



Team Linton Wins at the Worlds



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Microphone Regret

Amy Smith Linton

The French have a great phrase, "l'esprit d'escalier" or "staircase wit." It's for those times when you come up with the great thing you should have said, which you think of just a few minutes too late, perhaps as you walk down the stairs to catch your cab. It was regrettable that I—the foredecker, fer heaven's sake—got hold of the com during the awards ceremony at the Yacht Club of Greece. I am a words-on-paper person, editing! re-writing! If I didn't know this before the 24th Lightning World Championship, I certainly do now. So in the interest of making up for my cheerful but ill-considered speech in Greece, let me make a second run, in hopes of skipping the faux pas (French for "dumb-ass mistakes") this time.

Thank you to the entire race committee and organizing crew at the Yacht Club of Greece. Special appreciation goes to Paul Schlizzi (the PRO, who was a dead-ringer for Odysseus) and Lisa Stathatou (aka "Lisa the Greek," who could be heard before each race, counting down on the radio with this great line: "One minute to Pappa. One minute to P-flag.") for a well-run regatta.

—continued on page 5



President's Column

Steve Davis

Thank you to all the Fleets that voted for the Slate of Officers. It is an honor to have served the Class, and I appreciate the opportunity to be able to do it for another year. Jan and I are having a blast going to all the Districts and regattas, even though our top-notch Denver garden is suffering from lack of attention.

As a note in the heritage of the Class, a third generation Lightning sailor has been elected to the Governing Board. Ryan Ruhlman is the son of Abby and Rob Ruhlman—Class Treasurer—and grandson of John Ruhlman—Past President. With sister Maegan he comprises part of the triumvirate of current Ruhlman Lightning skippers and is the third family member to sit on the Governing Board. Congratulations to this outstanding Lightning family!

I feel like I have been the "traveling man" this year. Adventures to the Southern Circuit, California Circuit, Nigeria, Wisconsin, Greece, Leesylvania and Annapolis have been completed. In each location, the vitality of the Lightning Class has been keen. Every Fleet has its concerns, but all have exhibited the competitive spirit and camaraderie that keep us active in this sport.

My goal for the "2nd Term" is to continue to visit all the Districts. Of the 30-some Districts, I have been to fourteen Districts during my tenure as Class President so far and plan to attend the South American Championships in Colombia this November. It has been very important to visit the Districts to understand their challenges and to meet the Class members.



Thank you Brian and Laura for sailing with me in Greece

My next goal is to find a way to supply boats to the European and South American Areas. The number one issue with the Fleets in these Areas is access to quality Lightning boats. I would like to challenge those Fleets to grow, and somehow the Class will assist in getting boats there. The next South American Championship is scheduled for Colombia, and the next European Championship is scheduled for Switzerland. I would like to deliver a container of boats to the events for new members/buyers and possibly a Boat Grant Program.

Look for the 2007 Yearbook in your mailbox!! It is being printed and should be to you soon.

Get in your Lightning Boat (join the Class first!!) and go sailing on September 1st to celebrate the 100th Anniversary of ISAF.

See www.sailing.org for more details.

Governing Board Meeting July 22, 2007—Athens, Greece

Call to Order

Governing Board Meeting was called to order by President Steve Davis. Roll Call by Brian Hayes, Secretary.

In Attendance:

President Davis, Secretary Hayes, Treasurer Ruhlman, Chief Measurer Bill Clausen.

Vice Presidents: Todd Wake, Jim Allen, Jim Carson, Jacques Perret, Bill Mauk, Amy Linton, Peter Hall, Julian Calvin, John Faus, George Andreadis.

District Commodores: Jeff Coppens, Jo Mauk, Peter Hall, Juha Aromma

Executive Secretary Jan Davis

Proxies held: Carol Ewing, Jo Mauk, Valerie Tardiff, Richard Welsh, John Heagy, Hans Graf, John Townsend, Mike Brock

READING OF THE MINUTES FROM THE LAST MEETING

Jim Carson moved that we dispense with reading the minutes of last meeting, seconded and unanimously approved.

REPORTS OF OFFICERS

President's Report—Steve Davis

President Davis, thanked all for attending and extended a special welcome to the countries attending the World Championships for the first time. He reported that the Class Office is operating satisfactorily and asked all present to please let him know if there is anything else we can do. VP Bill Mauk expressed his appreciation to President Davis for the "quest" of traveling to visit all the Districts of the Lightning Class.

Treasurer's Report—Robert Ruhlman

Treasurer Ruhlman pointed out that Skipper dues are behind by ~\$7,000 from what we had last year. He pointed out that the Balance Sheet shows the ownership of the two Boat Grant Boats as assets of the Lightning Class.

Peter Hall expressed his congratulations to Bill Fastiggi and Allan Terhune for this outstanding program. President Davis expressed his thanks to Chief Measurer Bill Clausen for organizing the measuring for the Worlds and for his attendance at so many of our events.

Chief Measurer's Report—Bill Clausen

Bill Clausen thanked the Organizing Committee for their help in setting up the Measurement Process at the World Championships. Everything has gone smoothly, he thanked the competitors for their cooperation throughout the Measurement Process.

Secretary's Report—Brian Hayes

Secretary Brian Hayes reported that we have an increased number of paid fleets in 2007 and a decrease in Active and Crew memberships. In 2006 we had 951 Active members compared to 818 to date in 2007, 2006 117 Associates compared to 115 to date in 2007, 2006 had 908 paid crew compared to 662 to date in 2007. Paid Fleets in 2006 were 102, this year 117.

REVOCATIONS OF CHARTERS OR FLEETS

The following Fleets will be deactivated for lack of activity and payment of annual dues: Brazil Fleet 351 Flotilha de Lightnings de Niteroi, Central Canada Fleet 277 Clearwater Bay, Central New York Fleet 498 Selkirk, Central States Fleet 60 Jayhawk and Fleet 438 Perry, Chile Fleet 342 Higuierillas and Fleet 490 Aculeo Lake, Dixie Fleet 496 Swift Creek, Finland Fleet 468 Valkeakoski, Ireland Fleet 427 Killyleagh Yacht Club, Italy Fleet 312 Lega Naveale Italiana Anzio and Fleet 453 Flotta Del Transimeno, Lake Erie Fleet 115 Cuba Lake Yacht Club and Fleet 118 Flying Beaver Club, Long Island Fleet 58 Hewlett Bay, Michigan Fleet 137 Gull Lake Yacht Club, New England Fleet 280 Chesquesset and Fleet 471 Casco Bay, Ohio Fleet 33 Turkeyfoot Lake and Fleet 212 Atwood Yacht Club and Fleet 400 St. Mary's, Pacific Northwest Fleet 132 Lake Washington and Fleet 229 Chinook, Peru Fleet 265 Yacht Club La Punta and Fleet 424 Club Universtorio de Ragata, St Lawrence Valley Fleet 499 Point Claire Yacht Club, Southeastern Fleet 440 Palmetto and Fleet 500 Tennessee Valley, Switzerland Fleet 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee, Texas Fleet 435 Rush Creek Yacht Club.

We have a new fleet receiving its charter at this meeting: Fleet 513, Rock Hall Yacht Club, with Charter Members Doug Megargee, Ron Mullar, Charles Parry, Mich Grieb, Lee Urbani and Bill Edwards.

EXECUTIVE COMMITTEE RULINGS made since the last meeting needing ratification by the Governing Board are as follows:

Executive Committee Ruling on defining geographic regions:

Our active Lightning community has expanded and, as such, it has been requested that our "areas," as described in the ILCA Rules Governing documents, be defined to be inclusive of all current active Fleets. Therefore, the following will be used to assess all Fleet or Districts area affiliation.

North America: Includes United States and Canada and their territories.

South America: Includes all Central and South American countries as well as countries in the Caribbean.

Europe: Includes all European, African and Middle East countries.

Any country not included but has a Fleet that forms will be assigned an area in which to compete. These designations are for establishing criteria for participation in Area and World Championships.

Executive Committee Ruling—Byes to the NAs for Worlds participants:

All North American World's skippers are to be granted a bye to the North American Championships with the following contingencies:

- Acceptance of a bye by the competitor requires a completed NA entry form as well as a \$50 non-refundable deposit.
- Bye must be accepted by May 31, 2007 by notifying the class office and completing bye requirements.

This ruling is set so that competitors who will be shipping their boats to Greece will still have the opportunity to participate in the North Americans as well, if they so desire. If a World's competitor accepts a bye and is still able to compete in his/her Districts, their participation will not count towards the District quota and, therefore, their placement will not be used in allocating spots for that district.

Executive Committee Ruling

At the request of the North American Championships Organizing Committee, the Executive Committee has approved a ratio of 1:3.

Bill Mauk recommended that perhaps the Executive Committee needs to review the residency Rules for Worlds Qualification.

Regarding the ratio change for the North American Championships, Jim Carson questioned the negative effect this might have on membership. Brian Hayes noted that participation at District Championships has been down this year, and this is what prompted the decision that was made. He pointed out that our rules call for 100 boats at our North American Championships, and this necessitated the adjustment.

Bill Mauk moved to approved all Executive Committee Rulings, Jim Carson against, Rulings approved.

VICE PRESIDENTS & COMMITTEE REPORTS

VP Worlds Mauk—Bill notified the participants that he needs people to help pack boats after the regatta, please notify Jan if you are able to stay and help.

VP So Circuit Amy Linton—Amy encouraged all Europeans to attend the Southern Circuit and noted that we had participation from the South Americans this past year at the event.

Peter Hall—Peter appealed to all to encourage their Junior sailors to attend the Junior World Championships that will be held in Canada next year. Peter Hall and Brian Hayes will coach all participants, making the regatta a learning experience for who attend.

North Americans—Brian Hayes. Todd is working on venues for years to come. No venue locked in for next year at this time.

Mallets Bay Worlds Dates—Jan will post the dates on the ILCA website.

NEW BUSINESS

Jacques Perret will organize a meeting with the other Europeans to discuss Area planning and coordination and solicit a volunteer for a VP Europe position on the Governing Board.

Bill Clausen moved to adjourn the meeting, this was seconded and the meeting adjourned.

Annual Meeting at the World Championships—Athens, Greece

Call to Order

Meeting called to order by President Davis

Roll Call of Fleets

Present: 36,12, 77, 145, 166, 169, 194, 228, 253, 250, 335, 430, 456, 488, 215, 510, 511, 502, 34, 286, 318.

Proxies held: 3,5,12,23,27,31,35,43,50,69,70,90,104,109,110,129,145,147,151,154,164,166,196,215,225,252,273,338,405,442,463,481,484,488,502,509,510. Quorum achieved.

MINUTES OF LAST MEETING

Ryan Ruhlman made a motion to dismiss with the reading of minutes from the last meeting. Seconded by Amy Linton.

REPORTS OF THE OFFICERS

President's Report—President Davis thanked to all who have attended this World Championships for attending.

Treasurers Report—Treasurer Rob Ruhlman presented the financial reports, Balance sheet and P&L were passed out to those in attendance. He pointed out that these are 6 month numbers. Note that Skipper and Crew dues are down this year in North America. He asked everyone to please encourage ILCA membership in their home fleets in order to support the organization.

Chief Measurer's Report—Chief Measurer Bill Clausen thanked everyone for their cooperation during the measurement process and for their tolerance of the heat. He thanked the Yacht Club of Greece; the club has been great in assisting his efforts.

Secretary's Report—Secretary Brian Hayes reported that we have an increased number of paid fleets in 2007 and a decrease in Active and Crew memberships. In 2006 we had 951 Active members compared to 818 to date in 2007, 2006 117 Associates compared to 115 to date in 2007, 2006 had 908 pd crew compared to 662 to date in 2007.

Paid Fleets in 2006 were 102, this year 117. The following fleets were deactivated at the Governing Board meeting for lack of activity and payment of Annual Dues. Brazil Fleet 351 Flotilha de Lightnings de Niteroi, Central Canada Fleet 277 Clearwater Bay, Central New York Fleet 498 Selkirk, Central States Fleet 60 Jayhawk and Fleet 438 Perry, Chile Fleet 342 Higuierillas and Fleet 490 Aculeo Lake, Dixie Fleet 496 Swift Creek, Finland Fleet 468 Valkeakoski, Ireland Fleet 427 Killyleagh Yacht Club, Italy Fleet 312 Lega Naveale Italiana Anzio and Fleet 453 Flotta Del Transimeno, Lake Erie Fleet 115 Cuba Lake Yacht Club and Fleet 118 Flying Beaver Club, Long Island Fleet 58 Hewlett Bay, Michigan Fleet 137 Gull Lake Yacht Club, New England Fleet 280 Chesquesset and Fleet 471 Casco Bay, Ohio Fleet 33 Turkeyfoot Lake and Fleet 212 Atwood Yacht Club and Fleet 400 St. Mary's, Pacific Northwest Fleet 132 Lake Washington and Fleet 229 Chinook, Peru Fleet 265 Yacht Club La Punta and Fleet 424 Club Universtorio de Ragata, St Lawrence Valley Fleet 499 Point Claire Yacht Club, Southeastern Fleet 440 Palmetto and Fleet 500 Tennessee Valley, Switzerland Fleet 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee, Texas Fleet 435 Rush Creek Yacht Club.

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EXECUTIVE COMMITTEE RULINGS

The Governing Board approved all Executive Committee Rulings made since their last meeting at the Winter Championships: Byes for Worlds Participants, Geographic Regions, NA Qualification Ratio.

VICE PRESIDENTS' AND COMMITTEE REPORTS

VP So Circuit Amy Linton—Amy welcomes all Europeans to attend the Southern Circuit and noted that we had participation from the South Americans this past year at the event. It is a great social event and fabulous sailing as well.

VP World Championships Bill Mauk—The next World Championships will be held 2009 Burlington, Vermont, second week in Sept.

On behalf of John Atkins, VP Youth World Championships Peter Hall announced that Brian Hayes, Larry MacDonald, Peter Hall will coach all attendees. Hoping for lots of participants. Let your Junior sailors know that there are lots of fun things to do in Montreal.

REPORTS FROM EUROPEANS

The European Championships will be held in Switzerland next year.

Greek championship had 10–12 boats, mostly young people. Currently Greece has two sailing schools using Lightnings as a crew training boat, they hope to promote the class through these efforts.

VP Nigeria Julian Calvin reported that they had 35 boats on the water for their Nationals. They hope for six more boats next year. They have no youth team do to the nature of their location. He expressed his thanks for the warm welcome of their fleet here at the World Championships. He also expressed his thanks for the Lightning Lab workshop put on in Nigeria by Skip Dieball and Steve Davis.

VP Fleet Development John Faus. John reported on the Boat Grant Program. This first year they had fifteen applications, and have funded four teams to sail this season in the US. Thanks to all who have donated boats and supported this program.

ELECTION OF OFFICERS

Slate has been published and is being presented for vote with two changes. Jim Carson moved nominations closed. A vote of the Fleets was taken. The Slate is elected.

Brian Hayes reminded everyone that the 70th Anniversary Regatta next July 4 in Skaneateles. Lightning Lab/workshops being planned for Friday.

Meeting Adjourned.

The Yacht Club of Greece re-organized their facility and schedule to make the Lightning Class feel welcome, and we had a wonderful time both on and off the water. I hope the club will host the Lightning Worlds again very soon.

Thank you to the ILCA. Countless people contribute to the ongoing efforts to ensure that this is truly an international class, honestly a one-design class, and clearly one of the best classes going. Thanks for letting us play in your World.

Thank you Jahn Tihansky for sailing with Jeff and me. Jahn is a childhood friend of Jeff's from Tampa. He lives now in Annapolis, Maryland, where he runs the US Naval Academy's Offshore program, and owns the J-World Annapolis. As some of you know, Jahn had some big shoes to fill in the middle of the boat, and he did a wonderful job. He is a skilled and experienced sailor and, although it hardly bears mentioning after some of those decisions on the water, a very smart tactician.

A big thank you to our friends and family who have enabled and encouraged the sailing adventures. This support team that includes Jahn's bride Patty Tihansky, our Moms and various siblings, Pappa Linton, Mark and the family Taylor, Mike Gable of Gable Enterprises, Bill Fastiggi at Vermont Sailing Partners, Tommy Allen at Allen boatworks, Leslie Fisher and Paulie Silvernail at Masthead Enterprises, the Lightning sailors of the Florida District, the Flying Scot sailors of Fleet 148, and the entire Davis Island Yacht Club. With their help, we get pushed faster around the course—wherever the course may be.

I will depart from formula to thank our skipper, Jeff Linton. He is a clever helmsman and a never-say-die competitor who gently steers his crew around the world. Thanks, honey. It's a great honor to stand at that podium, among those competitors, at that wonderful club. Words can't express it, actually, but thanks.

Highlights of the Trip to Greece

in No Particular Order—From Team 15083

- Learning what "Aegean Blue" really means. The water really **IS** that color.
- Not flipping, not getting flagged by the jury, and not getting hulled!
- A row of Smart cars parked sideways.
- Earning our ice-cream by climbing all those stairs and hills.
- The Acropolis, visible from the race course.
- The Mistral pool.
- Delphi and the Corycean cave.
- That gybe-set that felt like perfection.
- Twisting the night away at the Yacht Club of Greece parking lot.
- Call me a carnivore, but the scent of roasting gyro.
- Sunset from the seaside taverna in Crete.
- Mythos beer.
- Costas from the crepes restaurant cheering as we walked home bearing silver.
- The bullet in Race Six.
- Hitting the Marks & Spenser sale with Laura Jeffers after the four-race day. We are strong women!
- Random good conversations with new Lightning friends. Often in the Mistral pool.
- Hearing the national anthems, performed live by a brass band at the Yacht Club of Greece.
- More Mythos beer, shared in a big silver cup!



LIGHTNING WORLD CHAMPIONSHIP 2007

Results are final as of 17:41 on July 27, 2007

Sailed:8, Discards:1, To count:7, Entries:48, Scoring system:LIGHTNING WORLD

Pl	Bow#	Nat	Sail#	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	R7	R8	Pen	Total	Nett
1	33	USA	15083	Linton J	Linton A S	Tihansky J	5	7	6	6	6	1	5	-21		57	36
2	7	USA	14975	Terhune A Jr	Terhune K	Perkowski D	6	17	8	3	1	3	-18	3		59	41
3	24	USA	15265	Davis S	Hayes B	Jeffers L	-26	9	2	16	2	6	7	4		72	46
4	27	CHI	14791	Herman P	Herman L F	Engell C	9	-29	10	2	4	2	6	17		79	50
5	26	USA	15045	Fisher M	Nickel. D	Drake J	7	5	9	-19	7	9	17	8		81	62
6	50	USA	15255	Hallagan R	Ten Eyck H	Pope D	20	3	1	-27	10	12	8	9		90	63
7	64	USA	15257	Ruhlman R	Ruhlman A	Werley D	-37	4	18	10	3	16	2	10		100	63
8	9	GRE	11811	Vasilas A	Priftis V	Moghaddam G K S	11	14	14	1	11	4	10	-20		85	65
9	53	USA	15234	Wake T	Wake K	Moriarty D	2	25	12	14	(50 OCS)	15	1	2		121	71
10	3	CAN	15210	Hall P	Deakin J	Allen J	14	8	-30	24	5	18	3	1		103	73
11	52	USA	14866	Mauk B	Kulinichenko V	Sumpton M	3	1	21	17	15	11	-23	7		98	75
12	2	USA	15241	Barden P	Till C.	VanArsdale T	8	19	7	11	20	7	-45	19		136	91
13	57	USA	14957	Ruhlman R	Turney M	Schon M.	-33	21	17	9	30	5	4	6		125	92
14	10	GRE	15077	Dimou A	Mallis N./ Piperakis H	Haniotis C	1	18	15	13	19	8	19	-27	5	125	98
15	39	SUI	13790	Wylar U.	Durr W.	Durr G	4	(49 DNF)	3	23	8	23	26	13		149	100
16	35	USA	13856	Petit de Mange E	Carroll S	Deming D	18	22	5	18	(50 OCS)	25	11	12		161	111
17	68	USA	15075	Ruhlman M	Fisher M	Bradley K	27	20	11	-29	12	10	21	15		145	116
18	20	USA	9	Allen G T Jr	Allen S	Allen J	29	6	24	7	25	-39	24	5		159	120
19	41	GRE	15144	Andreadis S.	Mantis C	Parousi O	25	10	4	-36	36	20	13	14		158	122
20	25	USA	15235	Faus J	Lobos V	Brown W	16	24	27	12	23	-38	25	11		176	138
21	44	USA	15122	Carson J	Stagaard R	Dunn K	21	12	28	21	14	-36	27	16		175	139
22	19	BRA	14894	Sumner T	Brito F	Gil F	22	2	19	-40	26	14	29	28		180	140
23	1	FIN	15281	Aromaa K	Aromaa J	Aromaa M	24	11	29	15	18	31	15	-33		176	143
24	38	GRE	15245	Stylidis O	Bonas P	Andriotis Y	23	15	38	4	21	13	34	(49 DNF)		197	148
25	30	ITA	13462	Jommi C	Mariani G	Americo M	17	13	-36	8	33	21	28	32		188	152
26	22	USA	14654	Bush R	Bush A S	Depenbrock J	13	27	23	31	(50 OCS)	17	9	42		212	162
27	36	USA	15340	Spira D	Shore R	Flack R	-39	35	32	22	13	29	14	18		202	163
28	47	USA	15330	Finkboner S	Lyons J	Tondreau G	-47	23	16	28	16	24	20	39		213	166
29	42	USA	13726	Buckles B	Florian G	Edgell E	34	38	35	5	17	26	-40	24		219	179
30	37	COL	14802	Tamayo G	Guerrero J N	Delgado J A	-40	37	20	20	38	27	16	31		229	189
31	32	USA	15276	Lange P	Lange J	Thomson A	15	39	22	37	29	19	-46	29		236	190
32	17	GRE	14377	Aivazis T	Sikiniotis M	Tsigakos L	12	30	25	30	31	33	-38	30	5	234	196
33	28	USA	15272	Grinder M	Grinder M	Montgomery A	-41	36	26	33	24	28	37	25		250	209
34	34	SUI	14530	Perret J	Montmollin A	Louis A	19	32	37	26	34	30	33	(49 DNF)		260	211
35	11	FIN	14018	Lappaloien N	Hannila P	Kanerve K	10	26	40	32	(50 DSQ)	37	44	26		265	215
36	4	GRE	12007	Mavridis C	Adamopoulos Y	Theodorakis D	36	28	13	(50 DSQ)	35	50 DNE	39	23		274	224
37	14	GRE	14361	Vasakas N	Pangakis Y	Caseley P.	-45	34	31	39	32	40	12	38		271	226
38	40	USA	14811	Allen T Sr	Allen J	Papachristopoulou C	35	-45	39	25	9	43	41	36		273	228
39	49	USA	14415	Glenn G	Hopkin C	Buzby A	-44	43	42	38	27	35	22	22		273	229
40	6	GRE	14211	Petikidis D	Telios D	Tsekouras T	42	33	34	42	22	22	-43	41		279	236
41	43	AUS	13527	Barton A	Calvin J.	Use D	38	-42	33	41	39	34	30	35		292	250
42	46	USA	15324	Haas M	Engebretsen K	Engebretsen E	32	31	44	34	37	45	(49 DNF)	37		309	260
43	31	USA	15325	King K	Eldon M.	Leek R	46	44	-47	35	28	41	35	34		310	263
44	45	AUS	15323	Edwards I	Schwartz G	Emslie A	28	40	41	43	42	42	36	(50 OCS)		322	272
45	23	USA	14924	Coppens J	Moriarty T.	Sears J	30	16	49 DNF	49 DNC	49 DNC	49 DNC	31	(50 OCS)		323	273
46	5	FIN	14331	Pesola S	Jarvenen T	Kangas R	43	41	-46	44	40	44	32	40		330	284
47	8	GBR	15322	Willmott R	Alderson D	Willmott T	31	46	45	45	41	(49 DNF)	42	49 DNF		348	299
48	13	FIN	14761	Hemming L	Hemming L	Hemming M	48	47	43	(50 DSQ)	43	32	47	43		353	303

WORLD CHAMPIONS



World Champions Jeff Linton, Amy Smith Linton, Jahn Tihansky being presented the Edith Oliver Dusmet trophy



Runner Up Allan Terhune, Katie Terhune, Dave Perkowski being awarded the Finnish Challenge Cup



Second Runner Up Steve Davis, Laura Jeffers, Brian Hayes being presented the Russ Scrim Trophy



Third Runner Up Pablo Herman, Luis Filipe Herman, Claus Engell being presented the Annapolis Trophy



5th Place—Matt Fisher, Doug Nickel & Jared Drake

European Championships

Sailed: 6, Discards: 1, To count: 5, Entries: 21, Scoring system: LIGHTNING WORLD

Rank	Bow#	Class	Nat	Sail#	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	Total	Nett
1	39	E	SUI	13790	Wylers U	Durr W	Durr G	1	3	-9	2	1	6	22	13
2	41	E	GRE	15144	Andreadis G	Vlastaki V	Pachoumas A	3	1	3	7	-10	3	27	17
3	12	E	GRE	14334	Stoubos M	Mandis C	Parousi O	4	6	2	4	3	-15	34	19
4	17	E	GRE	14377	Aivazis T	Sikiniotis M	Tsigakos L	2	4	4	6	5	-10	31	21
5	10	E	GRE	15077	Dimou A	Chaniotis C	Mallis N	6	2	1	3	(23.0 DSQ)	11	46	23
6	18	E	GRE	15244	Manolakis Y	Manolakis S	Ntasis D	(22.0 DNF)	11	8	1	7	5	54	32
7	9	E	GRE	11811	Vasilas A	Priftis V	Moghaddam GKS	5	8	11	5	6	-12	47	35
8	1	E	FIN	15281	Aromaa K	Aromaa J	Aromaa M	-14	13	10	8	2	7	54	40
9	19	E	GRE	14211	Papoutsoglou A	Telios D	Asvestakis G	9	-14	6	13	4	8	54	40
10	4	E	GRE	12007	Mavridis C	Adamopoulos J	Tsekouras A	7	5	7	-16	11	13	59	43
11	38	E	GRE	15245	Bonas C	Bonas P	Andriotis Y	16	7	(22.0 DNF)	14	8	2	69	47
12	11	E	FIN	14018	Lappaloien N	Hannila P	Kanerve K	10	-17	16	9	12	1	65	48
13	45	E	AUS	15323	Edwards I	Schwantz G	Emslie A	8	12	14	-15	9	9	67	52
14	15	E	GRE	13981	Stratiou A	Teliou A	Kalidonis M	15	-16	12	10	13	4	70	54
15	16	E	GRE	15190	Tsokaras V	Jackson R	Petrogonas M	12	9	5	12	-16	16	70	54
16	14	E	GRE	14361	Pangakis Y	Celsey P	Vazakas N	11	10	17	17	14	-19	88	69
17	43	E	GBR	13727	Calvin J	Use D	Alderson D	13	15	15	-20	18	14	95	75
18	5	E	FIN	14331	Pesola S	Jarivenen T	Kangas R	17	(23.0 OCS)	19	11	15	18	103	80
19	46	E	NOR	15324	Engebretsen K	Haas M	Engebretsen E	18	(22.0 DNF)	13	19	17	17	106	84
20	13	E	GRE	14362	Mitsopoulos G	Hatzimaliakas Y	Karinou M	19	18	18	18	19	-20	112	92
21	30	E	ITA	13462	Jommi C	Mariani G	Mandolini A	(22.0 DNC)	22.0 DNC	22.0 DNC	22.0 DNC	22.0 DNC	22.0 DNC	132	110



Champions—Urs Wylers, Walter Durr, Gilbert Durr



Runner Up—George Andreadis, V Vlastaki, A Pachoumas



2nd Runner Up—Emanuel Stoubos, Costas Mandis, Rania Parousi

International Masters

Bill Mauk (14866)

What a fabulous place to hold a regatta! All the important gods were there: Zeus, Poseidon, Hades, Hestia, Hera, Ares, Athena, Apollo, Hermes, Artemis and Hephaestus. What a cast of characters. Our team of Kuli Kulinichenko Michele Sumpton and myself made sacrifices to Poseidon and Hermes before the regatta—we were taking no chances. As we quickly found out, our initiative was a critical success factor. Obviously, some of our competition had done the same to other gods. I just did not understand why so many made their sacrifice to Hades. Who was that guy that always tacked on us, and how about room at the mark?

Members of the team visited Athens' Parthenon, the Temple of Poseidon (at sunset) and the cities of Sikyon, Corinth, Sparta, Thebes, Argos, Delphi, Olympia, Mycenae. We read Aeschines, Aesop, Euripides, Homer, Horace, Plato, Virgil and Tacitus (heck with the North tuning guide). What a wonderful country. They have contributed so much to whom we are as people and nations. With this as prelude, we felt prepared.

We arrived before any foreign team. The Yacht Club of Greece and the Organizing Committee were ready for us. More than ready. They went out of their way to make us feel at home. This was a world class event, run by world class people! George, Anna, Lisa and Paul, what a wonderful job you did.

Everything from the logistics of the boats, opening and closing ceremonies, dinners, and race committee work, etc. was first class. Looking out from the Club's deck balcony, during the opening and closing ceremonies, and seeing the Acropolis will always be remembered! You put on a great show.

Making friends is a big part of the Lightning culture. My team, Jo and I enjoyed getting to know you and cherished our time with you. Thanks for all you did. And Andy Sinopoulos, you are the best. Thank you for all your insights, good humor, and teaching us how to eat the Greek way.

We actually did some sailing to prepare. We trained for three days in strong Meltemi and lighter sea breeze winds. We helped coach one of the Greek teams before their National Championship. We observed racing, on the water one day, of the Championship, while team Chile sailed my boat. And we sailed two races the last day of the regatta. We had a fair idea of the conditions going into the Masters.

Of course it took a lucky wind shift in the last race for us to come from behind to win the last race and the regatta. Of course that is sail boat racing.

Congratulations to the Andreadis, Wyler, Hallagan and Hall teams and all the competitors. It was fun racing with you. Let's do it again.



CHAMPIONS

Bill Mauk,
Vladimir Kulinichenko,
Michel Sumpton

CELEBRATION!



2007 Worlds





PRO Paul Schilizzi at the Skippers Meeting



Lisa Stathatou, Geroge Andreadis & Anna Andreadis



Nigerian ambassador to Greece meeting members of the Lagos Yacht Club



Italian Team—Carlo Jommi, Mariani Giancarlo, Americo Mandalini



The South Americans



Special Awards



Anne Allen presenting Angelos Vassilas with the Smither Trophy for the highest finisher who was a first-time participant at the Worlds



Amy Smith Linton receiving the Audrey Matteson Trophy



Bill Clausen presenting Lisa Stathatou with a Class Appreciation Award for serving as President of the Organizing Committee for the 2007 World Championships



Brian Hayes presenting Bill Mauk with a Class Appreciation Award for his outstanding service as Vice President, World Championships



Shelby Allen receiving the Kaleigh Wilday Trophy for being the youngest competitor at the Worlds

Open European Championship



Allan and Katie Terhune and Dave Perkowski

Prior to the Worlds, the Yacht Club of Greece also hosted the Open European Championship. This regatta coincided with the Masters, and it was an excellent warmup for both the competitors and the Race Committee. We arrived a day early to set up the boat, and the first thing we noticed, it was HOT! The club was very well organized and everything from registration to measurement went swiftly.

Our story is quite unusual, as our middle crew Dave was flying in the day the regatta started. Unfortunately due

to weather in the US, he missed the first day. We were lucky enough to twist JoAnn Schon into sailing, as well as Todd Wake, until Dave arrived. It was a five-person team! We all had a great time.

The wind during the regatta was crazy. There were 180 degree shifts every day. Brian Hayes and I had a bet on how many times it would shift each day. I believe the record was five 180s in one day! Everyone's first thought was that they would not want to sail in that. My thought was, I would not want to be in the Race Committee.

It was a fantastic regatta, which we were fortunate enough to win. Bill Mauk and team won the Masters and Urs Wyler won the top European. The team of the Hermans and Claus Engel from Chile sailed a great regatta and if not for a crazy last race, probably would have won the event.

One note about the regatta that was really cool. This regatta was a ranking regatta for the Youth sailors from Greece. I originally thought it was ranking for their sailing team, but it actually was to get points which would allow them to choose their college! We were trying to figure out why the regatta was so cut throat for them—now we know why. Who would have thought a Lightning regatta could impact a college choice? It was really cool to see.

Congrats again to Jeff, Amy and Jahn for winning the Worlds. We had a great time in Athens and can't wait to go back.

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Lightning Family News

Welcome Back Returning Member John Bice

Vermont Lightning sailor Bill Fastiggi had some impressive things to say about the ILCA, of which I used to be a member a long time ago.

My name is John Bice (Jeane, formally), and I sail off the East End of Long Island, in the Sound. I am gravitating back to the fold and was convinced by Bill that I should re-up.

My Lightning is #10510. Its three previous owners have brought about its resurrection from wreckage—a pretty boat decked out, as it were, in fine cedar planking and teak. Not a racing boat, just a classy day sailor. I will require a serious boat in the near future for serious racing.

Welcome Back Returning Member Mark Osterman

I own and sail Nickels & Dimes with my wife, Jane. We solved the issue of our third crew by “growing our own,” our daughter H el ene, soon to be thirteen, who will be our regular crew. She comes from a “lifetime” of experience in the Opti Class and is therefore probably more competent than her old man at starting in big fleets. So everyone can look to see her at the helm on occasion!

Hope to see lots of people and maybe some old Lightning friends from the late eighties and early nineties at the Junior Worlds at Royal St. Lawrence Yacht Club next year.

Editor’s note: Mark Osterman won the 1989 Worlds with Peter Hall and Alain Boucher, and he also won the 1985 North Americans, crewing with Bill Shore and Don Brush. He’s definitely a “returning” member!

News from the Pacific Northwest

We’ve had major excitement at both Vancouver Lake and our District Championships. There was a news person and photographer out on Tuesday night and we had about fifteen boats with three races. It should make a good story for the newspaper.

At our Districts, Kara broke her finger under the CB at the end of the second race. I started to sail in, and she yelled at me that she didn’t go all the way to Canada to spend the day in an ER. We turned back for the starting line and won the next three races!

After our return home, Allison dropped a bar glass on her foot and broke a bone with other damage. We’ll be the sailing wounded in Maryland with lots of stories to tell.

My Olympic Finn campaign is ramping up for the Trials in October. This past season, I finished second in the pre-trials and first in the Pacific Coast Championships. I’m currently ranked third on the US Sailing team using primarily Skip Dieball Finn sails.

Darrell Peck

Editor’s note: Darrell, Allison and Kara healed up nicely! They placed 16th in the North American Championships.

From the Class Office:

**Please remember to take a group
photo of your Fleet for the
next Yearbook.**

Yearbooks

2007 Yearbooks have been mailed to all 2006 Skipper and Associate Members. If you would like to purchase a copy of the book (covering the 2006 sailing season) please call the Class Office. \$15 each.

For the next Yearbook please remember to take pictures of your local regattas—people, group shots on the lawn, in front of the club, as well as on the water shots are great. Please assign someone from each District and Fleet to write up the Reports covering this year’s activities.

***The deadline for submission of materials for the 2008 Yearbook is:
November 1, 2007.***

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

Phone: (303) 325-5886 • Fax: 303-699-2178 • E-Mail: office@lightningclass.org

www.lightningclass.org



A Pan American Perspective

Bill Faude

(AKA #27, the 27th potential crew member the Starcks asked to sail in the Pam Am trials before one accepted)

As I write this, we've been home from Brazil for ten days. In that time, I've gotten warm again. I haven't needed my magic wool hat (the one that was knitted for me by Audrey Mattesson and recovered and returned to me after capsizes in two lakes and the Pacific Ocean). It's been in three sailboat races; we haven't touched a line in any of them, and we've won all three! My two-and-a-half-year-old has taken permanent possession of 'her' silver medal. She occasionally lets me look at it—if she can be interrupted in her quest to pulverize it on the mudroom floor. One more thing—I miss the Lightning family we were with in Brazil.

We learned a lot participating in an Olympic-style event. If you'd like, you can go to:

www.lightninginrio.blogspot.com

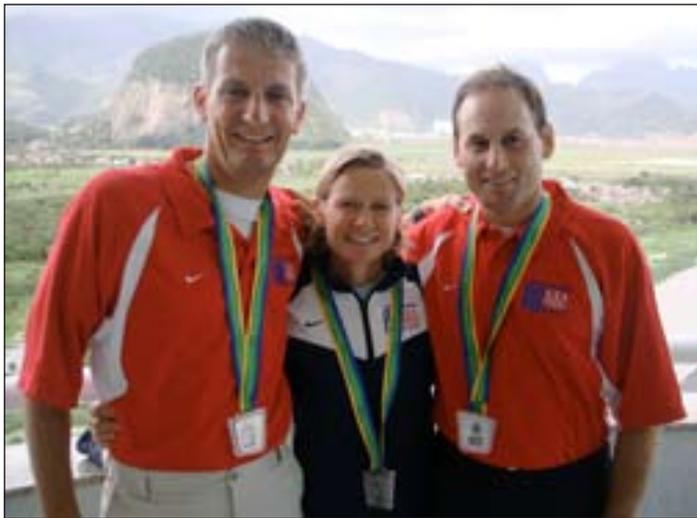
and read a little bit about what it felt like to me to be in the middle of that amazing event. The USOC and US Sailing gave us incredible support. We had very diligent coaching. We had an incredible trainer. We were surrounded with security. It was fantastic to bond with our

teammates on the US Sailing team—former Olympic medalists, former Rolex winners, future gold medalists. It was incredible to sail a regatta among all that hoopla...speaking of which, we even became friends with both men's and women's US hoop team members. All that was amazing.

But perhaps even more amazing than anything about the actual sailing in the games was being a Lightning Sailor in the games. I never understood how important, how wonderful being in the Pan American Games is to the International Lightning Class. I was President of ILCA for two years. For ten plus years before that and at every major meeting before and during that time, someone, Jim Carson, Larry MacDonald Sr., Dave Sprague, or someone with equally good perspective on International Sailing, would make a report on the outlook for the Lightning staying in the Pan American Games. It was generally pretty iffy. We had six or seven countries interested in sailing in the games. The Pan American Sailing Organization wanted more countries to participate. If we didn't get more countries to sail, we'd be in trouble. We were always told how critical Pan American status was to the Lightning in South America. I've got to tell you, at that time those guys sounded like a broken record to me. We would never really lose the Lightning in the Pan Ams. Would we?

My gosh, I was so wrong. Maybe the only reason they sail Lightnings in those games is that those folks worked so hard to keep the boat in those games. My Lightning friends from different countries won medals because of the behind-the-scenes effort they made for those games. Andy and Bill and Heather. Larry and Julie-Marie and Trevor. Matt and Sean and Steve. Then for one of the games the Lightning was actually out. And Brian, who won the US trials, didn't get to go. I had no idea what a complete bummer that was until two weeks ago.





#27, Jody and David in the Pan Am Village

My advice:

1. Hug one of the people who have always understood... and has put in the time to keep our beloved square boats in the games.
2. Think hard about whether you know a sailor from Mexico who might like to sail the Southern Circuit next winter. It would be fantastic to have a Lightning with MEX on the main next time in Puerta Villarta in 2011. I've already got two Snipe Sailors from Paraguay who are prime candidates, and I'm working them.

Every night in the blog, there was a section called "The Neatest Thing That Happened Today." It was dedicated every night to Sabrina Starck and Camryn Faude.



Bill & Camryn-David & Sabrina

I'm going to end this article with a short list of the Neatest things that happened during our whole Pan American Games experience:

- Matt Fisher showing me his Pan American Games gold medal from Havana.
- Watching Nelson Schmidt measure the Lightnings. The guy knows what he's doing. He came down from Sao Paulo with just a few days notice—because the Lightning Class needed him. I know he burned up the long distance lines with Bill Clausen before he came down. He made the process fun too.



Nelson Schmidt

- Getting to the beach at Pt. Abino late on a Friday night after a week of work—before a weekend of practicing—and having Julie and Camryn already there.
- Larry and Debbie and Michael and Jody and Bob and Sarah around the campfire that night.
- Coming into the venue in Rio one morning and running into David Sprague, who had flown down to Rio from Toronto just to attend the kind of meeting he's been attending for years—the kind of meeting that keeps the Lightning in the games. He stayed in Brazil about twelve hours—and flew about twenty-five. He didn't leave before he sent an email to his office from right there in the boat park—we needed to know who'd had a good first day at the Lightning Worlds.
- Surviving (narrowly) a training run from Key Biscayne over the causeway to Coral Reef Yacht Club on Memorial Day weekend while we were practicing. Mental note to self: next time, carbon fiber bike!
- Getting an email from Matt Burrige during the games and realizing that people were watching—and rooting for us.
- Watching Tito and Diego and Cristian get their gold medals out of the corner of my eye—and being proud of our friends.
- Getting a hug from Claudio, Gunnar and Silva after getting their medals and being proud of our friends.
- Watching Richard Walsh, Jim and Alicia Cameron of team Canada win a race handily after sailing a very brave first beat up a side of the course we were curious about but didn't think would pan out.
- Going up wind with Juan Santos and team on a practice day and remembering that he goes pretty fast, then meeting his son on shore. That was neat.
- Ice cold Kwat: Official beverage of every meal for thirteen days in the Pan Am Village cafeteria.
- Waking up very early one morning, kicking the cobwebs around and figuring out I was still in the village. Then being psyched that nobody in the first twenty-six people my teammates asked said yes!

Place	Name	NOC Code	Points per Race							Medal Race	Ttl Pts	Net Pts
			1	2	3	4	5	6	7			
Gold	GONZALEZ Alberto GONZALEZ Diego HERMAN Cristian	CHI	1	1	(8)OCS	1	4	3	2	2	22	14
Silver	STARCK David STARCK Jody FAUDE Bill	USA	3	(4)	1	3	3	2	3	4	23	19
Bronze	BIEKARCK Claudio FICKER Gunnar SILVA Marcelo	BRA	2	3	4	2	(5)	1	1	6	224	19
4	SANTOS GARCÉS Juan SANTOS DILLON Juan HERRERA CASTRO Sebastián	ECU	5	2	3	(6)	2	6	5	10	39	33
5	WALSH Richard CAMERON Jim CAMERON Alisia	CAN	6	(7)	2	7	1	7	4	8	42	35
6	BETTINI Jose LAMAS Marcos GNERI Diego	ARG	4	(6)	6	4	6	5	6	-	37	31
7	HIGUERA Juan Sebastian BUSTOS Juan Camilo DEEB ORJUELA Nicolas	COL	7	5	5	5	(8)DNF	4	7	-	41	43


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15252





Is this a great Christmas card photo or what?



Mine's Bigger. My nose, that is!



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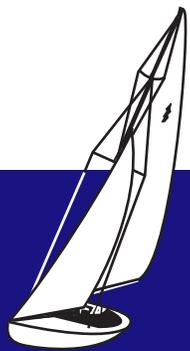
No matter what continent you're on, packing the container will never be fun.



Do they have sherpas in South America?



Winter in Rio is nothing like Winter in Buffalo



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com



2007 Wooden Lightning Get Together

July 28–29, 2007

Bob Astrove

The fifth annual Wooden Lightning Get Together was held this past July 28–29 at the Onondaga Yacht Club near Syracuse New York. Reaching our fifth anniversary is a big milestone, as it establishes the event as a true annual gathering by those of us who love our old wooden Lightnings.



Certainly these are not the fastest Lightnings around, and some are showing their years. Others are just drop dead spectacular-looking boats that truly reflect the evolution of the Class. At this year's event we had a first, with three boats sporting three digit sail numbers on the water: David Helman, Montclair, New Jersey (465), Doug Dixon, Gloucester Point, Virginia (584), and Jim Herz, Binghamton, New York (754).

Also joining us for the first time this year was Lou Maruiello, Chichester, New York (7310). Another noteworthy event was the official relaunching of 7310 and 465 after several years of work. It was a thrill to see both of these boats survive two days on the water with no problems beyond a few loose fasteners and the normal wooden boat problems that were managed via pump and sponge.

This year we shared the lake with an ESPN Bass Fishing Tournament, the winner receiving \$250,000. While our prize money was substantially less, like under 25 cents, it was quite a sight to see the ESPN trucks, helicopters, boats, and, of course, the \$50,000 bass boats with matching pickup trucks. Special thanks to Craig Thayer for coordinating with the fishing tournament organizers. There was some concern for how our presence on the lake might impact this televised sporting event. As it turns out, there was no impact. We coordinated the times we left the dock and returned, we raced in the deep water, and they fished along the banks.

As part of our evening activities we pulled out our growing collection of ILCA yearbooks dating back to 1948. Looking over the history of our boats was fun.



Little



Maurello



O'Brien

But I think most exciting was reading the old ads for boat builders and sailmakers. Reading some of the old go-fast articles is interesting as well. As an aside, next winter we plan to complete the project of scanning all the old yearbooks to CD's, making this Class history available to anyone interested.

And of course, I need to thank our hosts, the Onondaga Yacht Club, who every year welcome our rag-tag fleet with open arms. Craig Thayer, our host, organizes a terrific event, and his wife puts out lunches and dinner for us. I can't thank these people enough for their support of this unique event.

The racing this year was fantastic. Four races, and our boat, #7603, prevailed for the fourth consecutive year. Only this year was different. My teenage crew banished me to the front of the boat, and I crewed for Matt Klise (age 17), who along with my son Billy used this race as practice for the Junior NAs in a few weeks. Matt did a great job handling the boat and learning how to distinguish my non-stop "boat-babble" from the important stuff. Much more important than the competitive aspects of the sport, both Matt and Billy have gained an appreciation for the boats themselves and the responsibility of maintain-

ing these antiques. My goal has been to create two lifelong Lightning sailors as well as racers, and they appear to be making good progress.

Second place, for the fourth year in a row, was Bryne O'Brien and his wife Karen, from Ithaca New York. As in the past, the racing was close, including yet another photo finish in what is becoming an annual pattern. Third place again this year was David Little from Burlington, Vermont, along with his son Matt.

Joining the event for the second time this year was Ken Lambert and his wife Diane of Crystal Beach, Ontario. Ken finished fourth, benefiting from handing the tiller over to lifelong Lightning sailor Craig Thayer. David Teller, Bud Lake, New Jersey, along with his wife Judy and daughter Mellisa, joined us again this year, moving up to a fifth place finish. I have to note that the Tellers were the only boat not manning sponges and pumps all day. Their secret, they leave the boat in the water at a mooring all summer and the boat swells tight and dry. Doug Dixon also came back this year with his 'as original' restoration of 584. Unbelievable job of restoration, but as Doug (an old racing sailor) says, "Slow..."



Teller—Dixon—Little

Perfect for classic boat racing, on Saturday we had an 8–10 mph breeze from the northwest, perfectly aligned with the length of the lake. The race committee ran a series of relatively short courses. A couple of windward-lewards and a couple of triangular courses. Much like in the early days of Lightning racing, about half the fleet flew spinnakers and about half didn't. While this certainly spreads out the fleet, you have to keep in mind that the Woody Regatta is a different kind of event. Sure we have races, but it is very much a different kind of racing where finishing order is not necessarily as important as the thrill of finishing after taking a fifty or sixty year old boat around a course successfully.

As in prior years, Sunday we had some wind problems, light and shifty. We cancelled the races but got in a few hours of excellent casual sailing before we had to come in and pack up.

As in years past, we were joined this year by several boat owners whose boats were not quite ready for the event. Most notably, Fisk Hayden came by on Saturday. Fisk was looking over some details and taking some measurements for his restoration of Hull # 2. He thinks it will be ready for the 70th and should be quite a sight on the starting line. Buddy Wilkins, from Mt. Sidney, Virginia, along with his son Trey, are still working on 7293 and came to the Woody event for the second time. First timers Larry and Connie Bryon are mid restoration on boat number 6298 and drove up from the Philadelphia area. I think they got some information to help in their restoration and got out for two days of sailing. Brian Colvin joined the fun crewing for, I believe, his fourth time in the Woody event. Brian's assures us his restoration of # 8677 will be completed by next summer.

This year we awarded a new perpetual trophy to the highest placing first-timer attendee. David Helman took home the prize, a remarkably ugly lamp carved by prisoners at the Florida State Penitentiary.

Next year we will be moving our event to be part of the 70th anniversary celebration at Skaneateles. We are planning on twenty or so Woody's making the trip and are looking forward to allowing the rest of you to get a close up, hands on look at the evolution of the boats. Also coming for us old boat folks will be the "Classic" division at the Borderline regatta in October, and Doug Dixon and I are planning on using our old boats at the "Masters" Championship in August.

Boat #	Skipper & Crew	1	2	3	4	Ttl
7603	Matt Klise, Billy Astrove, Bob Astrove	1	2	2	2	7
10113	Byrne O'Brien, Karen O'Brien	7	1	1	1	10
13156	David Little, Matt Little, Trey Wilkins	2	3	3	3	11
7286	Ken Lambert, Craig Thayer, Trey Wilkins	4	4	4	5	17
5836	David Teller, Judy Teller, Melissa Teller	3	5	5	4	17
584	Doug Dixon, Gina Dixon	5	6	6	6	23
465	Dave Helman, Buddy Wilkins, Brian Colvin	6	8	8	7	29
7310	Lou Mauriello, Carol Maurello, Larry Byron	8	7	7	8	30
754	Jim Herz, Carol Herz	9	9	9	9	36

Owners present, boat remains work in progress:

- 2 Fisk Hayden
- 736 Craig Thayer
- 6298 Larry & Connie Byron
- 7293 Buddy Wilkins
- 8677 Brian Colvin



Matt Klise, Bob & Billy Astrove



Bob & Billy Astrove and Matt Klise



Lou & Carol Maruello and Larry Byron



Judy & Melissa Teller



David Helman & Brian Colvin



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BCC Youth Invitational

Maegan Ruhlman

This past weekend, August 4–5, the Buffalo Canoe Club once again showed its tremendous support for the future of our Class when they hosted the first, of what will hopefully be many, annual BCC Youth Invitational. The guidelines are simple: show up with a team consisting of at least two junior sailors, one of which must skipper.

We had a phenomenal turnout for the first time around, with a total of eighteen boats on the starting line! Some teams consisted of all juniors, gearing up for the Junior NAs, while other teams had

two juniors and an adult as the third crew member. For many, it was their first time driving a Lightning, and for some it was their first time ever even being in a Lightning, with the youngest skipper being about ten years old! The members did a great job getting their own kids out there, as well as publicizing the event to get teams from many different states and clubs, including as far away as Vermont!

To make the experience as fun and as valuable as possible, we sailed half-mile windward-leeward courses, finishing downwind, getting in eight races in two days! Furthermore, David Stark, just returning from the Pan-American Games, was a great asset as the on-the-water

coach for the event. David went around to all the different boats and helped them with sail trim, boat set up, and answered any and all questions they may have had before and in between all of the races.

He also held a very helpful chalk talk Saturday after racing, touching on a few of the basic ideas and strategies most important out there, including clean starts, being prepared for mark roundings, and communication on the boat to make sure everyone is on the same page and the team is doing what they think is the best thing at the time. The chalk talk was very informative, without being overwhelming for the younger ones, and David did a great job of being positive and very encouraging for all of the teams. He was very easy going and open, as were all the other adult experts, so that everyone felt comfortable asking questions and getting advice or support.

The racing itself was great fun, and it seemed that each race got more and more competitive as the teams became more comfortable with their team work, the conditions and the boat itself. We definitely saw some great improvement throughout the weekend, and most importantly, everyone had a great time! Off the water it was just as fun with a dinner and a boys versus girls tug of war game on Saturday night—in which the girls were the clear winners, I'm proud to report. The game was followed by a DJ and dancing that was set up for a club party, but that we were all able to enjoy.

Sunday the race committee did a wonderful job yet again, getting in three races before 1:00 PM so that we

could all get packed up, have lunch and award trophies, and be on our way by 3:00 PM, though as my Dad said, "No one ever really wants to leave the Canoe Club!"

All in all, it was an absolutely fantastic weekend and one of the coolest events I've ever participated in! I couldn't think of a better way to end my summer than to be at a Lightning event, surrounded by great friends, and seeing 30-40 junior sailors truly get excited about sailing the Lightning! It was an incredible event because it brought together the young and the young at heart for a phenomenal learning experience that promoted sailing, friendship, and fun, which is in and of itself the very essence of our class.

A huge congratulations and thanks goes out to Larry McDonald for putting this whole event together and really making it happen! Of course, he couldn't have pulled it off alone, so I would also like to thank David Stark, Bob Robinson and Peter Godfrey and all the others who helped them on race committee, Joe and Bob Stark as mark boats, and all the participants who were able to make this regatta such a success! I only hope that next year we can make it even more successful by getting even more juniors out there. They are the future of our Class, so mark your calendars for the first weekend in August, bring a boat or two from your club, and let's get 30-40 boats out there next year and then send them off from there to the Junior NAs!

2007 Buffalo Canoe Club Youth Invitational August 4 and 5

Rank	Sail #	Skipper	Crew	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	14416	Conner Godfry	Adam MacDonald, Larry MacDonald	BCC	(11)	5	3	1	2	2	3	9	25
2	15125	TJ Wright	Eddie Knibole, Jodie Swanson	BCC	2	4	2	(13)	1	9	4	3	25
3	15298	Lauren Jones	Jeffrey Markarian, Ian Jones	BCC	6	(11)	1	9	6	5	2	1	30
4	14050	Peter Hazelett	Connor Aswad, Bretton Gardner	MBBC	4	(OCS)	8	10	3	4	5	2	36
5	15015	Tim Werley	Ryan Ruhlman, Tristan Jackson	Pymatuning YC	8	(9)	5	7	5	7	1	7	40
6	15000	Katie Werley	Meagan Ruhlman, Samantha Maras	Pymatuning YC	5	2	4	8	9	10	(13)	4	42
7	15272	Kayleigh Godfry	Austin Sanders, Mark Grinder	BCC	3	7	6	5	7	(12)	10	5	43
8	15279	Peter Murphy	Kyle Crandall, Bob King, Peter Murphy	NYC	7	1	7	(14)	4	14	12	6	51
9	14371	Christine Maloney	Atley Sanders, Brian Starck	BCC	(15)	3	15	6	10	1	6	13	54
10	14849	Andrew Smith	AJ Murphy, Tom Shaw	Willowbank	13	8	12	3	(14)	6	9	8	59
11	14948	Tim Scanlon	Natalie Bates, Candy Neville	Chatauqua YC	10	(OCS)	13	2	11	3	11	12	62
12	15248	Kayla Oak	Abby Robinson, Kevin Robinson	BCC	1	10	16	(DNS)	12	11	16	11	77
13	15251	Abbie Probst	Allie Jones, Debbie Probst	BCC	(17)	6	14	4	16	8	15	17	80
14	14174	Lindsay Wright	Henry Ring, Dan Sprague	BCC	14	13	10	11	(17)	13	8	14	83
15	15246	Joy MacDonald	Maddie Waldron, Kathryn Maloney	BCC	12	12	11	12	15	15	7	(16)	84
16	14744	Rick Galbo	Julianne MacDonald, Rob Ruhlman	Pymatuning/BCC	9	15	9	15	8	(17)	14	15	85
17	14479	Ainsley Thompson	Linne Thompson, Merritt Moran	Rochester YC	16	14	17	16	13	(18)	17	18	111
18	14519	Avery Steadman	Madison Murphy, Josh Murphy	BCC	(18)	16	18	17	18	16	18	10	113



*Champions—Conner Godfry,
Adam MacDonald,
Henry Ring &
Larry MacDonald*

BCC Youth Invitational Race Winners



Individual race winners



*Runner Ups—T J Wright,
Eddie Knibole &
Jodie Swanson Starck*

2007 Buffalo Canoe Club Youth Invitational



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So. Circuit '07

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

Pymatuning Spring '07

1,2

Potomac Cup '07

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

No Gas Regatta '07

1,2,3*

Jackson Spring Fling '07

1,2,3,4,5

North Americans '06

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

South Americans '06

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

US PAN AM Trials '06

1,2,3

Youth Worlds '06

1st

* partial inventory

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Cedar Point Yacht Club

Westport, Connecticut

July 28-29

Cedar Point Yacht Club and Fleet 126 hosted the 2007 Atlantic Coast Championship Regatta. Forty-four boats from six states and Canada attended the event.

A stalled low pressure system was the story of the weekend. Although five races were scheduled, the race committee did a great job in getting three races finished. All races were held in light air and only a few drops of rain.

Brian Taboada came out of virtual retirement and figured out how to play the ebbing tide and shifting breeze to win what turned out to be the only race of the day on Saturday. The wind shut down completely after all the boats were finished, and racing was called after a long postponement.

Sunday's conditions were not much better than the previous day. The breeze shifted to the left and left was the place to be. Bob King had the conditions figured out perfectly and pulled off two bullets. The last race proved to be the nemesis for many of the competitors who could not get left on the first leg of what turned out to be a two-leg race.

Vermont's Bill Fastiggi sailed the most consistent series by far with finishes of 2-2-3 and won the event by eight points. Bob King and Jon Schwartz tied on points, but King won the tie breaker for second place.

The Saturday party (which was actually almost longer than the racing) featured grilled steak and chicken and music from one of Farifield County's most popular bands. We all hope to see everyone back for the Fall Classic in September.

Pl	Boat#	Skipper	Crew	Crew	Club	Fleet#	R1	R2	R3	Ttl
1	14958	Bill Fastiggi	Suzy Coburn	Kolby Kruger	Mallets Bay	301	2	2	3	7
2	15279	Bob King	Billy Healy	Danielle Powers	Algonquin		13	1	1	15
3	14786	Jon Schwartz	Paul Krezenski	Frank Pizzo	Monmouth	70	3	7	5	15
4	15215	David Peck	Nicole Breault	Casey Williams	Niantic	85	16	5	2	23
5	14900	Rob Crane	Doug Herling	Kelly Crane	Noroton		9	8	7	24
6	14589	Brian Taboada	Ryan Dunn	Hodge	IHYC	34	1	6	25	32
7	15111	Gianni Cuccio	Adam Lewis	Ellen Starck	Cedar Point	126	4	3	27	34
8	15296	Ryan Sprole	Christopher Sprole	Steve Sprole	Nyack	75	10	10	16	36
9	14821	Ched Proctor	Debbie Dudas	Charlie Proctor	Cedar Point	126	11	4	23	38
10	15171	Josh Goldman	Jamie Ewing	Angela Schribner	Cedar Point	126	18	21	4	43
11	15154	Mark Schneider	Greta Schneider	Eric Reitingner	Riverton	228	5	23	15	43
12	14417	Don Barrett	Donna Barrett	Geroge Wiederman	Niantic	85	6	9	30	45
13	15130	Chris Vann	Colette Skinner	Tiffany Skinner	Niantic	85	7	14	29	50
14	15142	Nabeel Alsalam	Russell Roberts	Lisbet Kugler	Potomac	50	8	18	24	50
15	14881	Dan Ejan	Jay Dieselman	John Townson	Squam Lake	332	14	20	17	51
16	14050	Bretton Gardner	James Unsworth	Peter Hazelett	Lake Champlain	301	32	15	6	53
17	14888	Bob Sengstacken	Daniel Zitin	Mino Tsutsui	Nyack	75	20	25	12	57
18	14706	George Harrington	Christon Thomson	Art Gurrera	Monmouth	70	15	34	10	59
19	14345	Brian Gibbs	Mike Boardman	Beth Holand		121	19	27	13	59
20	15093	Joan Hurban	Peter Jadrosich		Nyack	75	24	19	20	63
21	14942	Dick Moyer	Helen Moyer	Chrissy Van Seclen	Riverton	228	31	26	8	65
22	11385	Dick Thackaberry	Giselle Wagner	Eva Burpee	Cedar Point	126	17	16	33	66
23	14719	Bill Bogardus	Jarrett Lynn	Courtney O'Connor	Metedeconk	34	22	24	21	67
24	15116	Doug Latour	Mary Margaret Poster	Tim Maier	Cedar Point	126	30	31	9	70
25	15336	Bobby Martin	Ben Spiller	Erin Kilcline	Riverton	228	27	22	22	71
26	14727	David Watts	Robert Watts	Paul Luisi	Monmouth	70	23	11	38	72
27	15051	David Howe	Shelley Howe	Eric Heller	Cedar Point	126	36	28	11	75
28	15159	Frank Hanson	Rhea Consentino	Taylor Hanson	Susquehanna	253	28	33	14	75
29	13889	Dave Marseli	Chris Miller	Dan Levit/Chris	Cedar Point	126	29	32	18	79
30	14119	Chad Miller	Tyler Colvin	Tanya Miller	Mallets Bay	301	21	17	43	81
31	15131	Patrick Phelan	Mark Sanford	Jason Phelan	Havre de Grace	192	38	12	32	82
32	14175	Ted Duffy	Brad Thompson	Craig Mellor	Monmouth	70	12	RAF/45	34	91
33	14642	Rick Swann	Stephanie Swann	Dave Pauglko	Cedar Point	126	39	35	19	93
34	15189	Stephen Waldie	David Gelston	Christine Wheatley	Royal St Lawrence		DNS/45	13	37	95
35	14699	Alan Crew	Mike McCourt	Devon Rapp	Riverton	228	34	30	31	95
36	14073	Gary Hurban	Justin Coplan	Maude Lindsay	Nyack	75	26	OCS/45	26	97
37	14276	Cole Barney	Dale Barney	Ian Sanderson	Monmouth	70	25	41	36	102
38	14889	David Fried	Avram Dorfman	Ellie Turk	Cedar Point	126	37	37	28	102
39	14140	Eric Beck	Ann Beck	Bill Cook	Nyack	75	35	36	39	110
40	11570	Liviu Vogel	Andrew Graham	Gary Tier	Cedar Point	126	42	29	41	112
41	15319	Daniel Parietti	Jeff Sorensen	Mike Carney	Nyack	75	40	38	35	113
42	14492	Eric Kent	Linda Hagedom	Creek Iverson	Nyack	75	33	39	42	114
43	14807	Rod Ratcliffe	Lisa Simmons	Jamie Ratcliffe	Cedar Point	126	41	40	40	121
44	14278	Robert Hall	Scott Shuster	Kristen Hancox	Lake Wallenpaupack	16	43	DNS/45	DNS/45	133



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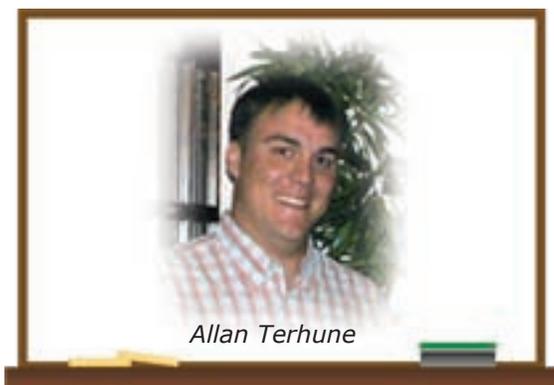
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Sailing in Chop



At sailing in lumpy Annapolis.

Note the eased main and jib and very slight heel

One of the things common with sailing Lightnings in chop is the feeling of a lack of power. There are things to do to help compensate for this. We frequently move the leads forward to help make the lower sections of the jib fuller. Also check to make sure your halyard on the jib is not too tight and the cloth might be a little looser than normal. Another thing we frequently do is ease the sheet on the jib slightly and raise the traveler height on the main slightly to sail with some more twist in the sails for a little more power. While it might cost a little height, you might need the power to get through the waves, which could result in more height. Remember that the waves will affect the boat differently depending on which tack you are on. On one tack you may have smoother water and trim to point and another you are square to the waves and need the power footing gear.

Another critical thing to think about is crew weight and position. When the boat is sailing through more chop, we work very hard to give the boat a little more heel (but not so much that the tiller loads up with a ton of weather helm!) when the waves are coming and go back to normal heel when the waves are gone. It is also important to keep your weight centered so you are not burying the bow or dragging the stern, which would get more exaggerated with waves. Remember when steering to try to pick the path of least resistance.

When sailing downwind, it is crucial to keep the spinnaker drawing and the boat going smooth through the water. In the lighter air we will give the boat a little leeward heel to help reduce wetted surface and also to give the boat a little "feel" on the helm. Also we will sail a little hotter angles to keep the boat rolling. One thing for trimmers to remember is that it is very easy to over trim in waves, so when in doubt as to whether the spinnaker is collapsing or shaking do to waves, try to ease a little and see what happens. It is a common mistake to trim due to wave action and the spinnaker is not actually collapsing due to the changing wind angles.

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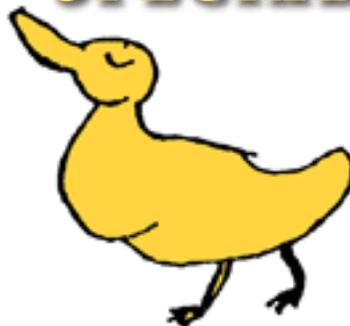
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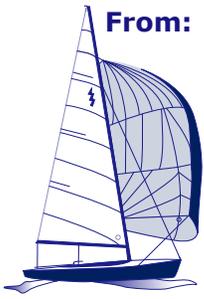
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15252 Allen 2005 Worlds Runner-up, 2007 Pan American Games Silver medal winner- fast boat, dry, all Harken fittings, all covers included. Navy blue hull w/ white bottom. No sails. Boat will arrive Miami, FL from Brazil this Fall. Any interest, please contact David Starck @ 716-877-1589 or dstarck@mtb.com

15239 Nickels, All white, LIKE NEW boat, stored indoors last winter. Skirted cover and rudder cover. This boat was delivered early 2006. Vermont Sailing Partners Main, Jib & Spinnaker used five or six 2006 races, sailed maybe three times this year. \$19,500 for a turn key, race ready, Pontiac Yacht Club (Cass Lake, MI). Contact Dwight Smith, dsmith@colemfgsystems.com

15232 Allen 2006 and 2007 North Americans Runner-up, 5th 2005 Worlds, 3 time Dixie District winner- too many wins to list for this fast boat! Dry, all Harken fittings, all covers included. While Hull, white rails, Gray Deck. Bottom faired. Updated Running Rigging, Handylock Lowers,. Sails available contact Allan Terhune 732- 644-1051 allan@od.northsails.com

14975 Allen. 2007 WORLDS RUNNER UP. white hull, gray deck, black rub rail. Bottom faired by Dieball Boat Works. Bottom is perfect. Allen Trailer with wide bunks, Large easy to view compass, new running rigging. Allen Mast and Boom. 2 sets of North M5, 5A+ and R2, one nearly new. Top, bottom, mast and rudder covers. \$16250 Contact Allan Terhune 732 644 1051 or allan@od.northsails.com

14855 Allen, built 1999, white with gray deck, \$14,000. Includes galvanized trailer. Contact: Dick Hallagan, 116 Grant Street, Newark, NY or 315-331-5664. Boat could be delivered to the California Circuit or Denver, CO.

14768 Allen - fully equipped \$10,000 Great Racing Record. 2 full sets of sails - 2 north mains, 2 north jibs, 1 north runner, 1 ullman runner. Allen galvanized trailer. Blue day cover. Body cover for traveling. Contact: Peter Hall 514-240-1171 or peter.hall@videotron.ca

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, B/N North (Proctor) MJS, Brand new Bryant mast. Full deck cover, race ready. \$12,250 Jim McIntosh, Williamson, N.Y. Phone: 315-589-8138, cell 315-576-0320 jmcintosh2@rochester.rr.com

14711 Allen. Very good condition. Stainless steel board. Full race equipped, with trailer. \$9,500 John Andrews (PA) 814-333-4438 or 814-332-0738

14233 Nickels (1988) Two complete suits of sails, three boat covers: new grey poly canvas full side mooring cover (Sailor's Tailor), new trailering cover (Service Canvas), custom made storage cover, almost new mast cover (Service Canvas), stainless center board, upgraded traveler rigging, galvanized Nickels trailer (\$7000.00) Gerald L. Wnorowski Saint Charles, MO 636-723-4182 glwnorow@mail.win.org

14279 Allen. Red hull/white deck. One set Allen sails in very good shape--m,j,s--spinnaker never used. Completely equipped for racing. Galvanized trailer. Two paddles, lifejackets. Boat has seen limited use by both previous and current owners; never raced. Dry sailed only. \$6,500. Carol Evans, VA, 575-562-2988 carolevans@beldar.com.

14126 Nickels. Ivory hull and deck with blue deck and hull stripe. Excellent condition. North Jib, Main & Spinnaker. Like new. North Fleet racing J-M-S. All go fast controls. Nickels trailer, new tires and bearings. \$7,500. I also have many other pre-owned Lightnings. Call to see what's in my barn. Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

14061 Nickels. White with blue stripes. Stiff boat, stainless board, galv trailer, 2 mains, 3 jibs, 3 kites, 2 poles. Full covers. Older tacking compass. New rigging, tapered lines. Very stiff fast boat. \$6800. Paul Luisi 732-671-3876 or 732-500-4510 pluis001@odu.edu

10444 Lippincott, 1967. Fiberglass hull, stainless centerboard, oval mast, wood trim, seats, floorboards and rudder. 1 good set of sails, 2 spinnakers and trailer. Have most rigging hardware for inboard jib sheeting and traveler, bridle on main. Cockpit cover. Good club racer. \$1,750.00. Chris Schneider, 419-884-3598, dakota189@aol.com Located in central Ohio.

14074 - Nickels - White hull with blue water-line stripe. Light gray deck. Excellent condition. 704 pounds (with 20 pounds factory correctors). Stainless board. Regatta ready. 3 sets of North Sails -- plus mast cover, rudder cover and full drysail cover. Nickels trailer. Most lines new in 2007. \$6500.00 Located in Lancaster, PA Email: richarddoherty@verizon.net for photos or call Rick Doherty at 717-468-5927.

13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI) I also have many other pre-owned Lightnings. Call to see what's in my barn.

9464 European-built, once a competitive boat, needs some restoration. Double-planked bottom has a few cracks, all repairable; plywood sides and deck. \$2,000 with trailer/\$1,000 without. Proceeds from the sale will help to complete a new community boat-building shop. Contact Stephen Longmire (for the East End Classic Boat Society): 631/725-2288; slongmire@gmail.com

9350 Lippincott 9350-1965 Fiberglass. Modernized and rebuilt. Blue Deck/White Hull (Interlux) New North Main & Jib (never sailed). Built by Metalmast Marine. New Shrouds in 2002. Trailer & asking Price: \$3,500.00 Contact: Ed Wroblewski (765)987-0365

4045 Wooden Lightning with protective Fiberglass exterior finish. 2 sails, Motor and Trailer asking \$1,400 Robert Cutting, New York-Phone # 718-984-8617 Email: cjoanbob@aol.com

561 Project boat: Free to a good home (with old trailer). This "old girl is available" for some handy people to work on and enjoy as I have for the past 25 years. Needs those who will work her back into shape...something I'm giving up on at this time I've done the hard and messy work of tearing out her rotted plywood bottom. She's almost ready for one new frame and a new plywood bottom. Oval black aluminum mast and boom. Les Wyman leswyman@ameritech.net 216 382 5077 Cleveland, Ohio

Classified Advertising Policy for ILCA Flashes and website

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

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