel cover. Sitting on beefy trailer that tows great with 1 7/8" ball, full size tires, spare, and bearing buddies. Trailer is titled. Stainless steel board, good running rigging, and most controls double ended. Three spinnaker poles, two rudders (one fiberglass, one rare Allen wood rudder), two tillers, paddle, buckets, and several suits of practice sails. Great boat; won many races at our local club. Always dry sailed; mostly fresh water use. Hasn't been sailed since 2012. Pay my asking price and get more extras (blocks, cleats, etc) than you can count! \$6,000. Boat is located in Glenside, PA. Contact Ash: achillescache@gmail.com

14140 Nickels. White hull with grey and red narrow stripes. I am the second owner and have enjoyed it immensely since 1991, but it's time for it to go. Hull has some dings but no structural problems. Rigged to race, but not insanely, and has always preformed well. Sails are tired. Trailer is rusty. Full side cover in decent shape. Boat bag with broken zipper. Cockpit cover and piles of other stuff. Spreader has a bend but is serviceable. Last sailed in 2013 and everything worked then. on request. Boat is in New Jersey. Asking \$4,000, but willing to negotiate with someone who is looking to get started in Lightnings. Email bcook@mailworksusa.com or call 201-303-1596. Bill Cook

14113 Allen. White hull with grey deck and maroon bottom. Good condition. Bottom does need recoat but holding off in case you want to paint it a different color. Sails: main, jib, spinnaker. Mast, boom, spinnaker pole. 2 rudders and tillers (one is all wood, and the other is a combination of wooden rudder with metal tiller). Winter cover for when on trailer, and tent cover for when on the water. All ready to go on a galvanized trailer. Located in Warren, RI. Price \$3,500 or best offer. Contact Girard Ruddick at (401) 440-5680 or gruddick@mac.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.

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.

13855 Nickels. Has an almost new suit of North (Fisher cut) sails, including a never used R-2 radial spinnaker. Two suits of practice sails, including spinnakers and a North CP-2 jib. Previous owner-installed side-mounted controls. Suunto white card compass. Sailor's Tailor dry sailing cover (2013). Sailor's Tailor rudder bag (2014). Full Fabricraft travel cover. Mast cover. Loos PT-1 tension gauge. Arrow RH 200 pop rivet gun & rivets included. Boat originally sailed in the Toledo, OH area, always dry-sailed in fresh water. She is in good condition. Heavy duty trailer with oversized wheels. Boat is located in Montreal. Asking CDA \$5,000 OBO. Contact Louis Brousseau at 514-290-7008 or lbrousseau@live.ca.

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

12015 Classic cedar plank and mahogany. Built in 1975 by a gentleman in Ohio - an inch-thick file folder is included including the original S&S plans and "How to Build a Lightning" booklet. A light restoration was performed in 2013. The transom was finished in 12 coats of varnish; topsides have 5 coats of Interlux Sea Green; it's not glass-smooth, but it's very close. The rub rails were sanded and varnished - only 3 coats. Very lightly used North main in excellent condition, two jibs in good condition, older North main in average condition; Haarstick spinnaker in good condition. Newer bails. Standing rigging is in excellent shape and may not be original, although it could be. Painted steel centerboard; 9/10 mahogany rudder; running rigging is average. Hardware is all circa 1975. Custom aluminum trailer with newer tires and good bearings. Average condition Sunbrella full deck cover. Frame and winter covers. A black aluminum mast and boom are included at full asking price, or may be available for purchase separately. This boat is absolutely gorgeous. However, it's far from perfect. The interior varnish shows some typical wear on edges but overall is in very good shape. The sitka spruce mast and boom need to be refinished as the varnish is flaking off in places. Some of the seams have opened and been

reglued with G-Flex. You'd have no problem enjoying her as is, or doing some additional work this winter to bring the boat from an 8.5 to a 10. Overall this boat appears to have been lightly used. This boat has no rot whatsoever. We are selling her because she's the only woodie in Colorado and would like to be able to compete with the plastic boats. She needs to be with other classic boats. May be open to a trade. Willing to deliver up to 500 miles. Serious inquiries only. Additional images available by request. REDUCED! Asking \$3,990 or best offer. tobyhamer@hotmail.com 303 725 9676

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 refinished). 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

10919 Fiberglass Lightning. A Classic built in 1968, by the Jack A. Helms Co. One of the first with self rescue tanks. Upgraded with an oval Aluminum Mast, but still with the vintage wooden boom and tiller/rudder. All standing and running rigging in great shape. Very nice Karavan trailer for ease of ramp launching. Motor mount so you can cruise in class (just add long-shaft motor, the one in some photos is NOT included). Two sets of sails and two spinnakers. We enjoyed this boat sailing a fresh water lake and hope you will too. A great boat for cruising. Dry sailed , as we kept the boat on a lift when not in use. A new custom Sailor's Tailor cover included. Boat is in the Elk Rapids, MI area. Asking \$2,700 / OBO. Just hoping to find this boat a good home with appreciative owner, we have enjoyed, and you will too. Contact Larry at 231-322-6248 or pecklb@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

10201 Siddons & Sindle Lightning. Project Boat. Mostly complete-NO MAST or rigging. Hull in decent shape. Has 2 wooden booms, nice wooden rudder, and mahogany seats. Sitting on tilt-trailer (also a project). Pretty much any offer accepted. Located in Portsmouth, VA. Please e-mail Russ with any questions. rchandler5@cox

9833 Lippincott, 1970. Fibreglass 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 is 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 rubrails 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.

9172 Early fiber-glass Lightning for sale. Built by Lewis Marine, San Diego, CA in 1964, and needs a new home. Hull is constructed in so-called "Rovon" material, which is a core material of glass roving wound around a foam block. Hull, deck and interior needs some LTC, but this lovely ship could come back to life. She comes without mast, boom and sails, and the trailer also needs some fixing-up, so not road worthy in its current condition. Could with a bit of welding probably come back to serve this boat fine. Tires are in OK condition. Hardware is Harken and in fine shape. Woodtrim is also in fine condition for its age. I washed it down and sanded it a bit. It was "screaming" for a treatment, so I gave it a little linseed oil and the woodgrain popped right out, and came back to life. If I didn't have my 1959 Lightning to restore, I would keep this baby. Asking price is \$450 as is. Measurement certificate available. Boat is located in Califon, New Jersey. hove@comcast.net

8690 Built by Saybrook Yacht Yard in 1965. In storage for over the last 15 years; Allen Boat Works low-bunk trailer; metal mast and boom; Fisher sails plus second set; updated hardware and lines. Great wood boat in great condition. \$2,900 obo. Boat located in Pennsylvania. 617-834-8535 or marklkeene@gmail.com

unknown number - 1964 wooden lightning. \$2000 with 5hp motor or \$1500 without. Includes 2 wooden masts and booms. All bronze hardware. Needs some deck work. Includes trailer. Email for more info. jimfofarrier@aol.com

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

7606 Probably the fastest wood Lighting 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

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

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. Lcated in Branchport, NY. Contact Peter Gamba -315 595 8899, pgamba1007@aol.com taken in August 2014

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-lasting 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@iyr.org

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

2833 Classic 1947 Skaneateles Wooden Lightning. Everything original except for a partial rebuilt in 2003 as follows: new centerboard trunk; new cockpit area sawn white oak floor timbers; new stainless steel mast rig tangs fabricated to original 1938 design drawings, new standing rigging stays fabricated by West Marine; new canvas deck; new West System single layered fiberglass bottom for preservation (could be removed to original cedar bottom which is still in place); new navigation lights, anchor light, switch panel, and battery; refinished original Sitka spruce mast and boom; original refurbished sails, main and jib with running rigging; full boat cover by Sailors' Tailor. Professional Survey (2004) indicating Market Value = \$6,000.00 and Replacement Value: \$14,000.00 - \$16,000.00. EZ Loader Boat Trailer (2006) in excellent condition. Current 2015 condition is excellent: Fresh topside Interlux Premium Yacht Enamel white paint and varnish on boom, rub rails, transom, floorboards, centerboard trunk, seats, and rudder. Location: Portsmouth Boating Center, VA. Asking Price: \$5,000.00 or best offer. Contact John: (757)-374-4024 or j.suhre@verizon.net

758 Built by Skaneateles Boatworks in April 1942. Original bronze equipment and fittings, including 2 winches (1 straight, one tapered), and 5 belaying pins. Wooden mast and boom. Light duty trailer. Boat was discovered outside for 25 years in a Colorado backyard, and is currently inside. Free to anyone interested in serious restoration work. Contact Bill Cabral at wcabral@msn.com

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

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Geoff Becker

Brazilian National Championship

Yacht Club Santo Amaro, Guarapiranga, São Paulo, Brazil

Claudio Biekarck, Gunnar Ficker, Maria Hackerott



SCYA Midwinters Regatta

Mission Bay Yacht Club, San Diego, CA

Jeff Coppens

Deep South Regatta

Savannah Yacht Club, Savannah, GA

Eric Oetgen

Winter Masters Championship

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

Ched Proctor, Jaimie Ewing, Meredith Killion

Winter Championship – Woody

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

Dave Dickerson, Heidi Hogan, Dave Viens

Winter Championship – Pan Am Qualifier

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

Tito Gonzalez, Trinidad Gonzalez, Christian Herman

Midwinter Championship

Coral Reef Yacht Club/Fleet 226-Miami, FL

Ched Proctor, Charlie Proctor, Scott Gise

Southern Circuit

St Petersburg Yacht Club & Coral Reef Yacht Club

Tito Gonzalez, Trinidad Gonzalez, Christian Herman

San Isidro Labrador

Club Nautico San Isidro, Buenos Aires, Argentina

Nicolas Fracchia, Gonzalo Pollitzer, Maria Paula Salerno

Springboard Regatta

Western Carolina Sailing Club/Fleet 391-Anderson, SC

Bobby Savoie

Texas District Championship

Houston Yacht Club/Fleet 5211-Shoreacres, TX

Lawrence Frost

Southeastern Lightning District Championship

Lake Norman Yacht Club/Fleet 4151-Mooresville, NC

Marcus Moehlman

4th Annual Moonshine Regatta

Virginia Inland Sailing Association 1-Smith Mountain Lake, VA

Steve Constants

Long John Regatta

Monmouth Boat Club/Fleet 701-Red Bank, NJ

Justin Coplan

Mid-Continent Regatta

Carlyle Sailing Association/Fleet 255-Carlyle, IL

Todd Wake, Kristine Wake, Doug Wake

Doc Gilbert Memorial Potomac Cup

Potomac River Sailing Association/Fleet 50-Washington, DC

Frank Gallagher

Burl Harmon Memorial Regatta

Indianapolis Sailing Club/Fleet 270-Indianapolis, IN

James Taylor, George Auer, Carl Taylor

Lightning Tune-Up Regatta

Lansing Sailing Club/Fleet 387-Haslett, MI

Mark Allen

No Gas Regatta

Severn Sailing Association/Fleet 329-Annapolis, MD

Allan Terhune, Katie Terhune, Marcus Eagan

One-Design Regatta

Cedar Point Yacht Club/Fleet 126-Westport, CT

Stu Nickerson, Kip Hamblet, Bill Dodge

Spring Classic

Pymatuning Yacht Club/Fleet 361-Jamestown, PA

Matt Fisher, Skip Dieball, Mallory Dieball

Nigerian Nationals

Lagos Yacht Club/Fleet 510-Lagos, Nigeria

Lloyd Crisp, David Kruyt, Claire Marion

Canadian Pan Am Qualifier/Icebreaker Regatta

Toronto Sailing & Canoe Club

Jamie Allen, Jay Deakin, Chantal Leger

Southern District Championship/Juby Wynne Regatta

Southern Yacht Club/Fleet 62-New Orleans, LA

Larry Frost, Watt Duffy, Dan Ramsay

PRSA Spring Regatta

Potomac River Sailing Association/Fleet 501-Alexandria, VA

Bill Mauk

Bayview One Design Regatta

Bayview YC/Crescent Sail Yacht Club/Fleet 51-Detroit, MI

Todd Wake

Wawasee Youth Clinic & Regatta

Wawasee Yacht Club/Fleet 154-Syracuse, IL



SELD Ocean Regatta

Carolina Yacht Club/Fleet 5111-Wrightsville Beach, NC

Jim Harris

California District Championship

Mission Bay Yacht Club /Fleet 194–San Diego, CA
Jeff Coppens, Matt Burrridge, Tom Goddard

Spring Regatta

Mallets Bay Boat Club/Fleet 301–Burlington, VT
Jamie Allen

Celebration of Spring Regatta

Newport Yacht Club/Fleet 71–Rochester, NY
Chad Atkins

Lighthouse Regatta

Fond du Lac Yacht Club/Fleet 442–Fond du Lac, WI
Richard Walsh, Terry Cono, Chris Straton



Richard Walsh, Terry Cono, Chris Straton

Pacific Northwest District Championship

Vancouver Lake Sailing Club/Fleet 283–Vancouver, WA
Darrell Peck, Lori Daily, Abby Boudouris



Lori Daily, Darrell Peck, Abby Boudouris

New Jersey Governor’s Cup

Riverton Yacht Club/Fleet 228–Riverton, New Jersey
Mark Schneider

Bay City Regatta

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

Magnus Pedersen Regatta

Nyack Boat Club/Fleet 75–Nyack, NY
Josh Goldman

Metropolitan District Championship

Nyack Boat Club/Fleet 75–Nyack, NY
Bob Sengstacken

Dixie District Championship

Seven Sailing Association/Fleet 329–Annapolis, MD
Justin Coplan



Zach Buczkowski–Youngest Sailor

Ohio District Championship

North Cape Yacht Club/Fleet 42–Lasalle, MI
Sjoerd-Jan Vanderhorst, Annika Vanderhorst, Kathy Vanderhorst

Indiana District Championship

North Cape Yacht Club/Fleet 42–Lasalle, MI
Bill Allen, CJ Zseplaki, Sam Russell

Michigan District Championship

North Cape Yacht Club/Fleet 42–Lasalle, MI
Skip Dieball, Laurie Dieball, Mike Stark

MI, OH, IN District Championship - Overall Combined

North Cape Yacht Club/Fleet 42–Lasalle, MI
Skip Dieball, Laurie Dieball, Mike Stark

CNY District Championship/CAZ Flash Bash

Willow Bank YC/Fleet 164–Cazenovia, NY
Kirk Reynolds, Kira Munger, Logan McReynolds

Mississippi Valley District Championship

Harbor Island YC/Fleet 262–Nashville, TN
Gerry Paoli, Susan Paoli, Ian Moriarty

Lake Erie District Championship

Erie Yacht Club/Fleet 24–Erie, PA
David Starck, Ned Roseberry, Sarah Paisley



David Starck, Sarah Paisley, Ned Roseberry

Kaleigh Wilday Youth Award
Sabrina Starck



James Island Yacht Club Regatta

James Island Yacht Club, Charleston, SC
Eric Oetgen

Central Atlantic District Championship

Barneget Light Yacht Club/Fleet 335–Harvey Cedars, NJ
Justin Coplan, Danielle Prior, Ian Sanderson
Keith Taboada/Schon Russ/Schon Chris CAD Champions*



Canadian Open Championship

Buffalo Canoe Club/Fleet 12–Ridgeway, Ontario, Canada
Larry MacDonald, Julianne MacDonald, Joy MacDonald

New England District Championship

Bow Lake Yacht Club/Fleet 493–Strafford, NH
Bill Fastiggi, Suzy Coburn, Meg McKinnon

Connecticut/Rhode Island District Championship

Madison Beach Club/Fleet 129–Madison, CT
David Peck, Paul Campbell, Zachsteuer



Zack Shuster

Atlantic Coast Championship - Masters' Division

Southampton YC/Fleet 431–Southampton, NY
Bob Sengstacken, Penny Sengstacken, Daniel Zitin



Bob Sengstacken, Penny Sengstacken, Daniel Zitin

Atlantic Coast Championship

Southampton YC/Fleet 431–Southampton, NY
Ched Proctor, Meredith Killion, Andreas Adams

Central Canada District Championship – First Half

Temple Reef Sailing Club/Fleet 279–Thunder Bay, Ontario, CA
Richard Walsh, Tina Walsh, Chris Stratton, Daniel Hansen

Champagne Regatta – Classic

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

Champagne Regatta

Keuka Yacht Club/Fleet 252–Hammondsport, NY
Jed Dodge

Stump Buster Regatta

Indian Lake Yacht Club/Fleet 23–Russells Point, OH
James Taylor

Evans Regatta

Windjammers Sailing Club/Fleet 112–Green Bay, Wisconsin
Craig Pomeroy, Crystal Pomeroy, Zach Meredith

Midwest District Championship

Windjammers Sailing Club/Fleet 112–Green Bay, Wisconsin
Todd Wake, Kristine Wake, Ben Wake

One Design Regatta

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

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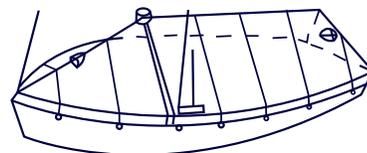
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- heat-cut edges on seams will not fray
- straight-stitch seams hide thread from UV
- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

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

ROOKE SAIL INC.

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Memphis, TN 38111
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International Lightning Class Association
1528 Big Bass Dr
Tarpon Springs, Florida 34689 USA



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50th Anniversary Regatta

November 7–8