

International

Lightning



Flashes

Spring 2014, Volume 74, No. 1

Southern Circuit

Starting line in Miami



- **South American Games**
- **Greece Revitalization Effort**
- **Lightning as a Parenting Tool**



Team Hofmeister enjoying the Southern Circuit sailing



2014 International Lightning Class Open European & Masters European Championships Voula – Greece, 13–18 July 2014



It is with great pleasure that the Nautical Athletic Club of Voula (NAOV) and the Yacht Club of Greece (YCG) would like to invite you to the 58th International Lightning European Championship, which both clubs are co-hosting from Voula in Athens, Greece. It has been a few years since Greece has hosted a major Lightning event, and we want to welcome our Lightning family back to Greece.

Racing will take place off the coastal suburb of Voula, just off the shores of NAOV. It is located just 20 km south of Athens, and it is a fantastic spot for sailing. In the summer the Meltemi blows from the north at 12–20 knots, making it ideal for sailing the Lightning. When there is no Meltemi, there is a 10–12 knot sea breeze from the south, which usually picks up in the early afternoon so it is very unlikely not to have a good wind!

Schedule Of Events

Saturday	July 12	Registration, Boats & Sails Measurement	1000–1800
Sunday	July 13	Registration, Boats & Sails Measurement	1000–1800
Monday	July 14	Registration, Boats & Sails Measurement	0900–1200
		Practice Race	1400
		Opening Ceremony and Reception at NAOV	2000
Tuesday	July 15	Races	1330
Wednesday	July 16	Races	1330
		Regatta Banquet at YCG	2000
Thursday	July 17	Spare day or short offshore, optional, Fun-Race	1030
Friday	July 18	Conclusion of Races	1030
		Prize giving and Closing Ceremony at NAOV	1930
Saturday	July 18	Departures	



Six races are scheduled. The Race Committee may adjust the racing schedule to suit weather conditions and may run more races than two per day but not to exceed 6 races in total. No warning signal shall be made after 15:00 Friday, July 18 2014.

Entry Information

A completed entry form must be sent to info@naov.gr by June 20, 2014, accompanied with the entry fee of 250.00 €. Entry fee after June 20 will be 300.00 €. No Entries will be accepted after July 5, 2014, unless an exception is made, and the OA agrees to approve a late entry. Entry includes: opening ceremony party, a light pasta or equivalent after each day's races, the official regatta banquet, closing ceremony and a T-shirt for each crew member.

Accommodations

There are several hotels within a short distance from the NAOV. You can either make your reservation directly with the hotel, or email your request to: info@naov.gr with details on the number of people and rooms required for your party.

Further information concerning the event is published in the NOR that can be found on the event's website: http://www.naov.gr/lightning_2014/lightning_2014_Athens_european%20championship.htm

Telephone numbers: For the Yacht Club of Greece (YCG) please contact Anna: +30 210 4220.506
For the Nautical Athletic Club of Voula (NAOV) please contact
Georgia: +30 210 8991.193 or Tolis: +30 210 8954.521



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Lightning Youth Worlds

All countries with active Lightning activity are allowed to send up to two teams. PLEASE contact the Class Office NOW if you have not confirmed your country slots.

To date, the following countries have confirmed:

BRA - 1 Slot (maybe another)	FIN - 4 Slots
CAN - 4 Slots	GRE - 2 Slots
CHI - 1 Slot	ITA - 1 Slot (maybe another)
ECU - 1 Slot (maybe another)	USA - 4 Slots (requests 2+more)

We are also hoping to hear from ARG, COL, IRE, and MEX!

The 2014 Youth World Championships will be held at the Buffalo Canoe Club, Ontario, Canada on June 28-July 2, 2014. Teams from ten different countries are expected.

PLEASE get your teams REGISTERED NOW! It is important to the future of the Lightning Class to involve today's youth in these types of Championships. Additional slots will be reallocated to other countries requesting additional entries.

The Notice of Race and Entry Form are posted on the ILCA website. Please REGISTER TEAMS NOW!



President's Message

John Faus

The Southern Circuit has already come and gone! It was great to see so many friends and spend time in warm weather. We can now put this long cold winter behind us.

The Executive and Southern Circuit Committees are already in discussions regarding the 2015 Circuit. The amount of responses to the SC survey has been amazing! We have received participation from almost all of the skippers from this year's Circuit. It is another testament to our great class. Be on the lookout for announcements regarding the 2015 Circuit. Winds of change will be coming!

I wanted to take a moment to let the membership know just how much work the ILCA Governing Board does and continues to do. The Governing Board meeting this year in St. Petersburg was one of highest attended meetings I have seen, just over thirty members. We have multiple projects all going on at once, all which are intended to fortify and grow the Class. Here are just a few of the topics we are currently working on:

1. International Growth. We are working very hard to regain ground in Europe. Finland is doing great! Greece, Italy, and Switzerland all need assistance. We chose Greece first because we had an immediate core group of individuals in Greece who volunteered to help.
2. Lightning Labs. We have about seven or eight Labs planned for 2014. Hosting a Lightning Lab is a great way to reenergize your fleet. It can be catered to fit the needs of your fleet.
3. Insurance. The ILCA owns six Lightnings, runs the Boat Grant Program, hosts plenty of sanctioned regattas, owns Class merchandise, owns office equipment, owns three invested funds. Recommendation by the Insurance Committee is to obtain insurance. This will most likely result in a small dues increase.
4. Boat Grant Program. Two teams were selected this year. We continue to need donations of any kind—\$\$\$, Sails, Boats. We also encourage all members to look for qualified candidates.
5. Rules Committee. Our unsung heroes ! They inspect NORs, SIs and review all of our Class documents.

6. Worlds and North American Championships. Site selection ... and working with the hosts to make sure the event is a success.
7. ILCA Fund Committees: ILCA, Limbaugh and Huntsman. Properly investing these funds and picking areas to spend ILCA funds is an ongoing process!
8. Executive Committee. Weekly Skype conference calls to make sure all ILCA issues are discussed. I have to thank all members of the EC for their amazing volunteerism.
9. Executive Secretary. We are a rare class that has a full-time, paid employee. The list of tasks never ends. The days of having seasonal spurts are over. This truly is a full-time position.
10. Measurement, Marketing, Internet, Classic Boats, Pan Ams, ACC's, Districts, Fleets And any other committees I may have missed! The ILCA thanks you !

The ILCA store is packed with great items! You will also be supporting the ILCA with your purchase. Speaking of supporting the ILCA, please consider making a year-end tax deductible donation to one of the ILCA funds! We need meaningful donations in order to keep all of these projects going.

See you on the water.

Recently, I received some good fortune. About six months ago I purchased a \$100 raffle ticket to support youth sailing at the GBSA, Greenwich Bay Sailing Association and a chance to win a new J70. On Saturday, April 12 I got a call notifying me of winning the raffle.

My team of Will Brown and Matty Schon are super excited to have the opportunity of sailing in this new class! With that being said we wanted to let our ILCA friends know that our team is 100% committed to the International Lightning Class Association! Many of our Lightning Class members occasionally sail with other classes—but always return! The Lightning Class is going on its 76th year and is truly an International Class! We look forward to meeting new friends in the J70 Class, as well as continuing to compete with our great Lightning Class friends!

2014 Results:

1st Miami

1st St. Pete

1st Moonshine

1st Deep South

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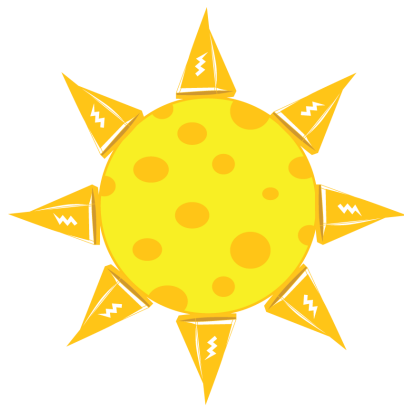
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2014 LIGHTNING NAs
SHEBOYGAN

News Flash!!

Lake Michigan Returns To Liquid State

By Bill Faude



Greetings from the happy hunting grounds of the Polar Vortex. The Organizing Committee for the 2014 North American Championships, to be contested in Sheboygan, Wisconsin, this August (you might have heard something about that) held its regular monthly meeting at the Sheboygan Yacht Club last Saturday. Perhaps the biggest news is that the Great Lake just outside the bar window was blue and moving rather than white and immobile, as had been its custom since shortly after Christmas.

What happened to the ice? Some say it melted. Sounds VERY optimistic. Others said it blew off shore in the Westerly. Could be more reasonable. Another possibility is that it sank and is down there just chill'in. The organizers are delighted! We were not completely sure there would be water by August. Now we can go on with the remainder of our planning and execution. Please resume your plans to attend your District regatta and acquire some lodging for that time during August. It's a go!

During the subsequent meeting, we dispatched a lengthy agenda with great precision. Our discussions included:

- Customization of the "Yacht Scoring" brand online competitor registration/scoring/social media regatta management software. We think it will help provide a seamless, efficient registration process and we hope make things run very smoothly once you drive in the SYC driveway.
- Beer sponsorship opportunities. Some of these have been spoken for and others are still available to be underwritten. (This is Wisconsin, where an obscure state law mandates there be free beer each afternoon after sailing.) They are \$300 for a night and include two half-barrels of craft beer. They may be divided into half shares and further include signage and also soft drinks. Be sure to make it to the Faude/Wake sponsored afternoon. To quote my nine year old, "It is going to be EPIC."
- When to approach our list of volunteers so they do not peak too early—or run screaming for the state line.



- Online registration for the 2014 NAs Summer Fun Sailing Camp. This is open! This program is open to ages five and up. The cost is \$375.00/child for the week and includes drinks and lunch. Here's where to register: <http://www.youthsailingclub.us/index.php>

Just scroll to the bottom of the form; it's indexed by date. One reminder: the kids don't have to be Olympic sailing hopefuls. Some will have lots of tiller time in by the time they arrive. Others will have taken sailing and previously decided they prefer anything. Still others may not have taken sailing lessons at all. This is FINE and baked into the curriculum, which will probably include:

- picnic lunches
- the beach
- trips in powerboats to the race course—or Canada
- greased watermelon races
- perhaps the tango

For what it is worth, we locals who have age-appropriate children have taken the first spots. We trust the Sheboygan Youth Sailing Instructors to blow those kids away with some high-test FUN.



- Housing for the WMJs and The NAs. It's a wonderful thing in many ways that Sheboygan has gotten to be a popular summer destination. But it does pose its challenges to those organizing say a 100-boat North American Lightning Championship.

Be alert! Hotel room availability is limited Saturday, August 9, because of an auto race at near by Road America. A lot of those rooms will be opening up for Sunday, August 10. So, don't despair if you can't get a whole week starting Saturday. If you cannot find a local room on Saturday night, consider stopping North of Chicago (Racine, Milwaukee) and arriving in Sheboygan early on Sunday morning to measure and register. Start your hotel stay in Sheboygan on Sunday night. Please make your arrangements now as space is limited.

Also, we have arranged for housing at Lakeland College:

<http://www.lakeland.edu/About-Us/where-is-lakeland>

It's a beautiful campus and only a twenty-minute drive from the club.

- Lightning sailors check in Wednesday, August 6. Check out Monday, August 11. 64 single beds available.
- Accommodations are at the Brotz Hall, and the building is air conditioned.
- Reservations can be made via email to Jim Bajczyk: bajczykja@lakeland.edu
- Guests check in and pay at front desk at Brotz Center from 10:00 AM to 10:00 PM—Cash or Visa, MC and Discover
- \$15/guest/night, and guest must provide their own sheets or sleeping bag.
- Pillow with pillow case and blanket are provided.

Info on Brotz Hall:

<http://www.lakeland.edu/Campus-Life/brotz-hall?highlight=WYJicm90eiIsImhmbGwiLCJicm90eiBoYWxsIl0=>

Housing for the NAs:

Information on housing options: http://www.squareboatnas2014.blogspot.com/2013_10_01_archive.html



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Entry Fees for Junior and Youth Teams



The Executive Committee would like to emphasize to all ILCA members that we highly value involvement and participation by the youth in our Class. In order to encourage participation by Juniors* in ILCA races and regattas, the Executive Committee has historically recommended that the entry fee for boats sailed entirely by Juniors at sanctioned regattas, except the Youth Worlds and Junior North Americans, shall be waived. For non-sanctioned races and regattas, the ILCA recommends the entry fee for Juniors be waived or reduced.

Only when no other source of funds is available, the Organizing Authority may apply to the ILCA for financial assistance from the Limbaugh Fund. In such case, application shall be made to the ILCA Executive Committee and shall include a proposed budget for the event in question.

The Limbaugh Fund Committee would also like to subsidize the entry fee to the North Americans for teams entirely comprised of

sailors under 30 years old**. The subsidy would be half of the entry fee and a request for this subsidy should be submitted to the ILCA Class Office.

**Juniors are defined as youth who have not reached their twentieth birthday by December 31 of the year of the race or regatta involved.*

*** Sailors under 30 years qualify if they have not reached their thirtieth birthday by December 31 of the year of the race or regatta involved.*



INTERNATIONAL LIGHTNING CLASS ASSOCIATION 2014 ATLANTIC COAST CHAMPIONSHIP JULY 26 AND 27, 2014

Where: New Bedford Yacht Club, South Dartmouth, MA 02748

Sailing Area: Buzzards Bay



****NEW Master's Division added to the Atlantic Coast Championship. This will be the first year of this new division. Skippers must turn 55 years old by 12/31/14 and the total combined crew must total 130 or more by 12/31/14.**

Schedule:

End of February		Online Registration opens – Regatta Network
Sunday, July 20	2400	Late registration fee begins to apply
Friday, July 25	1300	Lightning Lab hosted by Lightning Class World Champion David Starck
		Chalk talk followed by on the water coaching, practice starts, short races and debrief on land
	1700-2000	Registration and check-in at NBYC
Saturday, July 26	0800-1000	Registration and check-in
	1030	Competitor's Meeting
	1200	First Warning Signal
	1830-2100	Buffet Dinner at NBYC
Sunday, July 27	1000	First Warning Signal
	1500	No warning signal after this time
	After Racing	Awards Ceremony

<http://www.nbyc.com/racing/lightning-acc/>



The Boat Grant Program Begins its Eighth Season by Announcing the 2014 Grant Recipients



Ben Spector (22-left) and his team of Jeff Aschieris (23-middle) and Sam Stokes (24-right) are from Charleston, South Carolina, and will be sailing with the Charleston fleet. Ben is a recent graduate from the College of Charleston. He sailed on the College of Charleston sailing team for four years and teamed up with both Jeff and Sam to win two College Sailing National Championships. Ben was named a 2012 ICSCA College Sailing All-American. Their mentor will be veteran Lightning sailor Lenny Krawcheck.



Whitney Kent (21-right) and her crew of Ian Walter (20), Megan McMahon (19), and Katie Hall (20) will be based out of Milwaukee, Wisconsin. All four are students at the University of Wisconsin, where they are active members of the UW sailing team. Whitney, Ian, and Megan were part of the match racing team that placed fifth at the 2013 ICSCA National Championship.

Whitney and Megan both grew up sailing in Milwaukee on mostly Lasers and keelboats, including both inshore and offshore racing. Ian grew up in Madison, learned to sail at Hoofers, and races J24s on Lake Mendota. Katie began sailing in high school on Lake Forest, where she raced 420s in the high school and junior sailing circuits. Their mentors for the summer are Bill Faude and Todd Wake, and they are looking forward to a summer packed with Lightning sailing across the country!

Thank you to the Class members who support and keep this program going strong each year. These donations help to keep this program running year after year at nearly a break even effort.

To date twenty-four teams have been introduced to the Lightning Class. Many are still involved in the Class, and eight recipients have purchased their own Lightning. These numbers will continue to grow as these young teams get older. Please keep an eye out this summer for next year's recruits. Applicants must be nineteen or older to apply. For more information on the program check out the ILCA Website:

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

Please help us welcome these new faces to the Lightning Class!

Bayview One Design Regatta 2014

Lake St. Clair in Detroit, MI

Dry Mooring at Crescent Sail Yacht Club

May 31 – June 1

US Sailing's 2012 Regatta of the Year

200+ boats

Lightning was the biggest class in 2012 and 2013

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Sign up at <http://bit.ly/byc2014>

Questions via <http://bit.ly/byc2014help>

Summary of Fall 2013 North American Championship Survey

Summarized by Executive Committee Member: Debbie Probst

What: A survey was distributed to skippers who have sailed in at least one NAs in the past ten years but none in the past three.

When: October 2013

Why: We would like to attract more boats to the North Americans. Many ideas have been discussed as to why our numbers have dropped off lately and what it would take to have those boats return.

Focus Points: Timing (calendar month); Duration (number of days required to attend); Quantity of races; Cost; Timing in relation to Women's/Juniors/Masters NAs.

Results: 136 surveys were distributed; 68 responded

Summary: In general, the majority of respondents are happy with the existing format or would prefer a slightly shortened format—4 days of racing. The number of races per day did not seem to be a huge influencing factor. The current timing, second or third week of August, was most preferred, although an alternative, shortened fall North Americans had considerable interest. Of those eligible for both the NAs and the WJMs, few were interested in sailing back-to-back events.

Some of the predominant roadblocks to these sailors' North Americans participation concerned other demands on free time, family, work, etc., cost and availability of crew.

We, as an Executive Committee, are working to address these obstacles. The Lightning North Americans should accommodate varying budgets, entertain and create memories for families and individuals, and offer high-quality racing and learning opportunities for all abilities. The North Americans need to be a desirable event to attend, and we feel strongly the organizers of the 2014 and future NAs will do just that!

[Click here for full survey results: http://www.lightningclass.org/resources/surveys/NAs%202013.asp](http://www.lightningclass.org/resources/surveys/NAs%202013.asp)



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02

Photo: Bill Calusen

New from the ILCA Class Store: Sweatshirts



70% cotton, 30% polyester preshrunk blend fleece, crew neck. Available in four colors. Adult and youth sizes. —\$25



Half zipper, embroidered fleece. Available in two colors. Adult sizes. —\$40



Fruit of the Loom 12 oz. Hooded Sweatshirt —\$40



ILCA Lightning Hat —\$20
(new color)

Sunbrella Acrylic Covers

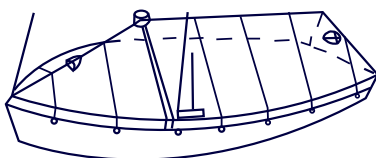
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- Visa/MC—add UPS, check in advance—no UPS

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full-size	548	579	590
nap back rudder cover			68
sail # on cover			45

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53rd Long John Regatta



Photo credit: Art Petrosemolo

April 26–27, 2013
Monmouth Boat Club
Red Bank, New Jersey

Check lightningclass.org for more details and [Who's Coming](#)—NOR will be posted soon. We are planning on the traditional London broil dinner and cocktails Saturday night and much more.

Start your season off right!!!

Contact: Dale Barney
dbarney@gibbonslaw.com

New ILCA Member Login

Have you noticed the new homepage on the ILCA Website? We hope so. Included in this new look is also a new member log in feature. This feature uses a social media login to authenticate who is logging in and allows you to pull up your personal information that the ILCA has on file. You will no longer need to re-enter the same information year after year when you renew your membership.

There are two ways to access the member log-in screen. On the home page scroll down to the Member Log In section on the right hand side of the screen. Or, from the membership tab, click on either join/renew, membership information or pay by credit card option.

Membership Tab

Member Login

New Members/ Renewals

This will bring you to a member log in screen. You have the option of signing in using your Facebook, Google, Yahoo or Linked In accounts. Click on the desired social log-in and you will be prompted to enter your user name and password for that social platform. You will be asked to share some personal contact information with the ILCA, please allow this sharing. ****WHAT THIS MEANS: THE ONLY INFORMATION shared with the ILCA is your first and last name, email address and a undiscrptive user token that gets saved to your ILCA account. This token will allow you to log in the ILCA member center using the same social platform in the future without putting in your name and password again. The ILCA DOES NOT HAVE ANY ACCESS TO YOUR SOCIAL MEDIA ACCOUNT. THIS IS STRICTLY A THIRD PARTY AUTHENTICIFACTION SERVICE THAT MATCHES YOUR FIRST AND LAST NAME WITH WHAT THE ILCA HAS ON FILE. The ILCA does not have access to your friends or contacts from your social media account.**

This third party social login feature allows member logins to be secure without you creating another log in and password combination and also saves the ILCA from storing secure passwords.

If your first and last name from your chosen social media platform matches what the ILCA has in our database you should have a successful log in and your personal membership information will be displayed on your screen. To renew your membership, choose which level you would like to renew, add any additional selections, Printed Flashes, Printed Yearbook, Undesignated crew etc. Update any changes to your address, telephone or email address and add any donations to the ILCA, Limbaugh, History or Boat Grant Funds. Then click submit/pay by credit card. You will be taken to PayPal to complete the transaction. You will receive an email confirming your membership application and a separate PayPal receipt.

At this time we are unable to process multiple renewal memberships in the same payment transaction. We are working on a solution and will have that implemented as soon as possible.

To renew another person's membership, log into the member center. If you are a current member, the page will say, Welcome current Member "your name". You will have the option to add additional memberships or update the ILCA Event Calendar. Choose add additional membership. A new screen will prompt you to enter the last name of the person you wish to renew or the option to add a new member. If you choose to renew a current member other than yourself, you will only have access to that persons, first and last name and city, state. This is to protect the privacy of our fellow members. Anyone can renew someone else's membership. Enter the last name of the member you wish to renew. Select the correct member from the alpha list by last name. Choose the membership level, and then hit submit/pay by credit card. You will be taken to PayPal to complete the transaction. You will receive an email with a separate PayPal receipt.

If your log in is unsuccessful, that means that your name associated with your social log in does not match what the ILCA has on file for you. For example your Google account is listed under Steven Smith and the ILCA has you listed as Steve Smith. Another example, your Facebook account lists you under your maiden name, Sarah Thompson Smith and the ILCA has Sarah Smith on File. In both cases you will not have a successful log in - HOWEVER - you are still able to renew your membership. After you receive the unsuccessful log in message you will still be asked if you want to join or renew a membership. To renew a membership use the last name lookup feature. You will only see the first and last name and the city and state.

This same login process also works for adding or editing the event calendar on the ILCA Website.

If for any reason you are uncomfortable using the social media log in feature, please complete the paper membership application and fax or mail your membership form into the Class Office. You are welcome to contact the Class Office at any time with any membership problems or questions.

Thank you for your patience as we work through this new log in and renewal process.



<input type="checkbox"/>	Active Membership with e-Flashes (3 issues/year), Flash-Blasts, & Annual Yearbook on CD	\$45
<input type="checkbox"/>	Associate Membership (non-Boat owners) with e-Flashes, Flash-Blasts & Yearbook on CD	\$26
<input type="checkbox"/>	Crew Membership with e-Flashes & Flash-Blasts	\$10
<input type="checkbox"/>	Printed Flashes (3 - 2014 issues - April, July & October)	\$20
<input type="checkbox"/>	# Printed Yearbooks _____ \$25.00 each	_____
<input type="checkbox"/>	Undesignated crew: _____ \$10.00 each	_____

* Name: _____
 * City: _____ State: _____
 * Home Telephone: _____
 Fax Number: _____
 Boat #: _____
 District: _____

* Address: _____
 * Zip Code: _____ * Country: _____
 Work Telephone: _____
 * Email: _____
 Boat Name: _____
 Fleet#/Sailing Waters: _____

ADDITIONAL MEMBERSHIPS

Name: _____
 Address: _____
 Zip Code: _____ Country: _____
 Work Telephone: _____
 District: _____
 Name: _____
 Address: _____
 Zip Code: _____ Country: _____
 Work Telephone: _____
 District: _____

Type: _____ \$ _____
 City: _____ State: _____
 Home Telephone: _____
 Email: _____
 Fleet#/Sailing Waters: _____
 Type: _____ \$ _____
 City: _____ State: _____
 Home Telephone: _____
 Email: _____
 Fleet#/Sailing Waters: _____

Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.

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

* Card Number:

* Expiration Date: / ☐ Repeat this order – sign me up for automatic renewal

* Name on Card: _____ * **Required for credit card processing.**

Join online, fax your completed form to the number below or mail your membership form and check to:

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

Phone: 727-942-7969 Fax: 727-942-0173 Email: office@lightningclass.org www.lightningclass.org

Your membership directly supports the daily communication between 150 Fleets and nearly 1,800 members spread out over ten different countries. This includes maintaining and developing the Class web site, newsletters, the annual yearbook and all historical records. Active participants include recreational sailors and seasoned racers of ALL ages!

Donate to the International Lightning Class Association!

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

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

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

* Card Number:

* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

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

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

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

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

How may Gifts be Made During Your Lifetime?

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

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

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

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

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

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](#), [Todd Wake](#), [John Bennett](#), [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](#), [Brian Hayes](#)

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.



Greek Revitalization Effort

The Background:

The ILCA Executive Committee and Fund Committee have voted to support a proposal from the Lightning Class in Greece to send four Lightnings to Greece to help revitalize the class in Greece. VP of International Marketing, Ian Edwards, helped to create this opportunity with Nick Vazakas and Apostolos (Tolis) Kalpakas from the New Greek Lightning Fleet #525.

The four Lightnings sent to Greece will be based at the Lightning Sailing Academy (LSA) at the Yacht Club of Voula (NAOV) for Lightning training and to provide critical mass to allow frequent Lightning racing. The aim is to first expose both new younger and adult sailors into Lightnings and then to eventually sell the boats into private ownership.

January, 2014:

Four boats were purchased and delivered to New Jersey. Thanks to many of you that responded to an additional call for funds, these four boats have had their rigging checked, dings and dents repaired and were all polished up. They looked really sharp! They were loaded into a container and shipped to Greece.

March, 2014:

The arrival of the first container was very well received and definitely generated interest for additional boats in Greece.

George Andreadis
Anonymous
Merrill Bales
Maury Benbow
Bob & Stirling Bush
Christopher Clarke
Stephen Constants
Ian & Lindy Edwards
Reggie Fairchild
Fleet 506 – Orient
Fleet 75 – Nyack
Eric Hakanson
Andy Himmelstein

Lauri Hemming
Cal Herman
Jean Horton
Apostolos (Tolis) Kalpakas
George Koch
David Little
Paul Luisi
Michael Magyar
Robert Martin
Kenneth McGinity
Moorhouse & MacCausland – Robert
Seidemann
Matthew Morin

Nickels Boat Works
Daniel Parietti
Skip Parry
Becky Ratcliff
Eric Reitingner
Mark & Cindi Schneider
Michael Seibert
David & Jody Starck
Tom Starck
Gary Swangler
Nick Vazakas
John Womble

Update as of April, 2014:

TWO more containers or eight more boats are getting organized and prepared to be shipped to Greece the beginning of May. Two boats will be heading to the Yacht Club of Greece, one boat to a YCG Lightning Member, two boats have been purchased by new Class members from NAOV, three more boats for the LSA.

April 26-27, 2014:

Lightning Lab to be lead by Finnish Champion Kimmo Aromma at LSA/NAOV.

July 13-18, 2014:

European Championship to be held in Voula and co-hosted by Yacht Club of Greece and NAOV.

Future Opportunities:

- With critical mass now in place more Lightning sailing can take place year round.
- Partnerships with other European Countries to have "winter" sailing opportunities.

A special thank you goes to Ian Edwards and Mark Schneider for their countless hours of volunteer work to make this all happen.

Thank you to our generous members who have supported this effort through donations cash, materials or time!

Please help us to continue projects and opportunities like this throughout the Lightning Community by making a donation to the ILCA Fund.



"Refurbishment in process



All ready for work at M&M



In the container

The en-Lightning Story of



In 2002 the Lightning Sailing Academy (LSAc) of Greece started its operation with three wooden boats purchased from Italy. The goal was and still is to promote the Lightning Class so as to have more boats, more people, more fun on the water and, of course, to enjoy racing. The way to achieve this is by teaching beginners

and promoting racing participation, thus conveying the art and joy of sailing in a Lightning to children and adults in an easy, systematic and economical way all year round.

From 2002 to date, many obstacles had to be overcome, and one of the most difficult was the lack of boats. The wooden boats are beautiful and competitive, yet very expensive to maintain, especially when they are being used by novice sailors or sailed in high winds by experienced ones. As the years passed, two of the wooden boats were replaced by a fiberglass one, reducing the number of boats.

With only two boats in its fleet, the Lightning Sailing Academy struggled to attract more students. However, without regattas in the calendar, there was no serious motivation for sailors to get involved in the Lightning Class. Currently, the Lightning Sailing Academy sees the number of students rising. Resulting from consistent efforts over the last couple of years the Lightning Class is now seen by adults as an alternative to offshore sailing, which has nowadays become very expensive and out of reach for the majority.

Soon LSAc's two boats were not enough! In Europe there is no market for Lightning boats, and the expense of importing from the US is too high, a

considerable problem in the times of economic crisis and recession.

The timing of the Greek Revitalization Program couldn't have been better, especially with the upcoming European Championship in Voula—Athens, Greece. With the efforts of the Lightning Class members and the ILCA Fund Committee, four boats were gathered, repaired, packed and shipped to Greece! This project made it feasible for us to acquire used boats and, thus, solved our greatest obstacle.

Until recently, the Lightning Sailing Academy could accommodate up to six people in racing groups, but no fleet racing could happen, as there were only two boats in operation. Now with the arrival of four more "new" boats, this number has tripled! And that's not all. The European Championship, cosponsored by our Yacht Club NAOV and the Yacht Club of Greece, becomes the perfect motive for many sailors who had been involved in the past with the Lightning Class to race once again and feel the thrill of sailing a Lightning. This event will build a momentum which we will not allow to fade away, as we are envisioning having club racing almost every weekend, all year round! It is indeed a very exciting and inspiring time for the newest Fleet 525—Lightning Sailing Academy.

Thank you ILCA, thank you Ian and Laura for making this happen for us. We fully intend to prove you right in placing your confidence in us!

Nick Vazakas

Fleet 525 Captain

Lightning Sailing Academy, NAOV



"A Dream Comes True"!

The Lightning as a Parenting Tool

Debbie Probst

This has the makings of a great book: *"How to Raise Your Child to be a Responsible, Confident, Productive Member of Society, Create a Strong Personal Bond with Them While Also Having a Great Time Yourself."* A cumbersome title perhaps, but the content of the book would be much more concise, consisting of one simple instruction: **"Take them Lightning Sailing."**

Seriously, I've witnessed it myself, and I am guilty of copy-cat parenting. My unknowing mentors? Rob and Abby Ruhlman and Larry and Julie Marie MacDonald. Both these families have raised some fantastic members of our communities who possess extremely strong family values. They aren't the first to do this. In fact, they were themselves products of the "Lightning Parenting Machine."



Rob Ruhlman: "My folks were members of Py-matuning Yacht Club, albeit relatively new, when I was born. My Dad was racing Lightnings in both Fleet 36 at PYC on the weekends and at Northeast Yacht Club in Cleveland on Wednesday nights. So, I guess I was born into the Class as then my kids Ryan and Maegan were. Racing Lightnings was and, thankfully, continues to be, as Bruce Goldsmith was fond of saying, "just the way we live."



Larry MacDonald: "I began sailing at nine years old when my parents enrolled me in the junior program at the Royal Hamilton Yacht club for eight weeks each summer until I was sixteen. When I was sixteen, my father purchased a Lightning to go to the Pan-Am games crewing with Don Allan, and after that event, he began to let me steer that boat with him crewing."

After having kids of their own, these two families wasted no time in exposing their children to the "Lightning Tribe."

RR: "In 1985 Ryan was two and Maegan a relative newborn, and we took them to the North Americans in Tawas Bay. That was also the first time I ever made the Blue Fleet, and I lost the "rookie race," the Thermis trophy, to Class newcomer, Ched Proctor; but I digress."

LM: "They have all been attending Lightning regattas since they were born it seems. Joy attended her first NAs before she was one."

And these parents didn't have to drag their kids along. It sounds like they had more fun than the parents!

RR: "We are a very fortunate class in that we are as family-oriented as we are. Consequently, when the kids weren't racing, they were generally running with their friends, some of whom they might only see once or twice a year. From that very first meeting, when it seemed already as if they had known each other forever, they have been life-long friends. Abby and I are glad to say we feel the same way."

LM: "During the regattas the kids would often do normal vacation things with Julie-Marie while we were sailing—go to the St. Pete's beach, go shopping, play by the pool, join in the sailing school, find a water slide, go carts and just have fun. Once we were in from sailing, they enjoyed being part of the regatta."

But their kids' exposure to this Class was not limited to dry land for long.

RR: "Well, we had Ryan and Maegan out on the Lightning from a very early age. It was not unusual on the lighter air days for me and Abby to take both of them with us for fleet races at PYC. Abby and I would pretty much "two-man" it while the kids "fished" or otherwise amused themselves. Maegan was really good at "helping" Abby hike by sitting in her lap!



Ryan was crewing with us in District Championships and local regattas by the time he was eight or nine. I remember one Districts at Atwood Yacht Club where Ryan crewed with us and our finishes were 2,1,2,1,2—not bad for what was a pretty breezy event for the three of us. The only problem was that George Fisher finished 1,2,1,2,1! Maegan was old enough and responsible enough to hang out on shore (wearing a life jacket, of course) but she didn't lack

for company at that event. Maegan and Marty Fisher hung out by the pool, read books and chatted all day.

By sixteen, Ryan was racing his own Lightning and Maegan, at fourteen began crewing for us. Crewing with us didn't last long as she was racing her own Lightning by seventeen."

LM: "All of my children began sailing at an early age crewing or just sailing with me at the BCC, likely five or six years old. They all began sailing at the junior program around eight years old.

The kids always sailed with me at the club races, but started sailing with me at "sleep over" regattas when they were ten. My good friend Kevin Robinson and I decided twelve years ago that we would do a "sleep over" regatta together with each of our kids when they were ten years old. We have done six, with one to go this year! These are some of my most memorable and cherished regattas I have ever done."

It sounds so easy. The kids have fun, meet and reunite with other kids at regattas, ride along on mom's lap during a race. But we all know sailing isn't always easy—even without a kid on board!

RR: "Attention span was, not surprisingly, an issue during the earlier ages and getting used to Dad's "intensity" on the race course has been bit of a lifelong challenge, although I've mellowed considerably. The attention span thing takes care of itself with time and experience. Attention span during a race and patience with on the water postponements are two different things with the latter being harder to learn to be patient with.

As far as Dad's "intensity," that took more focus and concentration on my part as well as careful explanations of why certain words, outside of already recognizable nautical terms, are used in certain on-the-water situations and are best to be avoided.

Honestly, I think when they were younger and sailing with us it made me a little less competitive, focusing instead on the racing experience itself as opposed to the pure results"

LM: "I have very much enjoyed sailing with my kids and have done so for a long time now and have learned a lot of how to make it successful for all involved. There have been a couple of challenges to overcome along the way. First, you quickly learn that racing, and all that goes with it, is not always exciting for younger kids. In fact, it can be quite boring. Having things to do and play when there is no wind is important. Having great snacks (candy) on the boat is very



important, and having the correct clothing so they do not get cold is very important. We were very lucky to have Jody around to help clothe our kids during cold regattas, and that was a HUGE help."

And how did things change as their kids got older?

RR: "Since they've been racing their own boats, regattas are just that much more fun. Although three family teams on the same race course does lead to some interesting dinner conversations and off-season stories.

We all tend to think a little similarly, so it's not unusual for all three teams to show up on the line looking for the same hole!

The question I get most often is, "How does it feel to get beat by your kids?" The truth of the matter is, it feels great, most of the time. Seriously, I'm very proud of them.

The year we won the last two races in Miami after a big time the night before, Ryan had been in the top five going into the last day. When he heard, from me, that he had slipped to sixth, losing on a tie breaker he was pissed. "To who?" he yelled. I just smiled and meekly raised my hand. All he could do was laugh."

LM: "Since 2002, we have had someone from the family sailing with me, and more recently multiple kids sailing, so the events took more of a support roll, from the family and us all being together. The kids now all feel part of the Lightning family and have been accepted and welcomed by all.

Sailing Lightnings has always been part of what we do. For sure it offers plenty of opportunities to set goals together and work as a team. There are many chances to teach life lessons that would not have been available otherwise. I am certain it has made us better understand each other, as well as made us closer. Watching my kids easily interact with Lightning sailors that are two, three, four times their age is very fulfilling."

Having three kids of my own, I know the demands on family time—soccer, baseball, art, music, academics, etc. All these things are fantastic activities and necessary to make a well-rounded individual. I encourage you to look into your future, and your child's or grandchild's future, what activities can you enjoy together when they are in high school, college, on their own? Sailing is mental and physical. It is social and requires discipline. It requires planning and equipment maintenance. It builds confidence and relationships.

Don't miss this chance—take advantage of the Lightning as a Parenting Tool!!



South American Games

Club de Yates Higuierillas

Santiago, Chile

March 12–17, 2014

It was nice to return to Con Con and bring back some good memories about the Worlds we had in 2005 at the same venue.

This year we arrived at the South American games a few days prior to the regatta, intending to train, but the wind was over the real limit of the equipment and crew—30 to 35 knots inside the bay and 40 knots outside, where we usually set the windward mark.

On Saturday afternoon, our first day of training, we went out. Less than half an hour later our training was cut short due to breaking the mast going upwind. Puffs were 35 knots!

During the races the wind came from all possible directions and strength available for Con Con venue. Some races were even canceled for too much pressure. The competition was very good. We had one team from Peru, Augusto Navarro that did very well and went back to Peru highly motivated. They may start the Class again in Lima.

Another team come from Brasil, a land that produces great sailors, and it seems that Claudio Bieckarck will have a touch of competition for the Brazil Pan Am spot.

Of course, the number two team from Chile, Flecha Robles, made us to work extremily hard to win the gold in this regatta.

I have to thank the organization, the club and support people for a great event.

Tito Gonzalez

A fantastic venue, very challenging. My most significant moment was when we thought we had won the last race, and then looked over and saw Tito and Team all standing up near the mast to be able to surf the final wave they had got, overtaking us by a few inches.

It was so spectacular that all I could do was cheer and celebrate one of the most fantastic races ever.

John Bennett



Pos	From	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	Chile	Alberto Gonzalez Mas Cristian Marcos Herman Sanhueza Trinidad Gonzalez Parro	1\RGD	2	2	1	1	2	4	3	1	14
2	Chile	Pedro Felipe Robles Bertossi Pablo Andres Lorca Donos Andres Guevara	2\RGD	1	1	2	3	4	1	5	5	18
3	Brasil	Joao Augusto Hackerott John Stuart Bennett Maria Altimira Hackerott	4\RGD	3	3	3	2	3	2	1	2	19
4	Argentina	Tomas Dietric Manuel Fumagallo Mario Rafael Fumagallo	1	4	5	4	4	1	3	2	3	22
5	Peru	Fernanco Fosca de las Casas Augusto Navarro Mulanovich Wilfredo Fano	2	7	4	5	5	5	6	6	DNF	40
6	Ecuador	Julio Andres Velez Carrion Juan Andres Santos Dillon Rafael Emilio Quintero Veliz	7	5	6	6	6	6	5	4	4	42
7	Colombia	Gustavo Alberto Tamayo Arango Paula Douat Corredor Juan Camilo Bustos Rivera	3	6	7	7	7	7	7	7	DNS	51



Champions: Alberto Gonzalez, Cristian Herman, Trinidad Gonzalez



2nd Runner-ups: Joao Hackerott, Maria Hackerott, John Bennett



TORONTO 2015

The Lightning Class will be included in the Pan Am Games of Toronto in 2015. Qualifying events approved by PASAF include the 2014 North Americans and the 2014 South Americans. Seven total spots (including one by host country Canada) are open.

LIGHTNING – MIXED CREW (Crew must be made up of at least 1 female and 1 male)

2014 South American Championship 3 Salinas Yacht Club, Ecuador, December 4–7

2014 North American Championship 3 Sheboygan Yacht Club - Wisconsin, USA, August 9–15

Host Country (Canada) 1

TOTAL 7 Boats / 21 Sailors

Please Note: Schedule updated 12/6/13 to reflect current PASAF rulings.

Clarification: Despite the requirement for mixed crews at the Games in 2015, countries will not be required to qualify with a mixed crew. Countries will be allowed to qualify with any combination of crew: mixed, all male, or all female. *posted 7/12/13*

Lightning Southern Circuit

Ian Jones, Skip Dieball, Jody Starck



So new for 2014 is the historic change from three Southern Circuit venues to two. No small task in making that change, but done so with careful thought and input from the ILCA membership. With forty-six boats doing both stops of the 2014 Southern Circuit, I would venture to say that the new format is well received!

The formation of our team happened at the 2013 US SAILING CofC's event in Columbia, South Carolina. After a few cocktails, Skip and David Starck decided that 15470 would find a new home at North Cape, and David would order a new boat. What David didn't know and what wasn't exactly fully understood by Skip is that Ian Jones and Jody Starck came with the boat for the Southern Circuit! Plans were loosely discussed over the fall months, and it was decided that Skip would drive Miami and Jody would drive St. Pete. Ian, being the rock star teammate, would do middle in Miami and forward in St. Pete.

Miami

Miami's forecast was setting up to be somewhat breezy. There was a passing front that would keep the temps in the 70s and 80s but move the wind around every day. This kept the racing interesting and less of a drag race, which can happen with the Miami sea breeze.

Day 1 Three races were completed. Greg Fisher, with Jo Ann Fisher and Jeff Eiber, set the pace early with a 2, 4, 4. Our team was on their heels, as was

the team of Betsy Alison, Laura Jeffers and Will Jeffers. Sailing on starboard tack upwind was a dream—as we sailed across the waves. Port tack, well, that was pretty brutal as we went into the steep chop. Having a wide lane was important on port.

Sailing downwind was fun on the opening day. The waves and wind would line up for some fun surfing. Ian and Skip were in sync with the waves, which helped our score line. Skip shared some of his thoughts on downwind sailing in the evening debrief headed by Nick Turney.

Day 2 was similar to the first day, but slightly less wind at times. The sun was shining, and the breeze held, which made for some great sailing! David Starck, with Neil Fowler and Joe Starck, set the pace by winning two races. Matt Fisher, with Todd Wake and Kristine Wake, also sailed well. Our team managed to keep the scores close with David's team, which would ultimately set up the final race on Tuesday.

Day 3 (Tuesday) started off with some early morning showers and the threat of a thunderstorm. PRO Jane Ann Pincus signaled a brief postponement as the skies cleared. This meant that with the early cut-off time, there would only be one race.

Our team discussed various options for the last race. The breeze would be increasing, which seemed to be to our benefit, but we needed six boats between us and David's team, given the throw out now in play. We decided to race our own race and let the chips fall.

As we got closer to the start, the wind ratcheted up a notch more—into the upper teens and low 20s. We were able to get off the line with a good start and held our pace well with the boats around. We stayed patient and watched some of the boats to windward of us peel to the right. Initially, they looked great, but the northwesterly winds created some big late lefties, which crushed those on the right.

The furthest boat left was Tom Allen, Jr., and he subsequently rounded in first. We were 5-6 and one behind David. We decided to sail a higher course and get the boat up on a plane, while those around us soaked low in the puffs. Our strategy worked, and we were able to round the bottom mark in first with a comfortable lead. David held his position, but lost a few boats up the second beat. Being a World Champ, he knew where he needed to finish in order to win the regatta and did just that. We walked away feeling good about our event, finishing in the top five every race. David's team got his new boat in gear quickly and sailed great! Matt Fisher's team, Greg Fisher's team and Will Brown's team (with John Faus and Matty Schon) rounded out the top five.

On to St. Pete!

Our team assembled for a late afternoon practice. This was more of a cruise, as we were hoping to find dolphins and manatees along the way. No luck, but we had a great sail and got caught up on the day's events.

The first race day, Thursday, started in a light northerly. This made for some wide tacking angles and tough strategy calls. As a result, the gains and losses were huge, and we took some lumps in the opening race by posting a sixteen. Ched Proctor with Jamie Ewing and Meredith Killion sailed an impressive race, as did Allan Terhune with Katie Terhune and Sarah Chin.

As the racers crossed the finish line, the wind slowly died. Nearly everyone headed toward the harbor as there wasn't much wind—everyone except the RC. They stayed on station and monitored the wind throughout the Tampa Bay region. Their patience was rewarded as a late afternoon sea breeze developed, and they were able to get off two races in fresh winds!

Will Brown's team did a great job of getting off the line and into phase right away. The leaders, for the most part, played the middle-left side of the course. Our team was on the right after a tough start, and we had to pick our way through the fleet on what felt like a relatively short course (i.e., not many opportunities). The lead pack of Will's team, David Starck's team, Allan's team and Greg Fisher's team all extended, and aside from a nice battle in the front, had a good sail to the finish. Tight racing made for some excitement and set the stage for the next race!

With the middle left working so well in the previous race, our team discussed staying in phase and sailing the lifted tack. This strategy paid off as we made some nice gains late in the first beat, but no one was going to catch Bill Faude with Neil Fowler and Jared Drake. They had a HUGE lead coming from the right side and went on to win wire-to-wire. We managed a second in front of Allan's team, who were clearly separating from the fleet with three strong races.

Friday would be a one-race day as the wind started similar to Thursday, with a dying northerly. Once again, WG Faude and Company would lead wire-to-

wire and secure their second Southern Circuit race win flag! Just like Race 1 on Thursday, the gains were minimal, and the losses were huge, so it put a premium on staying in phase. We were a little bummed to have rounded in the top three and only managing a six in that race, but as we said the day before, "....it could have been worse." The scores at the top were tightening, especially with the throw out looming.

The final race day was Saturday. The wind was incredibly unstable and coming from a number of different directions. We discussed, as we waited, how difficult it must have been to try and understand what the wind was doing versus what the forecast stated. Proof was in the first attempt at a race on Saturday that ultimately was abandoned. The leverage that each side had and the unstable nature of the wind, which would ultimately make the first beat a reach, likely played into the decision to abandon.

The RC stayed patient. Their team did a good job of scouting the entire race course. They were ready to set up if the wind stabilized, and it did long enough for us to get one last race off, with the wind finally settling into a southerly.

Our plan was, once again, not to over think it and to stay on the lifted tack. Jody got us a great start, and both Skip and Ian picked up on a small righty, which we hooked into. Though we didn't get the meat of it, David Watts, Robert Watts and Dan Vought sure did! We were able to switch sides with them on the final tack on the first beat to round in front of them, and we both set our spinnakers and got out of the mess that was looming behind!

The wind continued to go right throughout the entire race. PRO Tom Farquhar kept pace and had the marks moving on every lap. We cruised to victory in that race.

Once we got in, we found out a number of "Z" flag penalties were assessed, and we had won the Southern Circuit! As a team, we were very happy that, not only were we able to spend a great week together, but we also did it by changing spots on the boat in each event.

The 2015 edition of the Southern Circuit will be announced soon. We really enjoyed the 2014 version and format and look forward to equally fun times in the 2015 Circuit!





Midwinter Championship



Champions: David Starck, Joe Starck, Neal Fowler



David Starck dedicated this year's Southern Circuit trip to his twenty-year-old nephew Patrick Waldron who is battling Hodgkin's disease.

PatStrong is a name Patrick's roommate at John Carroll University came up with, which Starck used on his spinnaker and dozens of shirts which were distributed to fellow competitors.

"The more people out there keeping Patrick in their thoughts, the better," explained Starck. Stay PatStrong!



Runnder-ups: Skip Dieball, Jody Starck, Ian Jones



2nd Runnder-ups: Matt Fisher, Todd Wake, Kristine Wake



Middle of the Bay Award: Frank Mergenthaler (shown above in middle), Bill Mergenthaler, Paul Krzenski







2014 Southern Circuit



Champions: Skip Dieball, Jody Starck, Ian Jones



Runner-ups: Greg Fisher, Jo Ann Fisher, Jeff Eiber



2nd Runner-ups: David Starck, Marcus Eagan, Sarah Paisley, Neal Fowler and Joe Starck (missing from photo)



4th Place: Matt Fisher, Tobi and Dan Moriarty, Todd and Kristine Wake (missing from photo)



5th Place: Betsy Allison, Laura Jeffers, Will Jeffers



Middle of Tampa Bay – Nabeel Alsalam
Scott Bradford, Russ Roberts



Colin Park Trophy: Awarded to the highest placing married couple in the Winter Championship: Allan & Katie Terhune



Davis Youth Award: David A. Viens
Fleet 85, age 13



Humphrey Newcomer Award: 1st Time Skip-
pering the Southern Circuit - Betsy Alison



George V. Fisher Sportsmanship Award
Nick Turney



Terry Hamilton Southern Circuit Chair-
woman receiving a token of appreciation



Kevin Morin & Jan Davis: In appreciation for
working on the website committee - missing from
this photo is fellow committee member Eric Kent



James Taylor: Certificate of Appreciation
for working on the US Pan Am Trials



Tim Grady: In appreciation for documenting the
building of 15477 in an annotated photo journal
that will be available in the ILCA Class Store soon



Bruce Scott and crew Andrew Riem and
Andre Beese



Tim Millhiser with crew Chris Vann and
Karen Park



Will Brown with crew Matty Schon and
John Faus



Jason Bemis with crew Justin Coplan and
Danielle Prior





Midwinter Championship

Coral Reef Yacht Club — March 16–18, 2014

Pos	Bow/Sail	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total
1	33/ 15533	Starck, David	Starck, Joe/Fowler, Neal	3	1	[15]	1	5	1	6	17
2	70/ 15470	Dieball, Skip	Jones, Ian/Starck, Jody	4	[5]	5	2	2	4	1	18
3	45/ 15445	Fisher, Matt	Wake, Todd/Wake, Kristine	12	[13]	3	5	1	6	4	31
4	18/ 15181	Fisher, Greg	Fisher, Jo Ann/Eiber, Jeff	2	4	4	[24]	7	5	16	38
5	35/ 15535	Brown, Will	Faus, John/Schon, Matty	11	3	22	3	[54/DSQ]	2	3	44
6	77/ 14777	Alison, Betsy	Jeffers, Will/Jeffers, Laura	6	6	2	8	12	10	[17]	44
7	9	Allen, Thomas	Humphrey, John/Wright, Andrew	1	21	13	4	4	[46]	2	45
8	02/ 15480	Faude, Bill	Drake, Jared/Schoendorf, Mike	9	2	6	[20]	17	3	13	50
9	39/ 15399	Lobos, Victor	Lobos, Sebastian/Perrin, Hugo	7	11	8	13	6	[22]	7	52
10	84/ 15484	Schneider, Mark	Schneider, Lucinda/Slook, Tom	8	10	17	[23]	8	8	9	60
11	07/ 15507	Proctor, Ched	Ewing, Jamie/Lurie, Jay	5	17	1	17	[54/RET]	13	11	64
12	08/ 15085	Krawcheck, Lenny	Oetgen, Eric/Zankel, Ezra	16	7	[26]	6	16	11	12	68
13	20/ 15420	Ruhlman, Ryan	Ruhlman, Tesse/Turney, Nick	14	9	18	11	18	7	[20]	77
14	46/ 11346	Nickerson, Stu	Hamblet, Kip/, Stephanie	13	[30]	9	19	10	14	14	79
15	57/ 15457	Ruhlman, Rob	Ruhlman, Abigail/Werley, Dave	10	14	12	18	15	[21]	10	79
16	73/ 15473	Hamilton, Chris	Hamilton, Terrylynn/Maloney, Kathryn	15	12	11	14	14	[26]	15	81
17	64/ 15064	Bemis, Jason	Coplan, Justin/Prior, Danielle	[34]	8	7	28	33	9	5	90
18	27/ 15265	Davis, Steve	Hayes, Brian/Fraize, Julian	[31]	20	19	7	3	18	29	96
19	38/ 15380	Crane, James	Crane, Kelly/Crane, Brenda	25	[34]	23	9	13	12	25	107
20	91/ 15391	Becker, Geoff	Zarkowsky, Janel/Hankins, Krista	21	29	[54/RET]	12	9	38	8	117
21	17/ 15172	Taylor, James	Auer, George/Hearn, Judy	18	[33]	25.5/RDG	21	11	27	21	123.5
22	60/ 14860	Ward, Jim	Ruiter, Emily/Mueller, Jay	28	18	10	31	19	20	[54/DNC]	126
23	75/ 15075	Ruhlman, Maegan	Rowlands, Abby/Wiss, Mark	[36]	16	21	27	22	17	28	131
24	41/ 14495	Pitcavage, Joe	Pitcavage, Mandy/Bowden, John	17	32	27	10	37	[54/DNC]	19	142
25	56/ 15456	Goldman, Josh	Tardif, Valerie/Vosbury, Barbara	22	15	16	[39]	35	23	31	142
26	06/ 15206	Hofmeister, William	Hofmeister, Mandy/Schillebeec, Mark	19	22	20	[33]	30	28	27	146
27	54/ 15498	Mergenthaler, Frank	Mergenthaler, Bill/Krzenski, Paul	20	19	25	[36]	24	29	32	149
28	12/ 14120	Kirby, Collin	Mackenzie, Ridgeley/Lawrence, Luke	23	[28]	25.5/NF/ RDG	25.5/RDG	25.5/RDG	25.5/RDG	25.5/RDG	150.5
29	42/ 15142	Alsalam, Nabeel	Bradford, Scott/Roberts, Russ	[38]	26	37	15	34	19	23	154
30	40/ 15400	Millhiser, Timothy	Vann, Chris/Millar, Jenny	[37]	27	36	16	25	25	26	155
31	66/ 14866	Mauk, Bill	England, Jim/Merritt, Robert	33	23	[54/DNF]	26	26	24	24	156
32	95/ 15495	Probst, Debbie	Jones, Monica/Paisley, Sarah	26	25	39	29	23	15	[54/DNF]	157
33	05/ 15055	Hutchison, Hugh	Venables, Marc/Guidi, Victoria	[54/DNS]	24	14	41	28	30	33	170
34	55/ 15255	Hallagan, Richard	Thomson, Alister/Espinosa, Rebecca	24	31	34	[40]	31	16	37	173
35	01/ 15257	Hurban, Joan	Hurban, Gary/Jadrosich, Peter	30	[39]	24	34	20	31	36	175
36	51/ 15471	Flack, Bobby	Tyner, Will/Kittrell, Annelisse	40	[46]	29	22	36	33	30	190
37	28/ 15428	Moyer, Dick	Moyer, Helen/Hopkins, Chappy	29	35	[38]	37	38	36	18	193
38	53/ 15537	Flack, Ryan	Thompson, Jim/Dey, Rachel	35	40	28	25	32	[43]	35	195
39	13/ 313	Morin, Matthew	Morin, Kevin/Morin, Michael	32	36	[43]	32	29	35	38	202
40	88/ 14688	Peter, Georges	Ritt, CH/Burpee, Eva	45	38	35	30	21	34	[54/DNS]	203
41	36/ 15336	Prior, Trevor	Wertz, Mike/Hoffer, Gary	27	41	32	[43]	40	41	22	203
42	23/ 14923	Jones, Jack	Steiner, John/King, Tom	39	37	33	35	27	39	[54/DNC]	210
43	10/ 15490	Edwards, Ian	Edwards, Lindy/Harris, Patti	[47]	47	30	42	41	40	40	240
44	31/ 15513	Rose, Trey	Garza, Mike/Frantz, Allison	[54/RET]	42	42	46	43	37	34	244
45	34/ 15346	Hecker, Mike	Reinheimer, Gary/Matora, Chris	41	43	44	45	39	45	[54/DNS]	257
46	26/ 14226	Scott, Bruce	Riem, Andrew/Beese, Andre	42.5/ DNF, RDG	44	41	47	44	42	[54/DNS]	260.5
47	15/ 15315	Cabrall, Bill	Farrell, Raeyane/Merritt, Christine	42	[54/DNS]	54/DNS	38	42	44	41	261
48	71/ 14710	Willets, Neil	Willets, Christopher/Lenoir, Jerry	44	49	[54/RET]	44	45	32	54/DNF	268
49	50/ 15509	Dishaw, Richard	Hevron, Josh/Longe, Chris	48	[54/DNS]	54/DNS	48	46	47	39	282
50	22/ 15228	Thompson, David	Jarvis, Norm/England, Lori	49	50	46	50	47	48	[54/DNS]	290
51	61/ 13861	Clee, Randy	Kurtz, David/Lewis, Eddie	43	48	40	[54/DNC]	54/DNC	54/DNC	54/DNC	293
52	43/ 14433	Samanich, David	Christopher, Joe/Tischler, Bob	46	45	[54/DNS]	54/DNC	54/DNC	54/DNC	54/DNC	307
53	25/ 14525	Bates, John	Cook, Ed/Doherty, Rick	[54/DNF]	54/DNS	45	49	54/DNC	54/DNC	54/DNF	310

Lightning Southern Circuit Mentor Program

Nick Turney



What a great event! The 2014 Lightning Southern Circuit has come and gone, and what a great event it was! We have a great class and an amazing opportunity to get away from the frigid cold for eight days of sailing. To make things even better, we brought back the Mentor Program again, which went off with great success.

This was our second year for the mentor program. The idea came from the Thistle Class actually. The coach TCA program, headed up by Tom Hubbell, is a great program to help Thistle sailors reach their goals and become more skilled at sailing Thistles. I took that idea and wanted to expand on it a little bit. In 2013 I approached Laura Jeffers and Terry Hamilton about running this program in conjunction with the Southern Circuit. With no hesitation, they said "Go for it!!" So I did, and the result was a much smaller version of the program that was used at this year's Circuit.

The Mentor Program is designed to get sailors that are new to the Class, new to sailing, or want to up the level of sailing that they do, the attention and coaching that will make the learning process happen faster, but also make it more fun for these sailors on the water. A team can sign up to receive one-on-one coaching from an expert in the Class, as well as participate in a morning briefing and after sailing debrief. Why only include the teams that signed up? The teams that signed up were able to get a coach assigned to them, but I wanted to make the briefings and debriefs open to everyone, as I feel it is very important to have an open forum for the participation of the Class. In my opinion, the strength of the Class is only as strong as its members, and bringing the top guys in and helping the less experienced sailors is a great way to bring the Class together and create that family style atmosphere.

In 2013 we had four teams that signed up for the program. This year we had nineteen teams sign up, and of those nineteen teams, a few of them were new to the Lightning Class, a few of them had very minimal sailing experience, and few teams have been in the Class for a while but were struggling at moving up in the fleet. With the help of our great coaches, each team that I talked to and got feedback from after the event said that they learned tons, and their results were improving each day.

Success! We now created something that a new member can hop in the boat and learn from the veterans and have fun doing it. If a new sailor is trying out the Lightning for the first time and can get help and advice from other members of the Class, that sailor is going to stick around for a while.

From the outside, if a sailor is looking at joining a Class but is undecided on which class to join, this program will make it easier for that person to pick the Lightning. We want to make it as easy as possible for new sailors and members to join the Class and make learning the Lightning easy and fun. That was my goal for this program, and I believe that, with a few more modifications, we can perfect it and implement the program at other events as well.

To get back to the 2014 Circuit and the Mentor Program, I really need to recognize the coaches that made it happen: Skip Dieball, David Starck, Debbie Probst, Matty Schon, Will Brown, Bill Faude, Ched Proctor, Brian Hayes, Greg Fisher, Todd Wake, Geoff Becker, and Tommy Allan. These guys and girl (sorry Debbie) are all very good sailors and great coaches, and without the help from these guys, the program would not have been so successful. Thank you coaches!

It is not easy to focus on your own regatta and sailing as well as look out for another team, and



Bill Cabrall actively listening to David Starck's suggestions

these guys did a great job. In the morning before each day of sailing, I, along the help of a few of the coaches, would lead a briefing to discuss the weather forecast and give some tips and tricks about sailing the Lightning in the forecasted conditions. After sailing each day the coaches and I would run a large debrief and focus on that day's sailing. What happened during the day? What were the good guys doing? We would also answer any questions that the fleet had about the day's sailing or set up. This open forum or round table type discussion worked very well, and I think the fleet really enjoyed it. We will most defiantly be implanting the debriefs at other events, such as North Americans, for example.

Thank you again to all the participants and coaches of the 2014 Mentor Program! I wish you all the best of luck at future events and hope to see you guys again soon!

Thanks to Nick Turney and all of the top Lightning sailors who helped us in the mentoring program in the Southern Circuit. We all came away with a lot more knowledge and confidence. One of the greatest things about the Lightning Class is having top notch sailors, both professional and non-professional, with the willingness and enthusiasm to help us Sunday sailors improve our game. This mentoring will continue during the season in the form of Lightning Labs at various clubs around the country.

What is a Lightning Lab?

A Lightning Lab is typically a two-day sailing clinic aimed to improve skills for Lightning sailors of all abilities. It is run by a coach with extensive experience in the Lightning. Boat handling drills, starting practice, tuning and sail trim are common themes. Video tape analysis of the day's practice may also be used. (See more on the ILCA home page)

The following is the status of Lightning Labs being planned for 2014: (The schedule will be updated on the ILCA website as we get more information)

April 26 & 27 (Greece District)

Nautical Athletic Club of Voula (NAOV)

Coached by Kimmo Aromaa Contact: Tolis Kalpakas

May 9 (Dixie District)

SSA in Annapolis, MD. Before the No-Gas Regatta with briefings during the regatta.

Coached by Allan Terhune (current NA Champion) Contact: Joan and Gary Hurban

May 24 & 25 (California District)

MBYC, in San Diego, CA

(Coach to be announced) Contact: Jeff Coppens

May 31 & June 1 (MET District)

NBC in Nyack, NY

Coached by Justin Coplan (current World Runner-up) Contact: Eric Kent & Bob Sengstacken

Late May or Early June (date TBA) (Central NY District)

Delta Lake YC near Rome, NY

Coached by Brian Hayes Contact: Clay Murphy

July 25 (New England District)

New Bedford YC, Mass (Fri before the ACCs)

Coached by Dave Starck (current World Champion) Contact: Karen Woodcock

If you would like to have a lab at your club or have any questions, please contact us at jghurban@gmail.com

Joan and Gary Hurban

Winter Championship

Allan Terhune



The St Pete Winter Championship is, in my opinion, the most fun regatta of the year. The club is fantastic, we have racing and socializing, and the whole group is so happy to be out in warm weather and getting ready for the upcoming season. This year the format for the regatta was a little different, with the new Circuit format, and it appeared to be well received. This year was especially going to be fun, as the “old team” was back together, with Sarah Chin coming out of retirement to sail again. We had three kids, a boat, babysitters, etc. It made the whole experience a ton of fun.

Day 1 started with a typical light northerly. We were able to get one good three-eg race in, which Ched Proctor and team were able to win by a decent margin. After the race ended, the breeze faded fast, and we went into a postponement. Many thought the day was over, and started to head in, but the RC stuck it out, and a great westerly breeze filled in around 2:30 or so. We sailed two more races in the afternoon, in a fantastic 12–18 westerly with big shifts. It was some of the best sailing we have done in St Pete, but the day was LONG. We did not get in until late, everyone was tired (some grouchy) and most scattered to get food and rest. Three races on Day 1—that never happens in St Pete!

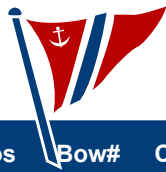
Day 2 brought a light northerly, and the RC did a great job of getting on race in before the breeze died. Once done, we headed to the dock and were done for the day. That night Dave Starck and his team hosted the annual “Jody Lutz Rum Party.” This is truly one of the highlights of the entire Circuit. It’s a great time where everyone is together, in a casual setting, having a good time and enjoying the nice weather and sunset. One of the funny things about partys like this is the things we learn about our friends and fellow Class members. I learned that there are quite a few hidden talents in our group. For example, BOTH Brenda Crane and Jan Davis have their own bees, like pets. I didn’t think I knew one person who would have bees, but now I know two! Kelly Crane apparently is an expert baker and does bakes a lot. I am expecting the next regatta in Connecticut to have a lot of tasty treats for all of us. Bill Faude builds little boats. I am not sure

what they look like yet, but I will report back. President John Faus builds osprey nests in New Jersey. I found out that Debbie Probst said she has no talent or hobby. I find this hard to believe; we will get an answer from her yet.

Going into the last day, the scores were close, and with one more race, a throw out would kick in. We sailed out on time to be met with little to no wind. The RC postponed and tried to get a race in for a while, but the wind did not cooperate. The wind unexpectedly filled from the south, and we had a five-leg race in fantastic conditions. Jody Starck and team had a great start and managed to win with plenty of room to spare. As we were sailing it, we noted what a perfect sailing day it was and how lucky we were to sail in such a great Class and at such a great venue.

We were fortunate enough to win the event. Katie and Sarah did a great job, and it was fun for us to shake the rust off since we had not sailed together in almost three years and had not sailed a Lightning since last August. We did learn a few things to share with the group:

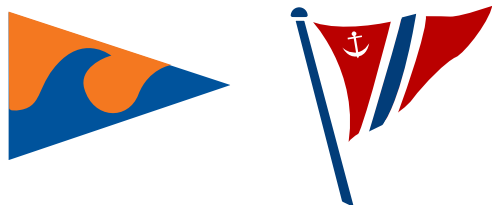
- Don’t get bogged down on what the weather “typically does” in St Pete. It is very easy to have preconceived notions on where to go and what to do. Keep an open mind and attack the race course on what you see, not what you remember happening. Conditions are always different, and things do not always happen the same. We all have a “St Pete playbook” that we think will tell us what will happen. The reality is, it only works some of the time. What works all of the time is being observant, open minded and planning just like you would if you were at a new venue.
- In a fleet as large as this, consistency is key. Work hard to get off the starting line clean and be able to sail the race you want to sail.
- Never give up! The races are long, and there are lots of opportunities to gain. Every point matters.
- Try to start near the favored end, but then look for space. Being able to have room to maneuver and get up to speed is more important than being slow in a pack right at the favored end.
- Park next to Mr. Pinky at all regattas. He has a cooler of beer and it’s full and with ice every day. Gidge and team are fun to talk to, and this makes the entire experience more fun.
- The current in Tampa Bay is a big factor, but not as big as the wind shifts and velocity. Make your decisions on the course based off of wind and other boats **first**, then based on current. I think we put too much stock into the water movement in Tampa Bay and at times ignore the massive differences in breeze (see above about having an opening mind and not doing what worked before).



Winter Championship

St Petersburg Yacht Club — March 15–18, 2014

Pos	Bow#	Crew	R1	R2	R3	R4	R5	Total	
1	49	A. Terhune, Jr, K. Terhune & S. Chin		2	4	3	(5)	2	11
2	18	G. Fisher, J. Fisher & J. Eiber		5	3	(6)	3	3	14
3	70	J. Starck, I. Jones & S. Dieball	(16)	10\RDG	2	6		1	19
4	7	C. Proctor, J. Ewing & M. Killion	1	8	9	9	(22)		27
5	2	B. Faude, J. Drake & N. Fowler	17	15	1	1	(25\ZFP)		34
6	45	M. Fisher, D. Moriarty & T. Moriarty	3	(37)	8	8	16\ZFP		35
7	33	D. Starck, M. Eagan & S. Paisley	28	2	4	2	(41*1)		36
8	9	T. Allen, J. Humphrey & A. Wright	13	7	7	10	(27)		37
9	35	W. Brown, J. Faus & M. Schon	(43)	1	10	21		6	38
10	77	B. Alison, W. Jeffers & L. Jeffers	25	5	5	4	(32\ZFP)		39
11	64	J. Bemis, J. Coplan & D. Prior	(22)	17	12	7		11	47
12	11	E. Dieball, J. Dieball & B. Bahler	11	9	(24)	15		12	47
13	57	R. Ruhlman, A. Ruhlman & D. Werley	12	19	(22)	12		10	53
14	38	J. Crane, K. Crane & B. Crane	21	6	19	(58\OCS)		9	55
15	8	L. Krawcheck, E. Oetgen & E. Zankel	8	13	14	(39)		30	65
16	55	R. Hallagan, H. TenEyck & T. Schroeder	7	(33)	16	25		23	71
17	65	D. Watts, R. Watts & D. Vought	24	23\RDG	21	(31)		4	72
18	66	B. Mauk, J. England & R. Merritt	9	22	(30)	17		29	77
19	40	T. Millhiser, C. Vann & K. Park	10	(38)	31	30		7	78
20	84	M. Schneider, L. Schneider & T. Slook	18	25	20	(27\SCP)		16	79
21	46	S. Nickerson, K. Hamblet & N. Blacker	(34)	20	11	19	31\ZFP		81
22	27	B. Hayes Sr, S. Davis & J. Fraize	36	(58\OCS)	27	14		8	85
23	56	J. Goldman, V. Tardif & M. Holly	(47)	11	32	29		13	85
24	91	G. Becker, J. Zarkowsky & K. Hankins	23	14	28	20	(58\DNF)		85
25	69	R. Flack, J. Thompson & R. Dey	19	(39)	18	32		17	86
26	20	R. Ruhlman, T. Ruhlman & N. Turney	15	26	(58\DNC)	13		33	87
27	6	W. Hofmeister, M. Hofmeister & M. Schellebeeckx	30	12	25	(35)		28	95
28	42	N. Alsalam, S. Bradford & R. Roberts	35	23	15	(37)	26\ZFP		99
29	67	D. Dickerson, D. Barrett & D. Viens	4	27	37	33	(58\DNC)		101
30	17	J. Taylor, G. Auer & J. Hearn	(39)	18	26	24		34	102
31	95	T. Probst, D. Probst & J. MacDonald	(48)	21	35	22		25	103
32	54	B. Mergenthaler, F. Mergenthaler & P. Krzenski	40	(58\OCS)	17	23		26	106
33	23	J. Jones, J. Steiner & T. King	20	34	13	40	(58\DNF)		107
34	75	M. Ruhlman, A. Rowlands & M. Wiss	27	36	29	26	(39)		118
35	1	G. Hurban, J. Hurban & P. Jadosdich	14	42	23	41	(45)		120
36	5	H. Hutchison, M. Venables & G. Swangler	33	29	38	(45)		24	124
37	44	C. Wardwell, H. Greene & M. Buchanan	38	16	33	38	(49)		125
38	13	M. Morin, K. Morin & M. Morin	31	30	36	28	(48)		125
39	73	C. Hamilton, T. Hamilton & K. Malooney	45	(58\DNC)	58\DNF	11		18	132
40	51	B. Flack, A. Kittrell & P. Polgar	26	28	34	46	(52)		134
41	60	J. Mueller, J. Mueller & E. Rueiter	6	(58\DNC)	58\DNF	27		44	135
42	28	D. Moyer, H. Moyer & M. Schoendorf	29	(58\DNC)	58\DNF	18		31	136
43	71	N. Willetts, C. Willetts & G. Lenoir	41	24	40	(43)		38	143
44	10	I. Edwards, L. Edwards & P. Harris	37	41	(45)	44		36	158
45	14	J. Davis, C. Davis & L. Lashaway	42	31	44	48	(50)		165
46	15	B. Cabrall, R. Farrell & C. Merritt	(54)	35	43	36		51	165
47	88	G. Peter, C. Ritt & E. Burpee	32	(58\DNC)	58\DNF	34		43	167
48	34	M. Hecker, G. Reinheimer & C. Matora	(52)	32	42	50		46	170
49	31	T. Rose, M. Garza & A. Frantz	(51)	44	39	49		42	174
50	37	R. Ratcliffe, S. Potter & R. Martin	44	(58\DNC)	58\DNF	47		32	181
51	50	R. Dishaw, J. Hevron & C. Longe	(53)	43	41	53		47	184
52	53	G. Glenn, G. Francis & D. Robeson	46	(58\DNC)	58\DNF	42		41	187
53	36	T. Prior, M. Wertz & G. Hoffer	50	(58\DNC)	58\DNF	51		35	194
54	26	B. Scott, A. Riem & A. Beese	49	(58\DNC)	58\DNF	52		37	196
55	22	D. Thompson, N. Jarvis & L. England	55	45	46	55	(58\DNS)		201
56	25	J. Bates, R. Doherty & E. Cook	56	(58\DNC)	58\DNF	54		40	208
57	4	T. Grady, S. Lucy & J. Banks	(58\DNF)	58\DNF	58\DNF	58\DNF	58\DNS		232



Southern

Pos	Bow/Sail#	Skipper	Crew	Mia1	Mia2	Mia3
1	70/ 15470	Dieball, Skip / Jody Starck	Jones, Ian	4	5	5
2	18/ 15181	Fisher, Greg	Fisher, Jo Ann / Eiber, Jeff	2	4	4
3	33/ 15533	Starck, David	Starck, Joe / Fowler Neal, Marcus Eagan / Sarah Paisley	3	1	15
4	45/ 15445	Fisher, Matt	Wake, Todd & Kristine / Moriarty, Dan & Tobi	12	13	3
5	77/ 14777	Alison, Betsy	Jeffers, Will & Laura	6	6	2
6	02/ 15480	Faude, Bill	Drake, Jared / Schoendorf, Mike	9	2	6
7	9	Allen, Thomas	Humphrey, John / Wright, Andrew	1	21	13
8	07/ 15507	Proctor, Ched	Ewing, Jamie / Lurie, Jay	5	17	1
9	35/ 15535	Brown, Will	Faus, John / Schon, Matty	11	3	22
10	57/ 15457	Ruhlman, Rob	Ruhlman, Abigail / Werley, Dave	10	14	12
11	64/ 15064	Bemis, Jason	Coplan, Justin / Prior, Danielle	[34]	8	7
12	08/ 15085	Krawcheck, Lenny	Oetgen, Eric / Zankel, Ezra	16	7	26
13	84/ 15484	Schneider, Mark	Schneider, Lucinda / Slook, Tom	8	10	17
14	20/ 15420	Ruhlman, Ryan	Ruhlman, Tesse / Turney, Nick	14	9	18
15	46/ 11346	Nickerson, Stu	Hamblet, Kip / Stephanie	13	30	9
16	38/ 15380	Crane, James	Crane, Kelly / Crane, Brenda	25	34	23
17	27/ 15265	Davis, Steve / Hayes, Brian	Fraize, Julian	31	20	19
18	73/ 15473	Hamilton, Chris	Hamilton, Terrylynn / Maloney, Kathryn	15	12	11
19	91/ 15391	Becker, Geoff	Zarkowsky, Janel / Hankins, Krista	21	29	54/RET
20	66/ 14866	Mauk, Bill	England, Jim / Merritt, Robert	33	23	[54/DNF]
21	17/ 15172	Taylor, James	Auer, George / Hearn, Judy	18	33	25.5/RDG
22	56/ 15456	Goldman, Josh	Tardif, Valerie / Vosbury, Barbara / Holly, Mike	22	15	16
23	40/ 15400	Millhiser, Timothy	Vann, Chris / Millar, Jenny / Park, Karen	37	27	36
24	06/ 15206	Hofmeister, William	Hofmeister, Mandy / Schillebeec, Mark	19	22	20
25	55/ 15255	Hallagan, Richard	Thomson, Alister / Espinosa, Rebecca	24	31	34
26	75/ 15075	Ruhlman, Maegan	Rowlands, Abby / Wiss, Mark	36	16	21
27	42/ 15142	Alsalam, Nabeel	Bradford, Scott / Roberts, Russ	[38]	26	37
28	54/ 15498	Mergenthaler, Frank/Bill	Krzenski, Paul	20	19	25
29	53/ 15537	Flack, Ryan	Thompson, Jim / Dey, Rachel	35	40	28
30	01/ 15257	Hurban, Joan/Gary	Jadrosich, Peter	30	39	24
31	05/ 15055	Hutchison, Hugh	Venables, Marc / Guidi, Victoria / Swangler, Gary	[54/DNS]	24	14
32	28/ 15428	Moyer, Dick	Moyer, Helen / Hopkins, Chappy	29	35	38
33	51/ 15471	Flack, Bobby	Tyner, Will / Kittrell, Annelisse / Polgar, Peter	40	46	29
34	13/ 313	Morin, Matthew	Morin, Kevin / Morin, Michael	32	36	43
35	23/ 14923	Jones, Jack	Steiner, John / King, Tom	39	37	33
36	88/ 14688	Peter, Georges	Ritt, CH / Burpee, Eva	45	38	35
37	36/ 15336	Prior, Trevor	Wertz, Mike / Hoffer, Gary	27	41	32
38	10/ 15490	Edwards, Ian	Edwards, Lindy / Harris, Patti	[47]	47	30
39	71/ 14710	Willetts, Neil	Willetts, Christopher / Lenoir, Jerry	44	49	[54/RET]
40	31/ 15513	Rose, Trey	Garza, Mike / Frantz, Allison	[54/RET]	42	42
41	34/ 15346	Hecker, Mike	Reinheimer, Gary / Matora, Chris	41	43	44
42	15/ 15315	Cabrall, Bill	Farrell, Raeyane / Merritt, Christine	42	[54/DNS]	54/DNS
43	26/ 14226	Scott, Bruce	Riem, Andrew / Beese, Andre	42.5/DNF RDG	44	41
44	50/ 15509	Dishaw, Richard	Hevron, Josh / Longe, Chris	48	[54/DNS]	54/DNS
45	22/ 15228	Thompson, David	Jarvis, Norm / England, Lori	49	50	46
46	25/ 14525	Bates, John	Cook, Ed / Doherty, Rick	54/DNF	54/DNS	45

Circuit 2014



<http://www.lightningclass.org/racing/results/2014/socir/socir.html>

Mia4	Mia5	Mia6	Mia7	SPt1	SPt2	SPt3	SPt4	SPt5	Total
2	2	4	1	[16]	10	2	6	1	42
[24]	7	5	16	5	3	6	3	3	58
1	5	1	6	28	2	4	2	[41/*1]	68
5	1	6	4	3	[37]	8	8	16/ZFP	79
8	12	10	17	25	5	5	4	[32/ZFP]	100
20	17	3	13	17	15	1	1	[25/ZFP]	104
4	4	[46]	2	13	7	7	10	27	109
17	[54/RET]	13	11	1	8	9	9	22	113
3	[54/DSQ]	2	3	43	1	10	21	6	125
18	15	21	10	12	19	[22]	12	10	153
28	33	9	5	22	17	12	7	11	159
6	16	11	12	8	13	14	[39]	30	159
23	8	8	9	18	25	20	[27/SCP]	16	162
11	18	7	20	15	26	[58/DNC]	13	33	184
19	10	14	14	34	20	11	19	[31/ZFP]	193
9	13	12	25	21	6	19	[58/OCS]	9	196
7	3	18	29	36	[58/OCS]	27	14	8	212
14	14	26	15	45	[58/DNC]	58/DNC	11	18	239
12	9	38	8	23	14	28	20	[58/DNF]	256
26	26	24	24	9	22	30	17	29	263
21	11	27	21	39	18	26	24	[34]	263.5
39	35	23	31	[47]	11	32	29	13	266
16	25	25	26	10	[38]	31	30	7	270
33	30	28	27	30	12	25	[35]	28	274
[40]	31	16	37	7	33	16	25	23	277
27	22	17	28	27	36	29	26	[39]	285
15	34	19	23	35	23	15	37	26/ZFP	290
36	24	29	32	40	[58/OCS]	17	23	26	291
25	32	[43]	35	19	39	18	32	17	320
34	20	31	36	14	42	23	41	[45]	334
41	28	30	33	33	29	38	45	24	339
37	38	36	18	29	[58/DNC]	58/DNC	18	31	367
22	36	33	30	26	28	34	46	[52]	370
32	29	35	38	31	30	36	28	[48]	370
35	27	39	54/DNC	20	34	13	40	[58/DNF]	371
30	21	34	54/DNS	32	[58/DNC]	58/DNC	34	43	424
43	40	41	22	50	[58/DNC]	58/DNC	51	35	440
42	41	40	40	37	41	45	44	36	443
44	45	32	54/DNF	41	24	40	43	38	454
46	43	37	34	51	44	39	49	42	469
45	39	45	[54/DNS]	52	32	42	50	46	479
38	42	44	41	54	35	43	36	51	480
47	44	42	54	49	[58/DNC]	58/DNC	52	37	510.5
48	46	47	39	53	43	41	53	47	519
50	47	48	54/DNS	55	45	46	55	[58/DNS]	545
49	54/DNC	54/DNC	54/DNF	56	[58/DNC]	58/DNC	54	40	572

Ian Edwards — Fleet 521, Houston and Fleet 519, Sydney Receives the Karl Smither Award



Ian Edwards (right): Receiving the Karl Smither Award for being one of the ILCA's shining lights for his Corinthian spirit, support of the Lightning, and Class mentorship.

Ian Edwards did not grow up in a Lightning family, but as soon as he became acquainted with the boat, he fell in love. One could argue that since his introduction into the Class, no one has done more to promote the Lightning Class and embody the Lightning spirit than Ian Edwards.

When Ian first started sailing Lightnings in Lagos, Nigeria, the boats he sailed were not truly Lightnings. Built in Nigeria, these boats consisted of a few sheets of plywood and kick-up rudders to navigate the shallows of Lagos harbor. It was at this time that Ian fell in love with the Lightning. While in Nigeria, Ian worked with the ILCA to get the numerous "Lightnings" at Lagos Yacht Club recognized as an official fleet. Once recognized as a fleet, Ian worked with Nickels Boat Works to facilitate the purchase and importation of at least one container of new Lightnings. He also spearheaded bringing Skip Dieball and Steve Davis to Nigeria to host a Lightning Lab and help the Lightning sailors of Nigeria get up to speed.

Ian brought the same enthusiasm for building the Lightning Class with him when he moved to Houston. Upon his arrival, he found that the Lightnings had once been an active class in Galveston Bay, and he took it upon himself to revive the fleet. He did this by encouraging sailors in the area to come sail with him or borrow one of his numerous boats to race in local regattas. He got Houston Yacht Club to host a circuit stop for the Texas Circuit. He sold his boats to local sailors for a discounted price and then bought new ones to replace them. The end result of Ian's effort is the resurrection of Fleet 521 on Galveston Bay. The Lightning Class is now one of the strongest classes in the area. Houston Yacht Club also recently hosted the 2011 ILCA North American Championship in which Ian played a large role in facilitating.

At any given time, Ian has at least six race ready Lightnings in his ownership. He makes these boats available to his fellow Lightning enthusiasts from Lagos, Houston, and everywhere else in the world. He ships at least four of these boats to every world championship and helps to arrange charter boats for others to use. Ian asks very little in return for borrowing one of his boats. Much of the time, he doesn't even recoup his own costs in making the boat available. It is not about the money. What he gets out of this is the satisfaction in knowing he is exposing more people to joy of racing Lightnings.

Through his Governing Board position of VP of International Promotion, Ian has been working closely with the Greek Lightning District to help devise and implement a revitalization plan. A container of four boats was shipped to Greece the beginning of this year, and another is in the works.

Ian recently retired from his career at Exxon/Mobile and has moved back to his hometown of Sydney, Australia. He still owns many boats in Houston, and he has no plans of retiring from the Lightning Class. In fact, Ian still plans on attending all the major Lightning Class events, including the Worlds, NAs, and Southern Circuit in 2014. He has also indicated that the next chapter of his life will be to bring more Lightning sailing to Sydney. He already has four boats there, and another four on the way.

Through his actions noted above, Ian has introduced countless sailors and non-sailors throughout the entire world to the Lightning Class. It truly is my belief that nobody embraces the Lightning Class values of fun, learning, and camaraderie more than Ian Edwards, and in turn, he has made the Class truly international.

Nomination written by Andrew Lee

2013 World Airline Sailing Championship

With Lightnings In Tuusulanjärvi

World Airline Sailing Championship combined with Airline Social and Cultural Association event was sailed in Tuusulanjärvi in September, 2013.

In the race Airlines have six sailor teams. There must be a different skipper for starts followed by each other. Eight teams arrived in Finland to challenge the team of Finnair. Most far away teams came from Australia, USA and Canada. All together nine teams participated in this year's event.

Preparing for the event began already a year earlier by Finnair Boat Club. They chose Lightning and Tuusulanjärvi as the boat and the place for year 2013 event. Tuusulanjärven Purjehtijat was responsible for the race organization and boats. Finnair Boat Club arranged social events, housing and dinners. Competitors' wish was that the event will be in September due to European summer vacations. To grant to that wish was quite a big risk due to autumn weather, but luckily the beginning of September was warmest in ages. On the other hand high pressure caused unfortunately light winds.

On Thursday the 5th of September sailors familiarized themselves with boats and conditions of the lake. There was hardly any wind, but sailors were satisfied with the boats and eager to wait for the first races on Friday. The Finnish Olympic winners in Sidney 2000 said at that time "that the sailing at Sidney bay does not deviate from sailing at Tuusulanjärvi". Quantas team didn't agree. Well okay, we don't have sharks in the lake! Get-together Dinner

in Restaurant Huili prepared the sailors for well-deserved sleep in the Hotel.

Friday morning was completely calm (already the forth morning). It was quite clear that the sailors had to wait for the first start a long time. While sun was shining the time flied and at noon it was time to have a lunch at the club. Soon after the lunch first breeze came and at quite a bustle the first boats were on the water. After five races the scores were even on the top. Lufthansa, British Airways and Finnair (even with OCS) were well before others. Quantas was fourth.

After the races it was time to go to Finnish sauna which was an exotic experience for faraway visitors. After that there was a gorgeous BBQ in harbor. Troubadour Airline Captain Kalle Klotz jammed himself into sailors' hearts.

Unexpectedly, there wasn't any changes for weather on Saturday, except a pea-souper on the lake. Same tactics as earlier; waiting, good food and rumble to the water. Four more races were sailed and the results were ready: Finnair was the winner, Lufthansa from Germany came second, Quantas from Australia was third with their great spurt, British Airways was fourth and Air Canada fifth. SAS from Denmark and Sweden was sixth, Austrian Airlines seventh, KLM from Holland eight and United Airline was ninth.

2013 WASC Prize giving ceremony was held in Huili with a big party. 2014 WASC is going to be held in Sidney Australia.

Jukka Jaskari/Sakari Pesola



Chilean National Championship

Pucón, Chile

December 28–31, 2013



Once again, the 2013 Santander Chilean Nationals, held in the beautiful town of Pucón, was the place to be between Christmas and New Years, specially for the Herman brothers.

Sailing conditions were excellent, with some very windy races and also lighter ones. The lake again proved to be one of Chile's premiere venues.

With an unprecedented show of sailing skills, Pablo Herman, Felipe Herman and Nadja Horwitz were able to dethrone Tito Gonzalez and team to win the Championship. In the fourth and last day, under lighter conditions, 8–110 knots, four races were run, completing the ten races that were programmed for the event.

In the first race of the day, the Hermans were fifth, reducing their lead to Tito from five to four points. The following race again left things in the air, but by race three of the day, the Hermans were able to win the regatta and also clinch the national title. In second place was Tito Gonzalez, Cristian Herman, and Trinidad Gonzalez, and in third, Felipe Robles, Andres Guevara and Pablo Lorca.

After the regatta, Pablo Herman said, "This is the third regatta we raced together, and the second we were able to win. At the South Americans in November, we were third, and a few days ago we won the Francisco Perez Spencer Cup, so we are really happy. Our objective is to qualify for the 2015 Pan Ams, and this really gives us more encouragement to keep working hard." Asked about beating Tito, "It's always fun to sail with people like Tito. You learn a lot and it really helps us...and if you can beat him once, like today, even better"—smiling as he leaves.

Nadja Horwitz, runner-up at the 420 Worlds this year and 420 South American Champion, added, "The conditions today were hard, with lots of shifts, highs and lows in pressure. We wanted to be in the top three spots, but we were able to sail very well from the start, and this makes us very happy."

The regatta awards ceremony was again held at the Gran Hotel Pucón, where the crews were able to have a great dinner with family and friends, waiting for the fireworks that would mark the beginning of 2014. Depending on the amount of energy one had left, the crews celebrated New Years at the many pubs and nightclubs Pucón offers. Pucón again exceeded all standards. Even though the Chilean fleets were planning on having the next Nationals somewhere else, by public acclamation, the 2014 Nationals will again be held in Pucón, same date and time. This time everybody has to come!!

Victor Lobos



2013 National Champions



	N° de vela		N° proa	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10		D	Ttl
1	CHI 14947	Pablo Herman Luis Felipe Herman Nadja Horwitz	14	1	3	1	2	1	4	5	3	1	2		5	18
2	CHI 11011	Tito Gonzalez Cristian Herman Trinidad Gonzalez	11	4	1	2	3	6	3	3	5	3	7		7	30
3	CHI 14794	Felipe Robles Andres Guevara Pablo Lorca	28	3	8	5	1	3	5	1	4	6	4		8	32
4	CHI 1101	Diego Gonzalez Carlos Vergara Arantza Gumucio	1	5	2	7	6	2	6	2	1	9	10		10	40
5	CHI 15399	Victor Lobos Sebastian Lobos Alvaro Varela	15	2	6	11	5	9	7	6	7	2	5		11	49
6	CHI 14734	Alejandro Pérez Edmundo Pérez Tomas Middleton	38	12	5	6	4	4	8	11	2	4	6		12	50
7	CHI 15353	Francisco Pérez Cristian Pérez Micah Ortuzar	22	8	4	3	DNF	8	2	10	8	8	1	21	21	52
8	CHI 15355	Cristobal Pérez Philipp Goyeneche Pablo Cérna	7	7	9	4	7	5	1	4	9	7	9		9	53
9	CHI 14809	Jose Lopez Jr. Jose Lopez Nicolas Lopez	57	10	11	10	9	10	10	5	6	11	11		11	85



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CLASSIFIEDS



15500 Nickels Lightning. 2012 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components are brand new. Light grey deck with white hull and black rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire+Twing run to the foredeck. Main-sheet fully external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. New England Endura Braid (spectra) for spinnaker sheet, main sheet, and spinnaker halyard. The boat and base equipment mentioned above are \$18,000.

We are working with Nickels to help build the Class and are selling new boats without the hassle of tuning and preparing a new boat. Boat is 100% race ready.

The following accessories can also be purchased with the boat. Two full sets of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of Harken Covers: (i) Travel, (ii) Mooring, (iii) Mast, and (iv) Full Rudder. Max thick centerboard. 2012 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. May be able to be delivered depending on location. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919.

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 \$15500. Call or email Ryan Flack for rigging specifics/photos. ryan@nickels-boats.com or 810-513-5002 cell

15384 Nickels 2008 Lightning. Moving and need to sell! Sailed only lightly, and only in fresh water.

North Main, Fisher Jib, and spinnaker - all in excellent condition. Standard race rigging. Hull, deck and mast cover and trailer. Asking \$15,500 or best offer. Located in Oakton, VA. Contact andy.wescoat@icloud.com

15259 Nickels (Off Like A Prom Dress) 2004 Lightning fully loaded, 705 lbs at 2011 NAs, max thick stainless board. Rigging, boat and all components in excellent condition. Always dry sailed. Light grey interior and deck with white hull and black rub rails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 jib wire, Harken Jib leads, topping+wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, mast new in fall of 09. (ii) boom, (iii) spinnaker pole, and (iv) tiller with long carbon tiller extension. Lifting bridle. three (3) padded hiking straps. Dieball sails: main and jib new in 11 and used barley 1/2 season. Still usable UK main and jib, also included. Sail Rite Spinnaker also new and very lightly used in 11. Tac Tic compass. New North mooring cover, full trawlering, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagnon at 765-749-8556 (cel) or email b.wagnon46@gmail.com. \$12,500.00

15256 2005 Nickels Lightning for sale. This is your opportunity to be the envy of your fleet, and own the prettiest girl at the dance. Meticulously maintained. Rigged with all the go-fasts, including MAX THICK CENTERBOARD. Fully equipped turn key racer with large inventory of sails including 1 brand new set that have never been up the mast. Very fast. This boat is a must see. For all the details, including pricing, clickon this link: http://lightningfleet50.org/?page_id=1832. Then call or email Jeff Storck for a viewing: 571-422-2444, theoretically@verizon.net

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

15184 Nickels, 2003. Just in time for the Southern Circuit. This Nickels lived in a shed at a lake from 2003 - 2011, never raced (hiking straps weren't even installed and rigging never tighten). In 2012 the boat was re-rigged with latest maffioli/spectra/etc, polished and updated with new Tactic, axle/tires, top/bottom travel covers. Raced a total of 5 regattas past 2 years. This boat looks like new. 2012 Fisher Norths look/feel crisp and new. 2nd Original Nickels North spinnaker with boat also like new. \$12,500 OBO. Boat located in Savannah. E-mail John Porter at J.Porter@ms.com or 912.308.6308

15126 Nickels. Custom Nickels spent last seven years in covers in barn. Race ready, turnkey boat with all covers. Faired at Dieball boat works 2002. \$10k firm. Contact Larry at 504 -256-8418

15041 Nickels - Lightly used 2 owner boat, originally built and sailed by Dave Nickels. White hull and deck with white rub rail and green deck stripes. Always dry sailed and stored indoors for the winter. VSP sails. All Harken blocks with mast mounted compass. All controls double sided. Min weight rudder. New Nickels spin hole and Ronstan adjustable hiking stick. All covers: travel (hull, mast, rudder) and mast up deck cover. Galvanized trailer with sealed bearings, elevated mast support and light bar. Located in Pontiac MI. \$9,900.00. For info, please call Tom @ 586 907 2673(cell) or email tgrabowski@yahoo.com

14960 Allen. White hull, light blue deck, and blue boot stripe. Newer mast, boom, rigging, and rudder. Boat is in excellent condition and has always been kept indoors off season. The boat has been lightly used for the past few years. 700-702 lbs every year at district weigh-ins for last several years. Everything is included and race ready, but the covers need to be replaced. \$13,500. Located in Brick, NJ. Contact Mitch Hnatt. Cell: 732-822-9184 E: mhnatt4@aol.com

14920 Nickels - "Hobbes" Beautiful, race ready condition. White hull and deck with white rub rail, blue and green boot and deck stripes. Always dry sailed and stored inside a heated warehouse. Two sets of North Fisher sails. All Harken blocks with mast mounted Micro TackTick. All controls double sided. Miscellaneous JCD parts such as bow doinker, hiking stick universal joint and mast blocks. Ronstan adjustable hiking stick. All covers: travel (hull, mast, rudder) and mast up with extended skirt. Galvanized, extended tongue trailer with sealed bearings, spare tire, elevated mast support and light bar. Located in St Louis Missouri. \$9,500.00. For info, please call James at 314-575-3334 (cell) or email jchapin@revealexhibits.com

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

14765 Nickels. White hull & deck, blue deck stripe. In very good condition. 2 sets of North Fisher jib and main, 1 spinnaker. Galvanized trailer with new tounge, lights and tires. Full travel covers and mast up full sided deck cover. Located in Madison, CT. Asking \$7000. Contact Jeff Swiggett at 203-215-5577 or jeff.swiggett@gmail.com

14645 Nickels - Gray hull and deck with red waterline and deck stripes. Second owner, well maintained, sharp looking boat in very good condition. Nickels galvanized trailer with adjustable tongue wheel, rear kick stand, spare tire, bearing buddies. Always a fresh water boat, stored indoors in winter. Race rigged with adjustable lowers, light and heavy spin sheets. Decent set of sails and extra spinnaker. Full set of FabriCraft travel covers (2 piece, mast, rudder), and mast up full sided deck cover. Minimum weight with lead. Boat is located in Liverpool (Syracuse), NY \$8900 Contact: Craig Thayer @315-882-6798, or thayer736@verizon.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.

14600 Nickels. Light grey hull, deck & interior with green stripe & Black Rub Rails. One Practice set of North Sails & one, almost new main & spinnaker. Dual side controls with color coded lines & manually adjustable lowers. Has only been used a few times in the last 7 years and has always been stored indoors. Nickels Galvanized Trailer with 2 Spare Tires, mast stand & Light Bar. Travel cover & mast up full sided deck cover. This is an Indiana boat currently located in South Texas. Price \$7,300.00 Contact Jimmie Ankele 361-205-9001 or cessa5498h@aol.com

14445 Allen. White Hull w/grey stripe - Always dry sailed and meticulously maintained. 2 sets of North sails (main/jib/Spinnaker) + 1 shore jib - All in good condition. Custom built trailer w/ spare tire & mast support - Travel ready. Includes mooring cover, dry sail cover + top & bottom travel covers (4 total). All new lines & blocks in 2010/2011 - Many upgrades. New mast in 2009. Measured in underweight at 2010 midwinter's - Race ready! Many extras - anchor, boom crutch, bucket, sponges, paddles, etc... The boat has been sailed competitively over the past

4+ years and has performed well. It is located at the Pointe-Claire Yacht club and can be shown upon request. Delivery available within reason. Perfect for the aspiring racer or seasoned vet and equally fun for a day of leisure on the lake. Stephen Waldie, 514-660-7245 or waldie.stephen@gmail.com

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

14416 Nickels. In great condition. Hull and deck are buff white with red and yellow stripe at waterline. Regatta ready and always dry-sailed. Sails, trailer and necessary gear, all in good condition. \$6,500. Located in Buffalo, New York. Contact Peter Godfrey at pcgsail@yahoo.com

14366 Nickels (off white hull with light gray deck) race ready with new sails, lines, and rigging. Hull in excellent shape and competitive at the National level. Complete kit ready to race. Boat was raced mostly in fresh water; competed in the 2013 Southern Circuit with a new suit of North Sails (\$2500 - 2013 JF main, jib, and spinnaker). Boat comes with new and two additional complete suits of sails, new Tack tick micro (\$400), multiple twing lines (light and heavy air), new lines including topping lift (\$250), newly restored trailer (\$1200), new boat cover - top and bottom (\$1000 from Sailor's Tailor), and too many extras to list. Boat stored in mild climate and in excellent condition. Would prefer to keep the boat in Fleet 329 (SSA) or Fleet 50 (Wash DC) and offer a discount to those who agree to keep it in the fleet. Asking \$7,000 after just putting in over \$5,000 to make it race ready. Boat located in Annapolis, MD (Severn Sailing Association). Contact Patrick at 703-585-1342 or pem725@gmail.com

14350 Nickels "The Pirate Ship". Good condition. Not sailed in three seasons. Four spinnakers, including the lightly used "Jolly Roger" flag custom spinnaker. Three mainsheets 2004-2008 in bags, four jibs in bags. Two spinnaker poles. Top and bottom boat covers and mast cover. Tool chest with many stainless steel extras. Nickels trailer 2008 with extra tire, mast stand and light bar. Dry sailed on Long Beach Island, NJ where it is currently located. \$4,700. 201-867-0014 or dgasorek@hotmail.com

13991 Nickels. Grey hull and deck with blue trim. Special offer to build fleet in Mission Bay, CA -- Asking only \$4,750! 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.

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

11078 Allen, 1969 (f/g tank model), in very good, ready to sail condition. This boat has been used very little the last 2 1/2 years. Light grey in color with a white deck, appears to be all original. Bryant Spars, crispy main/ jib, puffy spinnaker, compass, s/s c/b, wood rudder/tiller and new mahogany hiking stick/tiller extender. Wood seating and trim in very nice condition. Trailer may be the original Allen steel trailer with new lights, bearings, tires & safety chains that were upgraded this past summer - needs minor cosmetics to be ' just right '. Need to find a good home for her as we get ready to move. Asking \$ 2,600. Jeff, Huntington NY wavydog@verizon.netor 631-834-5999

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 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.net

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

9398-Lippencott. 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 Lippincott, great condition - looks like a brand new boat! Blue hull, white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. Chainplates and stays were replaced in 2013. Varnished mahogany trim. 1993 custom galvanized trailer. Moving and therefore having to sell the boat. Asking \$2,200. Boat located in RI. Rick (401) 749-3165.

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. jimfoyard@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 Lightning available. Built by Carl Eichenlaub in 1960 and sister to his Bull I and one of his 4 outlived boats,

but "grandfathered", has measurment certificate. Fantastic racing history, inc, PC Champs, NW Districts Champs. Top ten in '63 & 64 NA's, countless regatta wins & places. Still competitive with new boats, New North M & J, new but older North Spin. Older Shore M & J (cruising sails). Alum spars. Cover. I was the original owner, sold it in the '70's and acquired it again in the 90's, was in storage in NM for 10 years and just restored, currently in San Diego, CA \$5,995.00 with trailer, \$5,495.00 w.o. Available after June 1st. Could deliver to Miss. River. 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

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

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

unknown number - Classic mahogany Lightning totally restored, circa 1941. Light use, fresh water only, garaged and supported on padded cradle. Removal of epoxy in progress on outside starboard side. Otherwise "almost perfect" condition. Located South of Seneca Falls off Cayuga Lake, NY. Complete with sails; no trailer. \$1800. Call 585-261-6885

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 refinishing 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

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.



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

From the Desk of the Class Historian

Corky Gray

This is the resumption of the column first penned by the first official ILCA Historian, Mary Huntsman. Camera in hand she carefully documented our Class activities. She worked tirelessly to preserve Class memorabilia, always admonishing us to “not to throw anything out—just send it to the Class.”

Many of these things are now preserved at Mystic Seaport Museum. Most important was her efforts to save Lightning #1. I am sure one of her happiest days was when the Class presented the boat to Mystic Seaport. The boat is now back home in Skaneateles on loan to the Creamery Museum. If you get the chance, make the pilgrimage to see the fine display the museum has created for the boat.

This series of columns will tell the story of our Class and its place in the history of one-design racing. The Lightning was the first class designed with nationwide and, subsequently, world-wide membership as a part of the concept. Arguably, the first modern sport boat. A tall rig on a relatively long waterline sporting a parachute spinnaker on a planning hull. I have been collecting a number of period books, periodicals and brochures that I will use to illustrate our story.

Now a little pop quiz to whet your interest:

1. John Barnes, our first builder, was an early advocate of one design racing. He wrote an article in *Yachting* magazine in 1932 promoting the concept as best exemplified by the:
 - a. National 14
 - b. International 14
 - c. Canadian 14' Dinghy
2. In 1938 Skaneateles Boat Co. commissioned Sparkman & Stevens to design a sailboat to be first displayed at the New York Motorboat Show in January 1939.

It was the:

- a. Comet
 - b. Lightning
 - c. Gosling
3. The plans for the Lightning were drawn in 1938 by:
 - a. Drake Sparkman
 - b. Olin Stephens
 - c. No one knows his name.
 4. The person with S&S that had the greatest interest and impact on the success of the Lightning was:
 - a. Rod Stephens
 - b. Olin Stephens
 - c. Drake Sparkman

John Barnes loved small boat racing, especially when everyone sailed boats that were as identical as possible and as accessible as possible. Most one-design classes in the early part of the twentieth century were heavy, expensive keelboats. Most were boats commissioned by single or small group of yacht clubs building only a few dozen.

The 1928 Olympics were sailed in the eight and six-meter keelboat classes with just the little twelve-foot monotype being the only dinghy. Even the twelve meter was used in earlier games. An exception was the 14' Canadian Dinghy, a gaff rigged catboat that was sailed in the hundreds on the lakes. This was the boat that he had George Smith of the Skaneateles Boat & Canoe build for him. Later we find ads in the boating journals selling the boat by John Barnes in Syracuse. In the piece in *Yachting* he takes it on himself to call it “international,” obviously meaning US/Canada. In later issues that year, he is taken to task for doing so. The sloop we know as the I-14 was then

the British National 14, a development class. The Barnes brothers would soon buy Smith's company and stop building canoes and rowboats. Shortening the name to Skaneateles Boat Company, they began building racing sailboats.

Skaneateles was unusual in that it specialized in building inexpensive hard-chine racing sailboats, the Snipe (they built the first commercial Snipe, #2) Star and the new Comet. The company would contract to build larger boats too. In 1937 they won the contract to build a fleet of small keelboats for the Rumson New Jersey Country Club. The Arrow was designed by S&S, making it the first collaboration between the two firms. Interestingly, the boat had a box mast with spreaders and vee struts drawn by Rod Stephens that is identical to the first Lightning mast. It had a ten-foot-long T boom also.

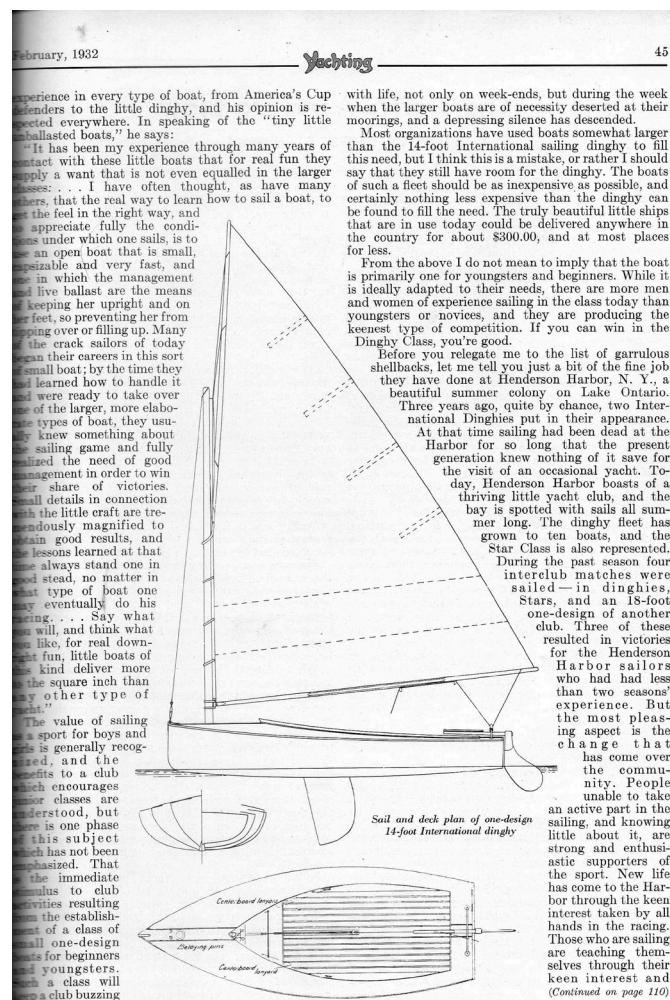
In 1938 SBC commissioned S&S to design a sailboat to be displayed at the NYMBS in January. This proprietary twelve-foot boat was named the Gosling. In the same year, the Barnes collaborated with a group of sailors from the Skaneateles Yacht & Country Club to develop a boat to fill the gap between the Snipe/Comet and the larger Star. The group commissioned S&S to design the Lightning with the then unheard of idea that the Class would own the design and would make it available to anyone to build.

By 1938 Olin Stephens rarely drew boat plans, even claiming he was not very good at it. His genius was in developing a boat's basic lines. His love was the full-bodied keelboats drawn to the International Rule. Coming off the successful collaboration with Burgess on the Americas Cup winner, *Ranger*, he was to draw the lines of some of his most famous boats in 1938—the 12 Meters Vim and Northern Light, both still sailing in Newport, Rhode Island, today, and his favorite, the 6 Meters, with Goose and Djinn, with these expensive designs on the boards where a little cheap boxy boat would fit in.

Over the years S&S would employ over a hundred draftsmen to crank out the details of construction drawing and small boats. At a desk in the large design loft, a newly hired fellow was handed the assignment for the Lightning. Working from a sketch and the offsets laid down in Skaneateles, he drew the lines and construction plan for the most popular boat S&S would ever design. When finished, he penned his initials JCC in the title box. He apparently soon left the company, possibly off to war. Sadly no one, not even the S&S records, remembers his name.

The real early success of Sparkman & Stephens is due to Drake Sparkman. A New York yacht broker, he had established an office in the city in the twenties. In the custom of the time, he employed a designer to supply boat designs for which the broker would find a builder. Then the broker would sell a client on the boat and then follow through on getting the boat delivered.

In 1928 his elderly designer was wanting to retire, and Sparkman took the chance on a very young but promising, self-taught designer, Olin Stephens. When Stephens turned twenty-one, they formed the partnership of Sparkman & Stephens. While Olin loved the big yachts, Drake would sell anything, nothing was too small. His method was to build a relationship with a client and keep supplying ever larger boats as the owner prospered. He would tell a story of selling a pram to a fellow that over the year worked up to a one hundred footer.



Taken from the 1932 Yachting article by John Barnes, this is a drawing of the boat he called and International 14 but is in fact the Canadian 14' Dinghy. Its significance is, had Barnes not approached Smith to build one for him, he might have missed the opportunity to buy SBC. This is the boat Barnes tried to market but was too expensive (round hull/ lapstrake) compared to the simple boats like the Comet. Had he succeed, he might not have ever considered a boat like the Lightning.

Something like the Lightning would fit his method, small and cheap but a clients' first S&S. The marketing blitz for the roll out of the Lightning was something never before seen. It was not just the October 1938 *Yachting*, in which there was a write-up, but, in fact, just about all the major boating magazines ran a piece. Most also had a follow-up in the 1939 Show numbers too.

Drake bought Lightning #155 for his family in the spring of 1939, as the first boats rolled out of the shop. He peddled the design to the major boat manufacturing companies, most much larger than Skaneateles. Thompson, with plants in Wisconsin and New York, shows #191 in their catalog. Dunphy, also in Wisconsin, had #194 in their catalog. Wagemaker

in Michigan built Lightnings, and even Chris Craft marketed Lightnings on the Navy Pier in Chicago.

The original deal for S&S was to hold the rights on the boat until sufficient numbers would be sold to pay the design fee. Drake Sparkman accomplished this within the first few months of the first year. This was a surprise to Olin Stephens, who would later confide to his associate and biographer, Frank Kenny, that he didn't think the boat would amount to much.

So the answers are all c(lass). The ILCA puts the Class in one design class racing.

More to follow—and remember, don't throw anything out. It's our history.

Classic Lightning Event: June 28–29, Hammondsport, New York — Come join the fun!

One of this year's 'Get Together' events will feature two fleets of Lightnings, as it will be sailed in conjunction with the Champagne Regatta, an annual open regatta which is also doubling as the Central New York District Championships this year. We are currently planning for two starts, one for the classic boats and another for the modern boats, with details still evolving.

Lake Keuka is a beautiful spot, the furthest west of the New York finger lakes, and many say the prettiest.

Hammondsport is also the future home of the Finger Lakes Boating Museum. They have a new facility, but I don't believe it's open yet. Maybe we can get a sneak peak at the collection. It is a beautiful lake, and the sailing club is in a spectacular setting. Good accommodations nearby, motels, B&Bs, and camping allowed. Hammondsport is also in the heart of the New York wine country and is a great place to spend a few extra days! Check out the ILCA Website for more details.

**Do Not Buy ANY Boat Cover
Until You Study This Comparison Chart**

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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In our activities we use the Lightning boat. We chose this boat because it has a lot of stability and security. Children love the boat because it is easy, accessible and beautiful. Last November we sailed our Lightning with several blind people. We teach them to control the rudder of the boat with the orientation of the wind in your face. If you leave the marina with wind in the neck, you will have to return with the wind in the face. This is not good, but the blind feel prestigious and useful.

For more information": <https://www.facebook.com/nucleodevelaadaptadadebrasil.nvab>



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1



10



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Lightning Family News

Welcome New Member John Swindeman

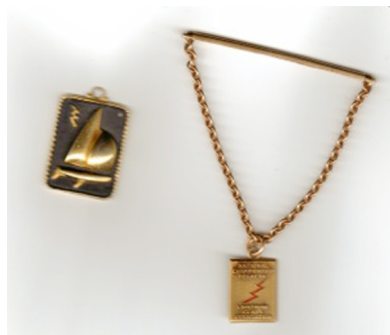


I'm very pleased to become a member of the ILCA, which I joined when I bought my first Lightning (ostensibly a late 60s Lippencott, but I haven't investigated). My grandfather, Walt Swindeman, Jr., sailed his Lightning "Yankee Doodle" out of Toledo Yacht Club and North Cape Yacht Club in

Ohio, was a past president of the ILCA and a Pan American Game winner in the Lightning Class in the late 50s.

Living in Tennessee, my father Bob Swindeman tried to give his kids an education in sailing, but it was a challenge given the lack of consistent sailing conditions. I grew up sailing in his FJ, and later bought a Force 5.

I'm looking forward to the weekly dinghy races at Concord Yacht Club this summer and would like to build toward racing in St. Pete next winter. We'll see how it goes. I'm trying to interest my wife Elizabeth in sailing. I have four kids. My fourteen-year old will be able to crew this summer. My eight-year old will have his first sail camp this summer, and I'm hoping to use the three-year old and one-year old for bal- last as soon as they're a little bigger.



Lightning swags from the 50s and 60s.

Welcome New Member Bruce Scott



Hello Lightning Class Association. My name is Bruce Scott, and I came to sailing unwillingly. "Go to summer camp or take sailing lessons," declared my mum, some thirty-seven years ago. Surprisingly, I loved it from the start. I bought a Laser when I was fifteen, and thirty years later, I have one again—but I digress.

I sailed a Lightning in the Ontario Provincial Triple Handed Championships when I was sixteen, but that was the only time, until I bit once again and bought one this summer, taking a road trip with my wife to Bowling Green, Kentucky. In the parking lot of Sam's Club we completed the deal on boat #14226, from Tennessee.

I boat hopped from J24s to Laser 28s before I bought my first boat as an adult, a Flying Dutchman, *In and Out of Focus*. I had that for a couple of years. As I had a really good foredeck crew, and I wanted to keep her, I moved onto a J22. *Warped Speed* came just in time before our twin boys, Port and Starboard; otherwise, that money would have been spent on diapers.

My next venture took me to the one off ("You bought a what, from where?"), *Time Warp*, as we named our Santa Cruz 27. We super-sized the next J and went for a J27, *Warped Perception*, which I still have.

I will be racing the Miami and St Pete's Midwinters in March, and have a supply of crew willing to road trip with me next summer. It's been satisfying getting back to "water level" in the Lightning. My one venture to Cazenovia, New York, this past summer was a flop—too much wind to race, but meeting other Lightning sailors was a start.

Note: The picture above is with our dogs, Windward (bottom) and Cruzier (top). They are both sailing dogs and any other watercraft we put them on—canoes and kayaks, too.

Congratulations to Lightning Sailor Jody Starck



Jody with her mom

Jody has been named US Sailing's 2013 Rolex Yachtswoman of the year!

[Read the entire press release.](#)

Fellow Lightning sailors were also nominated for US Sailing's 2013 Rolex Yachtsman of the year award: Marvin Beckman, Tim Healy, Dave Starck and Allan Terhune! Way to go Lightning Class!

[Read the entire press release.](#)

8 Bells

Manuel Gonzalez Barjacoba – January 17



It is with sadness that we report the passing of Manuel Gonzalez Barjacoba. He passed away January 17, 2014 after battling a long illness. He was a longtime Lightning sailor and a key person in the growth of our Class in Chile. Though Manuel has not been active in the Class recently, the family has been well represented

by his son Tito Gonzalez and grandchildren, Diego, Alberto, Jr and Trinidad. Also his son Manolo sailed Lightnings for twenty-seven years.

George A. Francis – February 1

It is with great sadness that we learned George A. Francis passed away February 1 among loved ones in Wall, New Jersey, after seventy-seven years of a remarkable life.

In 1949, George and friend Charlie Starkey answered a note on the Brick, New Jersey, bulletin board of a sailor requesting a crew for his Lightning. With the answer to the note, George and Charlie became Jim Carson's first Lightning crew. George sailed with Jim for years and thrived in Jim's first success as a Lightning sailor and sailed numerous championship regattas with him. George became an important member in Metedeconk River Yacht Club's early history in the 1950s and 1960s and was one of the architects of the club's original formation.

George graduated from school with a degree in electrical engineering and after initially embarking on related jobs, left it to follow his passion for a career centered on sailing and boating. George introduced the Hobie Cat to the Jersey shore area in the late 1960s and eventually opened Surf and Offshore Sailing in 1972. Surf and Offshore Sailing remains open after forty years, and has been an important part of the boating hemisphere in the Point Pleasant area, servicing thousands of happy customers.

George remained a member of Metedeconk River Yacht Club throughout these years and a prominent member of the Barnegat Bay sailing community. His son George has continued to follow his father's love of sailing, sailing Lightnings since the mid 70s and continues to compete in the Class today. George's daughter Gillian has sailed numerous regattas, including the Junior NAs and North Americans Championships, producing three generations of Francis' in Lightning history.

George maintained the classic look of a sailor, with white beard and hair, and was happiest when out on the waters about the Jersey Shore. A celebration of George's life will be held at Metedeconk River Yacht Club on February 15 at 1300 hours.

James Raymond Faus – February 8

It is with sorrow that we report that James Raymond Faus passed away peacefully February 8 after a long illness. James was an avid Lightning sailor from Barnegat Light Yacht Club (Fleet 335) on Long Beach Island where he served as Commodore, Trustee and a long-time Principal Race Officer. He passed on his passion for Barnegat Bay and Lightning sailing to his four sons, Brad, Todd, David and John. John currently serves as ILCA Class President.



International Lightning Class Association

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TOP 10 REASONS TO COME TO THUNDER BAY FOR THE LIGHTNING CANADIANS...

10

because there will
be racing...
great racing.

9

because there will be beer...
Great beer. Lots of beer.
Lots of great local beer.

8

because there is something here
called the "Sleeping Giant"...you
should come here to see what it is.

7

wildlife. seriously....you are guaranteed to spot
something exciting. Lots of moose, cougars, etc.

6

Lake Superior. It's no joke. Pretty. Cold.
Pretty cold....but also very beautiful, and windy.
Scratch Lake Superior off your "bucket list".

5

boats. There will be many. You can make it one more.

4

because Thunder Bay Lightning sailors put on more
highway miles per season than any other fleet. It's a fact.
So please, come visit. Let us stay home- just this once.

3

because it's a World's Qualifier. That's how we get you
to come here...if not for our racing, beer, Sleeping
Giant, wildlife, awesome lake, & good times.

2

because we're planning some really great stuff too:
T-shirts, beer, prizes, dinners, beer, beer, races, fun,
billets, awesome weather, wind, and beer.



1

because we would
really, really, really
like you to come.
The sailing is great,
the people are fun,
the drive is long,
but totally worth it!

See you in
Thunder Bay 2014!

JULY 12 & 13, 2014
THUNDER BAY, ONTARIO



www.lightningcanadians2014.com