

International

Lightning **Flashes**

Winter 2013, Volume 73, No. 3

**North and South
American Championships**

The Making of #15477



Photo credit: Art Petrosemolo



THE INTERNATIONAL LIGHTNING CLASS

CELEBRATING SEVENTY-FIVE YEARS

Cover Photo: Brian Phelan, Patrick Phelan, and Barb Hill, 2nd place, Masters' North Americans



A special note of Thanks to Art Petrosemolo for volunteering his time to photograph all of the North American Championships and Classic Rally.

In addition to Art, we would also like to thank Fergus Henderson, Giselle Wagner, Eric Heller and many others who also helped to photograph the North American Championships and Classic Rally.

2014 Marks the 8th Season of the Boat Grant Program



To date 76 young adults have experienced the Lightning Class through the Boat Grant Program. 8 are now boat owners and nearly half are still active in the Class! Thank you to the generous ILCA Members for making this program possible. **Applications for the 2014 program are due by 12/31/13.**

We need your help to keep this program going strong. Please look around your local area and look for young adults that would benefit from this program! Talk to them about the Lightning Class, encourage them to apply.

Help us spread the word!

What is the Lightning Boat Grant Program?

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

For more information, about the Boat Grant Program

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



ILCA Boat Grant Program

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Call for 2014 Karl Smither Award Nominations

Each year, the St. Petersburg Yacht Club presents the Karl Smither Award to one of the ILCA' shining lights for his or her Corinthian spirit, support of the Lightning and Class mentorship. Past winners include Anne Allen, Jim Carson, George Fisher and last year's honoree, Bob Astrove, pictured left. This honor is announced at the Saturday night Awards Banquet at the St. Petersburg Winter Championships in March.

Please take a few minutes and nominate one of your Class mentors. This is a wonderful opportunity to recognize them for their efforts. Please drop a note via e-mail or regular mail including the details of why this person is worthy of everyone's admiration to the Class Office, office@lightningclass.org. Then have your friends do the same. The deadline is Wednesday, February 12, 2014.



President's Message

John Faus

Charleston—The Wild Oyster—66 boats! In three short years, this event has become a “not to miss” regatta on the fall Lightning circuit. Be sure to save the date for next year’s Wild Oyster Regatta: October 25 and 26.

The ILCA is fortunate to have so many 40+ regattas throughout the year. Many of the “flavor of the month” sport boats are lucky to have three or four large regattas per year. We have the Long John, Spring Classic, ACCs, NAs, Frigid Digit and the Wild Oyster—just to name a few.

Terry Hamilton, Martha Fisher and Kelly Crane have all been working hard to make this year’s Southern Circuit a special one! Plenty of racing is planned in just two venues, Coral Reef Yacht Club and St. Petersburg Yacht Club, along with our active list of social events. The Mueller/Wake Beer Swap will take place on Monday after racing. The Saturday evening banquet will feature an unforgettable live band. We will test the new, slightly-shortened schedule and then survey the Class post Circuit.

Savannah Yacht Club will host the Deep South regatta two weekends before the Circuit begins. The Savannah Lightning fleet is beginning to come back to life! This is great news!

Our International fleets continue to thrive. Brazil had seventeen boats at their Nationals. Congratulations to 2013 Champions Joao Hackerott, John Bennett and Maria Hackerott. Twenty-six boats attended the South American Championships in Antofagasta, Chile. Congratulations to Tito Gonzalez and team for the win and to Felipe Robles and team with a close one-point 2nd place finish. Our super organized Finnish District, led by Lauri Hemming, are in the midst of their winter meetings as I write this. We hear rumors that another container of boats may be headed to Helsinki—we hope so. Peru continues their return to the ILCA. We believe we will see more activity from Peru, as they have been selected to host the 2019 Pan-Am Games! We also hear rumors that Peru needs two containers of boats. The ILCA is ready and willing to help. Finally, we have received proposals from Italy and Greece to help re-energize their fleets. The ILCA Fund Committee has been working on both proposals to see how we can help.

Bob Astrove and Corky Gray continue to support and grow our active Classic Boat membership. They

are already working on the Classic Boat schedule for 2014. A special ‘Thank You’ to Corky! He continues to update and research our Lightning Class history.

I am happy to announce that Joan and Gary Hurban have agreed to take on the roll of organizing Lightning Labs! Please get in touch with them to schedule labs for 2014! George Sipel, who previously held this roll, is transiting to the VP of District Commodores position. George will be helping with communication between the Class Office and District Commodores.

The deadline for the 2014 Boat Grant program applications is 12/31/13. This will be the eighth year of this wildly successful program! I highly encourage everyone to look around their own clubs and find a worthy applicant and urge them to apply. Our retention ratio with Boat Grant alums has been amazing. Please encourage a team to apply this year. Thanks to Will Brown and to the rest of the Boat Grant committee for maintaining this program.

We have received bids for the US Pan-Am trials, and we are still accepting bids for the 2015 NAs and WJMs! We hope to make announcements soon.

John

2015 World Championship Announcement:

Buffalo Canoe Club, Point Abino, Canada. Event dates announced: July 19–5, 2015. Racing is scheduled to begin on July 21 and conclude on the July 25. Please note that Pan Am venue and the BCC are less than a 90 minute drive between them. Teams competing in the Pan Am Games will be able to make it to the Canoe Club in time to compete in the Worlds.

Congratulations to Lightning sailors nominated for US Sailing’s 2013 Rolex Yachtsman and Yachtswoman of the year:

- Marvin Beckman
- Tim Healy
- Dave and Jody Starck
- Allan Terhune!

Way to go Lightning Class!

Thank You to our Supporters

2013 Donations as of 11/25/13

ILCA Fund

BENEFACITOR LEVEL

Anonymous
Steven & Jan Davis
Fleet 126

DONOR LEVEL

Leland Atkinson	Hugh J Hutchison	Dr. Georges Peter
Bob & Sterling Bush	Greg Kelly	David & Jody Starck
Dwight Gertz	Bill Killebrew	Bob Stoller
Bob & Sharon Harkrider	Eric R Larson	Todd & Kristine Wake
Mitchell Hnatt	Larry MacDonald	
	Dr. Clarke Newman	

SUPPORTING LEVEL

Wallace E Ackley	Thomas W Emch	Starling H Mikell
Nabeel Alsalam	Red Fehrle	Matthew P Morin
Alan Bates	Bridget Frymier	Edwin Roseberry
Norman W Burns	Steven D Johnston	Nelson S Schmitt
Christopher J Clarke	David Laidlaw	Jon Schwartz
Garry Condon	Robert H Mathers	Jeffrey Storck
Richard Deeb Paez	Peter D Menninger	Darryl Waskow
Dan Doyle	Bill Mergenthaler	

CONTRIBUTING LEVEL

Cameron Carlin	Joseph H Lutz	Keith P Taboada
Steve Chavez	David Maier	Fred & Carol Turner
Michael J Constants	Kenneth V McGinity	Joseph Warren
James A Davis	Christine Moloney	John & Bertie Werley
John DeBenedetti	Micah E Ortuzar	Christopher Shipman
Garret Demarest	Ray Peters	Dave Sprague
Edward A Diakow	Patrick Phelan	David Starck
Karen Dial	Stephen R Polk	Jody Starck
James H Dillard	Rod Ratcliffe	Keith Taboada
Edward Dziuba	Michael Reed	Gustavo Tamayo
Benjamin C Eloff	Bruce Richards	Thomas M. Ward
John D Folwell	Ury Segal	Dick Tuttle
Michael Garza	Christopher M Shipman	Richard Warren
Jack Huntsman	David Sprague	John Werley
Lynn A Jones	John Stax	Neil Willetts
Carol H Kern	John Stevens	William Ziegler
Jonathan C Lauthers		

ALLEN MEMORIAL

Lenny Krawcheck	Catherine Ray
Gary G. Oetgen	Joe & Carol Starck
Past Commodores of BCC	

Boat Grant Program

Bill J Allen	Karen Dial	Ray Peters
Tom Allen IV	John Faus	Stephen R Polk
Nabeel Alsalam	Red Fehrle	Michael Reed
Jack & Anne Borland**	Fleet 69	Bruce Richards
Jack & Anne Borland	John Folwell	Timothy G Robinson
Jamie Brickell	James Force	Arthur D Rose
Dean S Cady	Janis J Gamer	Jean Sheila M. Sanders*
John E Cameron	Kip Hamblet	Mark & Cindi Schneider
Cameron Carlin	James Hopkins	Thomas C Schuyler
Mike Carney	Suzan Humphrey	Christopher M Shipman
Steve Chavez	Jack Huntsman	Kevin L Smith
Brian L Comfort	Mary Keppel	Lea Ann Smith
Michael J Constants	Robert S King	David & Jody Starck
Justin Coplan	George W Koch	John Stax
Jeff Coppens	Joseph H Lutz	Jeff Stong
Chris Cox	Larry MacDonald	Keith P Taboada
Stan Cummins	David Maier	Todd & Kristine Wake
Randall C Dannemann	Patrick McKnight	Richard M Warren
Jonathan Dean	Bill Mergenthaler	John & Bertie Werley
John DeBenedetti	Kayla Oak	Skip Wilday
Garret Demarest	Nolan O'Neal	William J Ziegler
	Daniel J Parietti	
	Carol A Park	

* 2013 Allen Memorial Donation

** 2013 M. Fisher Memorial Donation

Huntsman History Fund

Christopher Barclay	Michael L Huffman	Stephen R Polk
Cameron Carlin	Jack Huntsman	Daniel Pope
Steve Chavez	David Maier	Michael Reed
Michael J Constants	Bill Mergenthaler	Bruce Richards
Chris Cox	Timothy Millhiser	Kevin G Robinson
John D Folwell	Richard & Gail Miner	Thomas C Schuyler
Richard S Graham	Carol A Park	Steven Shockway
William A Hartis	John J Parker	David & Jody Starck

Limbaugh Fund

Frank H Atkinson	Michael L Huffman	Thomas C Schuyler
Christopher Barclay	Jack Huntsman	David & Jody Starck
Cameron Carlin	Stephen R Polk	Jean Swanson*
Steve Chavez	Michael Reed	Keith P Taboada
Michael J Constants	Bruce Richards	Todd & Kristine Wake
Randall C Dannemann	John R Sawyer	John & Bertie Werley

* 2013 Allen Memorial Donation

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](#), [Victor Lobos](#)

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.

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.



<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!



2014 ILCA YOUTH WORLD CHAMPIONSHIP

June 28 – July 2, 2014

Buffalo Canoe Club

REMINDER: February 28, 2014, is the deadline for each national class association or national authority to inform the ILCA Class Office of the number of teams it intends to enter in the 2014 ILCA YOUTH WORLD CHAMPIONSHIP. The initial limit per country is two teams.

Currently the following countries have confirmed teams:

Argentina	Finland: two teams – more slots requested
Australia	Greece
Brazil	Italy
Canada: two teams	Mexico
Chile: one maybe two teams	Peru
Colombia	United States: two teams – more slots requested
Ecuador	

If you have not already done so, please organize your national teams and inform the ILCA office of the number of teams that your country will send.

Here are some noteworthy facts about the regatta:

➤—Venue:

The Buffalo Canoe Club (BCC) is located in Crystal Beach, Ontario, Canada—25 kilometers west of Buffalo, New York, USA and 150 kilometers south of Toronto, Ontario, Canada. Not only is the Buffalo Canoe Club a fantastic place to sail, it is also a great place to take a family vacation. The clubhouse is located on the sandy shores of Lake Erie with facilities that include: 2 mile white sand beach, warm and shallow waters off the beach, swimming docks, soccer and baseball fields, tennis courts, beach volleyball, playground, snack bar, dining room, bar, showers/changing rooms and spectacular boat house. Click on the following link to visit the Buffalo Canoe Club Website.

➤—Boats:

Boats will be provided by members and friends of the BCC. Competitors only need to bring their sails and life jackets. 24 boats will compete in the 2014 Championship — 4 more boats than the typical Youth Worlds due to the availability of great boats at the BCC.

➤—Everything is included in the entry fee (\$375 USD):

All competitors will be billeted with host families within two kilometers of the BCC. All meals and social activities are also included.

➤—February 28, 2014 Deadline:

Please take the time now to organize your national youth teams to participate in the Youth Worlds. Each Lightning national class association or national authority shall inform the ILCA class office no later than February 28, 2014, of the number of boats it intends to enter—initially limited at two boats.

➤—Notice of Race:

The Notice of Race is posted on the ILCA Website and provides more detail on the Championship.

If you have any questions on the Championship, please email the following regatta contacts:

David Starck, ILCA V.P. in charge of World Championships: davestarck@icloud.com

Ian Jones, ILCA Youth World Regatta Chairman: iwjones42@gmail.com

Laura Jeffers, Executive Secretary, ILCA Class Office: office@lightningclass.org

➤—Schedule:

- Saturday, June 28 Registration and sail measurement, practice race, competitors meeting and opening ceremony.
- Sunday, June 29 Championship Races
- Monday, June 30 Championship Races
- Tuesday, July 1 Championship Races
- Wednesday, July 2 Championship Races and Awards Banquet.





Welcome New Members Evan & Mary Ann Morris

Evan & Mary Ann Morris of Denver just purchased #11457 and joined ILCA. In spite of sailing for more than 40 years with many boats and venues, one of their most favorite experiences were the years they owned #943 purchased in Muskegon, Michigan. They let it go to a new owner and regretted it. Now, it feels great to be back in the Lightning fleet. They plan to sail #11457 mostly on Cherry Creek Lake at Cherry Creek State Park, Denver.

Welcome New Member Stephen Saunders

I appreciate the warm welcome from the Lightning Class. My name is Stephen Saunders, and I am new to the Rocky Mountain Lightning Fleet #488. I grew up sailing a Cape Dory 10 on the lakes of Connecticut, which created my love of sailing. As an adult I found myself in Denver, Colorado, and, surprisingly, discovered an active racing community. I have raced J22s, Force 5s, Catalina 22s, and most recently I have owned and raced a Santana 20. I have really enjoyed the Santana class, but with the most recent droughts in Colorado, we were unable to launch the boat for a big part of the racing season. I started investigating other local classes and found a great boat in the Lightning and what appears to be a great group of individuals racing that class. I look forward to becoming an active member of the fleet and making a positive impact on the water next year.



Recently Launched Maddox Owen Dieball



Skip and Laurie Dieball welcomed Maddox Owen to their crew on 9-17-13 at 8:33 AM. He was all of 7 pounds, 1 ounce and was 19½ inches long. Big sisters Mallory and Meghan will be having a good time teaching Max the ropes!

Abigail Leigh Ruhlman



Ryan and Tesse Ruhlman welcomed Abigail Leigh "Ale" to their family on Wednesday, November 13, 2013. She was 8 pounds 2 ounces and 21.5" long!

The 4th generation of Ruhlman Lightning sailing has begun!

Max & Alei – Welcome to the Lightning Class!

Notice of Wedding



Raeyane Farrell and William F. Cabral were married on September 7, 2013, in front of many fellow Fleet 488 Lightning Sailors in Denver, Colorado. Their passion for each other and sailing played a common theme throughout the entire engagement. Rather than a save-the-date card, a Notice of Wedding was sent to all guests. Some of the engagement photos were taken on the water on their Lightning. A true highlight for any wedding photographer! For a couple that met sailing Lightnings in Colorado, the importance of being surrounded by fellow sailors made the day even more special. Be sure to congratulate Raeyane and Bill the next time you see them on the water!

The Finish Line is Everest!



You won't see fellow Lightning sailor Patrick McKnight from Annapolis Fleet 329 on the water anytime soon. He is training to climb Mt. Everest in April of 2014! Follow Patrick and his adventure on his blog: <http://pem725everest2014.blogspot.com/>

8 Bells

George Hatfield – October 26



It is with great sadness that we report the passing of George Hatfield. George passed away at his home in Rockwall, Texas, on October 26, 2013, after a long battle with cancer. He was a member of Lightning Fleet 35, a founding member of Fleet 435 and friend of the ILCA for many years. He was Chief Measurer in 1983 and 1984

and served as Class President in 1985. He loved the Lightning Class and cherished so many fond memories of racing and sailing. Our thoughts and prayers go out to his family.

[Click here to leave online tributes or for additional information. Full Obituary](#)

Cully A. Cobb, Jr. M.D. – November 23

It is with great sadness we share that Cully A. Cobb Jr., M.D. passed away Saturday, November 23, 2013. Cully was a founding member of the Harbor Island Yacht Club and Lightning Fleet 262, sailing on Old Hickory Lake in Nashville, Tennessee. He was instrumental in the Mississippi Valley District. In his active years he was a contributor to Flashes on many occasions. He will be most remembered for his eloquent pieces on fairness in competition. Fair winds...

[Full Obituary](#)

Carl Eichenlaub – November 29

Another legend lost...Carl Eichenlaub passed away on November 29, 2013. He was very instrumental in the Lightning Class, not only as a builder of very fast boats, but as a tough competitor on the race course. Many will remember his catchy ad, "Any slob can



win in an Eichenlaub!" He is also credited with opening up the entire country to Lightning sailing. He won the 1960 North American Championship in Tawas, Michigan, and then brought that championship out to San Diego, California, in 1961. Peter Houston wrote a wonderful tribute that appears in [Sailing Anarchy](#). Also check out another tribute in [Scuttlebutt](#) that includes a link to a great interview that appeared in Sports Illustrated, 1965.

Robert B. O'Brien – December 4

It is with great sadness that we share Robert B. O'Brien, Jr. of Bay Head, New Jersey, passed away Wednesday, December 4, at the age of 79. Bob was the former and Emeritus Captain of Fleet 3, located in Bay Head, New Jersey, and former Commodore of Bay Head Yacht Club. He was cofounder of the New Jersey Museum of Boating, trustee of the Toms River Seaport Society, President of Wooden Boats New Jersey and O'Brien Yacht Sales, and was inducted into the [Barnegat Bay Sailing Hall of Fame](#). A memorial service will be held on Monday, December 23, at 11 AM at All Saints Church, Bay Head. For directions and condolences, please visit www.O'BrienFuneral-Home.com. [Obituary](#)



FREE T-SHIRT!!

CAPITAL LOGO



MENTION THIS AD TO GET A FREE REGATTA T-SHIRT WITH ANY ORDER while supplies last

Celebrating our 10th year of providing high-quality technical shirts, polos, jackets and hats. Guaranteed friendly service.

- ✦ Embroidery, Sublimation, Screenprinting
- ✦ No minimums ✦ Great prices

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CapitalLogoInc.com





Campeonato Nacional

Pos	B#	Crew	Fm	Tot	R1
1	81	Gustavo Tamayo, Javier Delgado & Alejandro Bacot	CNP	37	3
2	01	Sergio Delgado, Delio Delgado & Julian Puentes	CNM	39	4
3	17	Santiago Uscátegui, Federico Uscátegui & Joche Raute	CNM	39	2
4	85	Mauricio Valenzuela, Alberto Valenzuela & Adriana Garcia	CNM	41	5
5	78	Felipe Castillo, Alejandro Abisambra & Luisa Mora	CNM	43	(14/OCS)
6	88	Paula Douat, Juan Carlos Herkrath & Andres Ceballos	CNP	53	8
7	07	Camilo Salcedo	CNP	60	11
8	32	Ernesto Borda, Juan Diego Escallón & Lorenzo Rojas	CNP	62	6
9	41	Rafael Tamayo, Pablo Tamayo & Rodrigo Mora	CNP	63	1
10	34	Julian Ramírez, Sergio Abisambra & Nestor Parra	CNM	67	9
11	33	Loreana Jacob, Ana María Ramírez & Jessica Jacob	CNM	70	10
12	72	Richard Deeb, Antonio Mila & Aldemar Cortez	CNP	81	7
13	25	Carolina Plazas, Tatiana Plazas & Jose Luis Pardo	CNP	121	12



We Get Results!

In the past 8 years, our boats have won every major regatta:

- EVERY SOUTHERN CIRCUIT
- EVERY NORTH AMERICANS
- EVERY WORLD CHAMPIONSHIP



Boats Made to Your Specifications

We are dedicated to the Lightning and committed to serving all Lightning sailors

Allen Boat Company

Call Tom Jr.

716-842-0800 or email: tomallenjr@juno.com • 370 Babcock Street • Buffalo, NY 14206

Sept 09-10 de 2013



R2	R3	R4	R5	R6	R7	R8	R9	R10
3	3	1	(11)	7	3	8	6	3
1	9	(10)	8	2	8	2	3	2
7	4	4	6	9	(12)	1	2	4
2	(8)	5	4	4	2	7	7	5
10	1	3	3	12	6	3	4	1
6	6	7	5	5	7	(9)	1	8
12	7	2	1	3	4	12	8	(14/DNS)
5	2	11	7	11	9	4	(12)	7
9	5	(12)	2	8	10	11	11	6
8	12	6	9	6	1	6	10	(14/DNS)
4	11	9	10	1	11	5	9	(14/DNS)
(14/DNF)	10	8	12	10	5	10	5	14/DNS
11	(14/DNF)	14/DNF	14/DNS	14/DNS	14/DNS	14/DNS	14/DNS	14/DNS

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PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
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Brazilian Nationals

Seventeen boats gathered at the Yacht Club Santo Amaro on Guarapiranga Lake, São Paulo - S.P. This was a great event.

Pos	Bow#	Fleet	Sail#	Club	HelmName	CrewName 1
1	15	SP 462	15396	SPYC/YCSA	João Hackerott	John Bennett
2	5	SP - 147	15333	YCSA	Claudio Biekarck	Gunnar Ficker
3	9	SP	14894	SPYC	Thomas Sumner	Felipe Brito
4	11	SP	14378	ITAUPU	Mario Buckup	Telma Buckup
5	18	SP	14845	CCSP	Marcelo Bellotti	Eduardo Molina
6	3	SP	14596	ITAUPU	Caio Prado	Roberto Marinelli
7	12	GUARATUBA-PR	15064	ENAMAR	Diego Mello	Jordan Mello
8	20	SP	9	YCPAULISTA	Fernando Hackerott	Paulo Pichetti
9	13	SP 462	15429	SPYC	Sidney Bloch	Eric Boilesen
10	17	SP	14203	YCSA	Martin Lowy	Alexander Essle
11	4	SÃO FRANCISCO-RJ	5033	RYC	Antonio Leme	Alvaro Souza
12	19	SP 462	14602	SPYC	Leonidas Valle	Nicholas Valle
13	6	SP	15264	SPYC	Pedro Soares	James Birkinshaw
14	8	SP	14892	SPYC	Hans Ludwig	Jorge Soares
15	7	SP	4602	SPYC	Bernardo Costa Macedo	João Pereira
16	2	SP	11709	YCSA	Karin Gasparian	Dieterv Staa
17	22	SP	15152	SPYC	Nelson Schmitt	Cecilia Jahnel



Nov 16–17 de 2013

It included one boat from the Parana Fleet (South of Brasil) and another came from Rio de Janeiro, where it looks like the fleet is re-born since they have three active boats now!



CrewName 2	R1	R2	R3	R4	R5	R6	Total	Net
Maria Hackerott	2	1	4	1	1 (18/DNF)		27	9
Marcelo Da Silva	1	(5)	1	2	5	1	15	10
Felipe Gil	5	3	3	4	2	(6)	23	17
Marc Buckup	6/ZFP	4	2	(10)	7	3	32	22
Rafael Krausz	6	2	10	(11)	4	2	35	24
Fabio Strauss	10	9	(12)	8	3	4	46	34
Fabio Wilke	7	7	7	6	10	(15)	52	37
Jose Hackerott	11	8	6	5	(13)	9	52	39
Fabio Boilesen	7/ZFP	11	5	7	9	(12)	51	39
Mark Essle	8	6	8	9	8	(10)	49	39
Lucas Swan	9	(14)	11	12	12	5	63	49
Per Hornell	(18/DNF)	10	9	3	16	16	72	54
Fabiana Andreadza	16/ZFP	12	(17)	13	6	7	71	54
Bruno Silva	12	13	(16)	14	11	11	77	61
João Benis	(18/DNC)	18/DNC	13	17	14	8	88	70
Verena Schultze	14	15	14	15	(17)	14	89	72
Rubens Dolce	15	(18/DNF)	15	16	15	13	92	74



2013 North American Champion

Allan Terhune



Cedar Point Yacht Club again out did them-selves in hosting the 2013 North Americans. From good racing, tons of free drinks, great parties, and lots of fun—it was a regatta that those of you who missed it should be bummed about. The entire CPYC membership chipped in on the social and racing aspects and really made everyone who participated feel like they were welcome.

The one thing that was very exciting about the regatta was that there was a lot of youth. There were plenty of boat grant alumni, as well as younger sailors crewing. It was a welcome sight and exciting to see the Class moving in this direction.

The regatta started off with its usual qualifying series. Tito Gonzales and team came out on fire with a 2, 2, 1 to win the qualifying series without having to sail the last race. Dave Dellenbaugh and their team were right on their heels, and both teams had everyone in the parking lot talking about how fast they were in the light air.

We showed very little signs of life during the Q series. Katie, John and I had just come off of a week of sailing Thistles, and we were rusty for sure! John had never sailed in a Lightning before, so it was a learning experience for him all around. We were glad that we would get to start over on Wednesday.

The regatta started in very similar conditions that we had in the Q series. We knew we still had a lot of work to do, but if we kept working would be able to get to where we were.

The first beat was very even, and at the weather mark boats from all sides were close. We rounded in 9th, and then we had our first break through of the event. We had a spectacular downwind and rounded the leeward gate in 4th. This was the turning point of the event for us; it seemed to give us confidence back and a little “pep in the step,” so to speak. We finished the race in 3rd with a new outlook and a much better feeling.

The second race of the day was also similar to the Q series. We were heading right and looking OK, and then the left started to work. We had seen this on Monday, so we tacked and took a LOT of sterns to get left. We went quite far to tack on the port lay-line and go from about 19th or so to 2nd around the mark. Throughout the rest of the race there were big shifts, holes, mark changes, etc. We again finished 3rd and were both excited and relieved to have had such a consistent day when the wind was anything but consistent.

The second day of racing was not to happen. There was no wind and rain. We went out on the course to give it a shot, but it just was not meant to be.

The third day was totally different from other days. It was a little windy, 10–15 knots, with some bigger puffs and some really big shifts. Our goal for the day was single digits, knowing that we would most likely not get a throwout and that there would be a bunch of teams with big scores. Our goal was to make sure we were in the pressure and on the tack aiming towards the mark. We never got hung up on picking a side or chasing the shifts. We had a 3, 2 in the first two races of the day and had a nice lead going into the last race over team Dellenbaugh. We wanted to get a clean start, which I didn’t, and just stay in the same water with them. After the dust cleared, we were in the top pack and rounded the weather mark in 2nd, with Dave in 5th. We played prevent defense from there and crossed the line in 4th—winning the event!

This was our third time winning the regatta, and every time has been special. We have had very good fortune over the years at CPYC, and we LOVE going there. I had a great team this year. Katie always does a great job, and I would never be able to win, let alone make it to the course, without her. This year we had John Wilson come with us. He is a fifteen-year-old, life-long Thistle sailor. He is the current junior Thistle national champ, and it was a lot of fun having him aboard. His youthful outlook, enthusiasm and fearless mind set made the week a lot of fun. We may have made him a Lightning sailor now!



Blasting through 75 years of fun.

Happy Birthday ILCA!



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CHESAPEAKE (410) 280-3617 Allan Terhune allan@od.northsails.com

GREAT LAKES (216) 361-2594 Nick Turney nick@od.northsails.com

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One Design

FASTER BY DESIGN

Photo Thomas Jansen

North American



Pos	Bow#	Skipper/Crew
1	5	Allan Terhune, Jr., Katie Terhune & John Wilson
2	33	David Dellenbaugh, Jay Lurie & Janel Zarkowsky
3	18	Jody Starck, Allie Jones & Ian Jones
4	50	Claudio Biekarck, Gunnar Ficker & Marcelo Batista de Silva
5	22	Rob Crane, Tanner Probst & Nick Sertl
6	20	Mark Sertl, Cory Sertl & Katja Sertl
7	54	Tito Gonzalez, Cristian Herman & Trinidad Gonzalez
8	10	Thomas Allen, Chris Schon & Emmett
9	27	Stephen Constants, Dave Constants & Chloe Constants
10	49	Mitch Hall, Sam Ingham & Tanya Cuprak
11	35	Bill Fastiggi, Suzy Coburn & Lauren Barth
12	16	Ched Proctor, Jamie Ewing & Meredith Killion
13	34	Larry Colantuono, Parker Colantuono & Charlie Proctor
14	15	Justin Coplan, Danielle Prior & Mike Carney
15	19	David Peck, Sarah Peck & Nina Peck
16	39	Tom Starck, Kathryn Moloney & Lauren Jones
17	13	Todd Wake, Doug Wake & Jay Mueller
18	24	Stu Nickerson, Kip Hamblet & Margurite Koehler
19	41	Matt Fisher, Stu Fisher & Adam MacDonald
20	11	Gianni Cuccio, Dan Vought & Emily Ruiter
21	1	Eric Oetgen, Laura Jeffers & Will Jeffers
22	12	Richard Walsh, Tina Walsh & Alex Cox
23	44	Lenny Krawcheck, Beau Samuelson & Chase Shaw
24	28	Billy Martin, Bobby Martin & Erin Kilcline
25	7	Francisco Perez, Cristian Perez & Micah Ortuzar
26	52	Jim Crane, Brenda Crane & Bill Crane
27	36	Caroline Patten, Nick Farina & Ellie O'Brien
28	29	Bob Harkrider, Clay Rumble & Sharon Harkrider
29	57	Jamie Simmons, Ryan Hughes & Connor Aswad
30	14	Debbie Probst, Jenna Probst & Mikayla Warde
31	6	Cal Herman, Jeanne Herman & Pearson Potts
32	4	William Bogardus, Jarrett Lynn & Stephanie Swann
33	40	Charles Wardwell, Colin Kirby & Lisbet Kugler
34	30	Jed Dodge, Bill Dodge & Ian Marshall
35	9	Peter McBride, Robert McBride & Tim Harris
36	31	Bill Mauk, Rob Merritt & Rebecca Espenosa

Championship 2013



Click images to view NA's photo gallery
<http://www.lightningclass.org/racing/results/2013/nas/nas.html>

Total	R1	R2	R3	R4	R5
15	3	3	3	2	4
27	6	7	4	5	5
53	19	9	2	17	6
59	1	23	15	18	2
65	15	27	7	15	1
65	16	20	13	1	15
67	2	6	11	19	29\ZFP
69	5	12	19	21	12
75	8	33	5	16	13
76	25	19	10	3	19
77	21	5	18	26	7
81	11	2	20	37\ZFP	11
81	12	21	16	29	3
81	9	25	23	10	14
82	7	17	27	8	23
83	24	21\SCP	8	4	26
84	10	26	14	13	21
91	4	29	34	7	17
92	28	32	1	6	25
95	13	28	9	27	18
96	32	1	31	12	20
98	17	22	22	9	28
99	30	30	17	14	8
100	20	15	26	30	9
101	22	31	6	11	31
104	35	11	24	24	10
111	14	13	25	22	37\SCP
114	18	4	33	25	34
116	29	8	12	34	33
126	26	16	30	27\SCP	27
133	27	18	21	31	36
143	36	34	29	28	16
148	23	24	32	37\RET	32
150	31	14	36	32	37\ZFP
155	33	35	35	23	29
157	34	36	28	35	24





Champions

North American Champions: Allan Terhune, Jr., Katie Terhune & John Wilson



**Runners-up: David Dellenbaugh
Jay Lurie & Janel Zarkowsky**



**2nd Runners-up: Jody Starck
Allie Jones & Ian Jones**



**4th Place: Claudio Biekarck
Gunnar Ficker & Marcelo Batista de Silva**



**5th Place: Rob Crane
Tanner Probst & Nick Sertl**



**6th Place: Mark Sertl
Cory Sertl & Katja Sertl**



**7th Place: Tito Gonzalez
Cristian Herman & Trinidad Gonzalez**



**8th Place: Thomas Allen
Chris Schon & Emmett**



**9th Place: Stephen Constants
Dave Constants & Chloe Constants**



**10th Place: Mitch Hall
Sam Ingham & Tanya Cuprak**

North American Championship Awards

Tom Fallon Trophy



*To the last boat to qualify into the
Championship Fleet*
Team Mauk

Thomas McDermott Trophy



*To the most improved from 2011-2013
qualifying series-24 places*
Lenny Krawcheck

Swanson Trophy



To promote and encourage women skippers
Joan Hurban

Colin Park Trophy



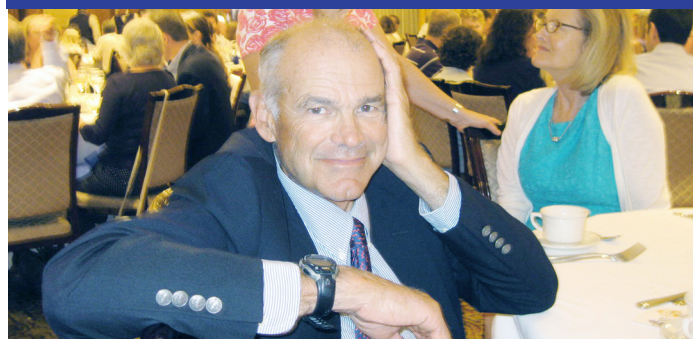
To the highest finishing married couple
Allan and Katie Terhune

Colin Park Trophy-President's Division



To the highest finishing married couple
Don & Donna Barrett

Jack Elfman Trophy



*To the highest finishing Master who also competed in
the Masters NA Championship regatta*
Ched Proctor

Thermis Trophy



To highest first-time finisher in the Championship Fleet
Mitch Hall (L) with crew Sam Ingham & Tanya Cuprak

Kaleigh Wilday Trophy



To the youngest competitor
Doug Wake

Friends and Fun at the North Americans





North American



Team Brown



Team Newman



Champions: Stephen Warren
Becca Huyard & Ben Huyard



4th Place: Donald Barrett
Donna Barrett & George Wiedermann



Runner-ups: Gustavo Tamayo
Javier Delgado & Juan Sanchez



5th Place: Will Tyner
Sara Fox & Reese Wilkins



2nd Runner-ups: Marvin Beckmann
Zach Steuer & Charles Krawiec



6th Place: Brian Comfort
Jenn Millar & Kim Comfort

Pos	Bow#	Crew
1	26	Stephen Warren, Becca Huyard & Ben Huyard
2	8	Gustavo Tamayo, Javier Delgado & Juan Sanchez
3	51	Marvin Beckmann, Zach Steuer & Charles Krawiec
4	17	Donald Barrett, Donna Barrett & George Wiedermann
5	58	Will Tyner, Sara Fox & Reese Wilkins
6	59	Brian Comfort, Jenn Millar & Kim Comfort
7	47	Josh Goldman, Martha Fisher & Ryan Minth
8	45	Joan Hurban, Gary Hurban & Peter Jadrosich
9	32	Timothy Millhiser & Chris Vann
10	21	Clarke Newman, Deanna Newman & Dari Esfahani
11	38	Bretton Gardner, Nate Owen & Kate Owen
12	3	Ryan Flack, Trey Rose & Emily Simon
13	25	William Cabrall, Raeyane Farrell & Christine Merrit
14	43	Eric Heller, Colin McGlynn & Alex Marshall
15	55	Dick Moyer, Helen Moyer & John Dependok
16	56	Brad Wagon, Bryan Bahler & Stewart Fossec
17	23	Stephen Cox, Nick Pfsi & Josh Pfsi
18	42	Lorrie Walsh, Tina Corness & Terry Cano
19	48	David Fried, Peter Fried & Alexander Lavelle
20	2	William Brown, John Faus & Jonathan Lutz
21	46	Todd Johnson, Max Cahn & Steve Russell
22	37	Rod Radcliffe, David Marseli & Jamie Ratcliffe

President's Cup



Click images to view NA's photo gallery
<http://www.lightningclass.org/racing/results/2013/nas/nas.html>

Total	Race 1	Race 2	Race 3	Race 4	Race 5
25	3	1	5	3	13
26	4	15	2	4	1
29	2	12	8	5	2
35	5	8	1	9	12
43	1	3	12	12	15
44	11	4	10	10	9
48	9	11	9	1	18
49	10	5	4	19	11
49	15	14	7	7	6
50	6	16	6	8	14
52	8	20	17	2	5
60	12	6	19	6	17
64	16	10	20	14	4
67	19	18	16	11	3
69	13	13	11	16	16
71	22	21	3	17	8
73	17	19	15	15	7
75	20	9	18	18	10
76	14	17	13	13	19
78	7	2	23\DNS	23\DNS	23\DNS
82	18	7	14	20	23\DNS
107	21	22	21	23\DNS	20



Team Heller



Team Radcliffe



7th Place: Josh Goldman
Martha Fisher & Ryan Minth



Team Cox



Team Fried



Team Johnson



Team Lorrie Walsh



Team Millhiser

2013 Sertl Family Sailing



Mark, Katja and Cory taking the bullet in Race 4 just ahead of Team Terhune

Debbie Probst asked our family to write about our experience getting back into the Lightning Class this summer.

Spending a week at Cedar Point with our family back in the Lightning Class was a summer highlight. We are fortunate that all of us share the joys of racing sailboats—the competitive challenge, both physical and mental, the team work aspect, the camaraderie of new and old friends and traveling to and sailing in new places.

Mark and I met through the Lightning Class at St. Petersburg Yacht Club during the Southern Circuit, so the Class and the people we have met hold special memories for us. We've each had the opportunity to sail in many classes and events all over the world but always find the Lightning Class to be such a great mix of talented sailors of all ages—a great group to spend a week with.

Nick Sertl: Sailing Lightnings hadn't entered into my mind this year. The rest of my family was doing it, but I couldn't due to club 420 regattas. I was pretty disappointed about this. I have fond memories of sailing Lightnings with my parents at the Newport Yacht Club in Rochester, New York. When I was a little kid I was always clamoring to sail the Lightning. I could care less about sailing on my grandpa's J35 or our J22; I wanted to sail the Lightning the most. This was a product of the Lightning's layout and small size. Every person has an important job.

When the opportunity came up to sail Lightning North Americans, I jumped on it. My mom called me while I was at the US Youth Championships in Corpus Christi. She asked me if I wanted to sail the NAs with Rob Crane, in a tone that implied that I should have known who Rob was. I asked her

"Who?" Once she told me that he was the American Laser sailor for the London Olympics, I was ready to go. I was psyched to sail with a great sailor and to learn a lot.

I had a great time sailing, and we placed 5th, just ahead of the rest of my family, who were 6th, but what I enjoyed most was the social aspect. In no other class have I experienced such a diverse age range. There were tons of high school kids, college kids like my sister, and, of course, a fair share of old-timers. The cookouts were great, and I made a bunch of new friends.

After youth championships, I had decided that I wouldn't sail the 420 next, but I wanted to continue sailing and improving in preparation for college sailing. In no other class can I sail against such good sailors and have as much fun. My experience at Lightning NAs convinced me to sail the Lightning next summer, with me skippering. Next year I am going to use my dad's old boat and sail with my sister, Katja, and Mike Marshall. Our goal is to qualify for the worlds at Buffalo Canoe Club. In addition, I am also going to crew in the Lightning Youth Worlds next summer, sailing with Jonathan Lutz and Allie Jones.

Note: Nick is a senior in High School looking forward to sailing in college in the Boston area next year. Nick and his team mate, Elizabeth Pemberton won US SAILING's Youth Championships in the Club 420 at Corpus Christi Yacht Club right before the Lightning NAs.

Katja Sertl: I grew up sailing Lightnings with my parents, and going back to sailing with them this summer was an amazing experience. Sailing on a boat with family members can be at times "annoying," and maybe even embarrassing, but for some reason I always enjoy it and keep doing it again.

Tanner Probst, Rob Crane and Nick Sertl



Being a full-time race coach this summer, I wasn't allowed much time to sail, so getting the opportunity to sail in the Lightning North Americans with my mom and dad was great.

Whenever I think of Lightnings I think of learning to sail and finding my love for the sport. When I was younger, I was an absolute nightmare to sail with. I would cry, complain and scream when the boat would tip a fraction of an inch, but somehow I finally found passion and love for the sport. I think that being able to sail with your family members says a lot about the relationship your family has. You have to get along well and cooperate with each other even better than you would have to on land.

It's always fun to race the Lightning regattas because you often see several generations of one family in one boat. Our family boat met another family boat, the Pecks. Sarah Peck is a senior at Dartmouth, and we instantly bonded at Cedar Point. We shared funny stories about our parents embarrassing us on the race course. We now get to race against each other at college sailing regattas.

Note: Katja is a sophomore at Boston College. Their team recently qualified for the ICSA Match Racing Nationals at St. Petersburg Yacht Club in November. Her Lightning skills on the bow translated well to the Ynglings used for the qualifier.

Cory Sertl: Very fun to have all four of us in the same place for a week!! Katja learned that there was a trophy for the top family boat. It turns out it was actually for the top placing husband and wife, which Allan and Katie had locked up after day one! Our informal "family boat" competition was with the Pecks, sailing with their daughter Sarah, who were conveniently next to us in the boat park. We laughed about all the things Moms and Dads can do to embarrass their daughters.

My first Lightning events were in the summer of 1978 when I was working for Bill Shore at his loft in Newport, Rhode Island. Larry MacDonald was there for a week, and Bill took us both to crew for him at the Districts, which led to crewing for Larry MacDonald, along with Ian Jones, at the Junior NAs at Metedeconk Yacht Club later that summer. I remember racing against Jody Lutz at that event. Hard to believe that thirty-six years later our kids are teaming up for the Youth Worlds!!

Mark Sertl: My last NAs had been in 2004 at the Buffalo Canoe Club. At that point in my life, my wife Cory and I had Nick and Katja, ages eight and ten. Over the next nine years my Lightning became resigned to summers spent in a garage, interrupted by a random one or two day District event that fit in around the ever going schedule of Optimist and then Club 420 events my wife and kids attended.

In 2011 I called Tom Allen Jr. about replacing my still lively 14298. He convinced me to add to my fleet of boats with 15389 and said I should keep 14298 for my kids. In fact, he could sell me a double deck trailer. After dragging Optis and 420s on multiple boat trailer around the East, I was not sure that was a selling point.

By winter of 2013, with Optis long gone and owning only one 420, our now nineteen-year-old daughter was sailing on the college circuit in New England. We asked her if she wanted to do some Lightning sailing with us (flash back to her screaming when the boat heeled during a main and jib race in 10 knots when she was about eight) with the goal of the NAs. Hesitant about sailing with a Masters' eligible dad, she did some research on the social/fun/competitive elements of the Class, and we were happy to hear that the social media review of the Class met her requirements. With a third lined up, we set up a practice schedule that included a two-day Connecticut/Rhode Island District, with only one day of wind, and two hours before a Saturday social event. We were ready!

After a day of measurement and four days of racing, all the good memories from Cory and my Lightning sailing in the 1980s and 1990s came back. We saw so many familiar faces, relived war stories about trips to regattas, caught up with old friends and made new ones. It was all I remembered and now even better sailing with my wife and daughter on our boat and my seventeen-year-old son on another.

On the way back to our house, my son inquires about the status of 14298? Is it still fast? Yes. Do you have all the parts? Yes. Can I use it next year in Sheboygan? Yes. My daughter asks, "Can I sail with Nick?" Yes. So once again Tommy Jr. is correct. I'm glad I kept the second boat and bought the double deck option. And once again, Cory and I are looking for a third and planning for another regatta.



Katja, Nick, Mark & Cory Sertl

2013 Women's, Juniors' & Masters' North American Championships & Classic Rally

Amy Villalba



Maggie MacDonald Team

The largest Women's, Juniors' and Masters' Lightning North American Championships in the last ten years took place on several unusually cool, clear, crisp days August 14–17 at Nyack Boat Club. Unfortunately, the Women's division was not sailed due to lack of entries.

With a long history of holding major championships with national caliber racing for Lightnings, Thistles, Sonars and Ensigns, NBC graciously hosted 57 teams: 21 Juniors (under 20), 31 Masters (55+) and 5 Classic teams (wood or glass boats built before 1974). Juniors had strong representation from the Buffalo Canoe Club with twelve teams. The Masters' included many familiar names: Hallagan, Hurban, Proctor. The Classic Rally, held in honor of the 75th Anniversary of the Lightning Class, included hull #2, possibly the oldest actively competing non-keel boat.

Rare for August, there was too much wind, 20 with gusts to 22, for Wednesday's practice race, although PRO Judy Hanlon tried to kick one off. Back on shore, competitors were welcomed by NBC Commodore Kieran Quinn and co-chairs Bob Sengstacken and Eric Kent, who'd been planning the event for nearly two years.

Three very competitive races took place Thursday afternoon. Conditions tested competitors with lots of position changes on each of the four legs of each race. Several noted how challenging the Hudson River current was. John Boynton, hull #2, remarked, "On our sail to nowhere. We were able to sail our spinnakers for over an hour—but barely travel few miles in the current. It was fantastic!"

The downwind finishes were so close that the Race Committee burned the midnight oil ensuring they got the results correct. Ched Proctor, his son Charlie and Debbie Dudas as crew, led the day with two bullets and a second.

Postponed on shore Friday morning, participants perused 75 years' worth of Class yearbooks and enjoyed other activities organized by International Lightning Class Association Executive Secretary, Laura Jeffers, and NBC's Jan Crittenden. Without winds over four knots, sailing was abandoned for the day. Everyone enjoyed another beautiful, cool evening, including a special slide show celebrating Dick Hallagan, his longtime dedication and support of the Class and his participation in twenty Lightning World Championships.

On Saturday all headed off the docks about 10:00 AM. After a short postponement on the water, but with time for Ched Proctor to get a UPS delivery to the middle of the Hudson, racing started in light air. When the breeze completely died and the time limit for the Masters' and Classics' was nigh, PRO Hanlon abandoned racing for them.

A junior, on his last upwind leg, radioed the RC asking what to do, as he was moving backwards. Propelled by the strong current, however, several juniors had already completed the race. So with the time limit reached, the race was called, and the remainder of the junior fleet was scored TLE.



After packing up their boats, many competitors remained at NBC enjoying a few last beers and buying a few more raffle tickets. Junior sailor, Meredith Ryan (left), won the 50/50 raffle and was immediately encouraged by the crowd to "go buy a boat," and NBC was thrilled to add to its Sandy Recovery Fund. Thank you to all the competitors, our sponsors and the ILCA for their support and generosity!



Wolaver Team

Friends and Fun at the WJMs & Classic Rally



Junior North American

Pos	Skipper	Crew	Boat Name	
1	Adam MacDonald	Abby Bennet	Allie Jones	
2	Julian Fraize	Nate Ross	Anna Huebschmann	
3	Christine Moloney	Kayla Oak	Julianne MacDonald	
4	Jonathan Lutz	Charlie Nunn	Connor Swikart	
5	Sam Jones	Leeanne Jones	Kendra Jones	
6	Kayleigh Godfrey	Connor Godfrey	Erin Godfrey	
7	Tanner Probst	Robert Sawyer	Maya Weber	
8	Chris Schon	Aaron Husak	Haley Kardek	
9	John Tomczak	Grace Tomczak	Jenna Probst	
10	Dylan Farrell	Grace Adams	Sarah Noyes	
11	Benjamin Folds	Mikayla Ward	Joseph Tomczak	Duma
12	Robbie Robinson	Paige Robinson	Dan Robinson	
13	Becca Huyard	Ben Huyard	Evan Swartley	
14	Leah Trow	Katie Braungart	Regan Flemming	
15	Knox Wolaver III	Elizabeth Wolaver	Skyler Kilgore	
16	Abbie Probst	Max Cahn	Steve Ressel	
17	Ben Yannelli	Vincent Yannelli	Parker Stone	Legacy
18	Harry Waskow	Mike Scales	Bradley Selitto	Bunbury
19	Teddy Schon	Ali Blisnuk	Harry Forbes	
20	Maggie MacDonald	Caroline Dunbar	Meredith Ryan	
21	Kevin ODonnell	Katherine ODonnell	Kathleen Wright	Fat Chance



Champions: Adam MacDonald
Abby Bennet, Allie Jones



Runner-ups: Julian Fraize
Nate Ross, Anna Huebschmann



2nd Runner-ups: Christine Moloney
Kayla Oak, Julianne MacDonald



4th Place: Jonathan Lutz
Charlie Nunn, Connor Swikart



5th Place: Sam Jones
Leanne Jones, Kendra Jones



Team Godfrey

Championship — 2013



Click images to view NA's photo gallery
<http://www.lightningclass.org/racing/results/2013/wjms/wjms.html>

Sail#	Fleet	R1	R2	R3	R4	Total
15495	12	1	7	1	4	13
14543	12	2	10	5	1	18
15470	12	3	1	12	7	23
15166	34	4	9	8	2	23
14811	12	7	5	2	9	23
15417	12	12	8	3	3	26
15251	12	10	3	4	12	TLE 29
15471	34	8	4	13	5	30
14502	12	9	11	7	12	TLE 39
15400	129	11	18	6	6	41
14875	12	5	15	11	12	TLE 43
14479	12	17	6	14	12	TLE 49
15467	196	19	12	10	12	TLE 53
14672	12	14	13	15	12	TLE 54
14321	225	6	19	18	12	TLE 55
15208	12	16	16	17	8	57
15296	75	13	17	19	12	TLE 61
15487	196	18	2	2\ OCS	22	RET 64
14882	34	20	14	20	10	64
14895	12	15	21	16	12	TLE 64
14140	75	21	20	21	12	TLE 74



Team Folds



Team Henderson Harbor



Team Huyard



Team Schon



Team Robinson



Team Waskow

CLASSIC RALLY

Pos	Skipper	Boat	Sail#	Fleet	R1	R2	R3	Total
1	John Boynton, Jamie Boynton, Bob Shapiro	Upset	2	301	1	2	3	6
2	Robert Astrove, Steve Totdea, Emily Slade	Pandora	7603	493	6\ RET	1	1	8
3	Roger Slade, Steven Slade, Doug Axtell	Cirrus II	8004	47	3	4	2	9
4	Michael Seibert, Corky Gray, Pam Gray	Teaser	6343	50	2	3	6 DNS	11
5	Barry Brogan	Incontinent	10490		4	5	4	13



John Boynton, Jamie Boynton, Bob Shapiro



Robert Astrove, Steve Totdea, Emily Slade



Roger Slade, Steven Slade, Doug Axtell



Mike Seibert on Teaser #6343 – winner of Best Restoration – sailing here with Corky & Pam Gray (left)



Barry Brogan and crew

2013 Masters' North American Champion

Ched Proctor



I had a great time sailing the Master North Americans at the Nyack Boat Club. The Hudson River always produces a challenging combination of current and wind to make the racing interesting. The close proximity of the race course to the club helps to make good use of the time on the water. You don't have to spend a lot of time sailing to and from the starting area. All the racing took place on Thursday. PRO Judy Hanlon was VERY smart to run three races on that day. Although Master's events typically do not race more than two a day she recommended departing from this convention at the Wednesday evening competitors briefing. The master's skippers unanimously concurred. It was very prescient.

My team for this event was Debbie Dudas and my son Charlie Proctor. Charlie starts his senior year at Tufts this fall. He is majoring in Engineering and sails on the Jumbo's Sailing team. The three years of college sailing have helped him to become an accomplished sailor. The scheduling of this regatta allowed for Charlie to participate. It was between the end of his summer employment and return to the busy schedule of academic studies and sailing team activities. Debbie has sailed many infrequent events with me over the last 30 years or so. She claims I only wanted her for her age to get myself and Char-

lie up the required 130 years. But she is a pleasure to sail with too. They were a perfect team.

The sailing was very similar to a short college course type of racing. The wind was post frontal from the North West. Since it was coming off the shore it was oscillating through about 30 degrees. The Juniors started before us. We had plenty of time before the first race to evaluate the course options. The Juniors had three general recalls. The average wind direction favored the pin end of the line, but the position of the weather mark combined with the ebb tide pushing across the course to the left, made it likely that you could run out of race course on the left very quickly. All three races seemed to have this feature to a degree. Consequently Charlie advised trying for a start that would have a strong likelihood of enabling an early tack to port. The first two races we were able to execute this plan fairly well off the middle of the line. We were able to tack fairly soon in the first race. We lead all the way around the course. The first downwind was starboard jibe favored which made it easy to defend our lead. The last downwind to the finish was more challenging. The wind went into a down strength phase and came back with a Northerly component. Jim Crane rounding the weather mark in second, started to eat into our lead as he brought the breeze down with him. The next group of boats held the South breeze and kept Starboard jibe for a large part of the leg. With the feeling of breeze to the left, breeze to the right, the question was how do we get it here in the middle so we could get to the finish before the fleet overruns us? We got a little of the South puff in time and were fortunate to hold on for the win of the first race. The second and third races of the regatta were run right after the first.

Although we won the second race I do not have a good memory of the details. I'm sure it was eventful as the wind shifted several times. In the third race, we started poorly and had a challenge to work back to finish second behind Dick Hallagan. That's the great thing about racing on the river. If the course is set well, there are always opportunities to gain and lose. Friday we never left the dock as we waited all day for breeze. Saturday we had a light West wind. It was only enough to get in part of a race before it was abandoned. The juniors were able to stretch what little wind there was into one race before completely dying.

My hats off to the Race Committee, the Nyack Boat Club and of course my excellent teammates of Debbie and Charlie. It was a great time being able to sail with them both. See you all next year in Sheboygan!

Master North American

Pos	Skipper	Crew	Boat
1	Ched Proctor	Debbie Dudas	Charlie Proctor
2	Brian Phelan	Patrick Phelan	Barbara Hill
3	Richard Hallagan	Hendrix Ten Eyck	Ryan Sprole
4	Bob Wardwell	Mike Healy	Tom Tomlinson
5	Georges Peter	C. H. Ritt	Eva Burpee
6	Clay Murphy	Andrew Murphy	John Steiner
7	Ed Roseberry, Jr	Monica Jones	Ned Roseberry
8	Richard Warren	Susan Warren	Randy Swartley
9	Jack Jones	Tom King	Mary Lou Carlucci
10	Christopher Vann	Tim Millhiser	Amy Williams
11	Edward Brad Wagnon	Daphne Wagnon	Karen Park
12	James Crane	Rob Crane	Kelly Crane
13	Jed Dodge		
14	Steve Warren	Darryl Waskow	Christian Geary
15	George Glenn	Johanna Schon	Laura Jeffers
16	Hugh Hutchison	Marc Venables	Gary Swangler
17	Joan Hurban	Gary Hurban	Peter Browne
18	John Sengstacken		
19	John Butler	Diane Butler	Aaron Boesenecker
20	Bill Mauk		
21	Bob Sengstacken	Daniel Zitin	Maud Lindsay
22	Bob Harkrider	Sharon Harkrider	Clay Rumble
23	Lawrence Decker	Jan Crittenden	David Helmick
24	John Bates	Trevor Prior	Gary Hoffer
25	Dick Moyer	Helen Moyer	
26	Richard Dishaw	Mike Hecker	Norm Burns
27	Ron Buchanan	Jeff Ullman	Catherine Cieri
28	Bruce Finsilver	Salo Korn	Chris Matora
29	Rod Hayes	John Sauter	Clark Trow
30	Richard Leonard	Laura Rice	Penny Sengstacken
31	Daniel Parietti	Jeff Sorensen	Bryan Kressler
32	Joe Friebele	Jill Williamson	Collin Kirby



Champions: Ched Proctor
Debbie Dudas, Charlie Proctor



Runner-ups: Brian Phelan
Patrick Phelan, Barbara Hill



2nd Runner-ups: Richard Hallagan
Hendrix Ten Eyck, Ryan Sprole

Championship — 2013



Click images to view NA's photo gallery
<http://www.lightningclass.org/racing/results/2013/wjms/wjms.html>

Sail#	Fleet	R1	R2	R3	Total
15507	126	1	1	2	4
15131	112	3	3	7	13
15255	77	6	8	1	15
15205	9	4	2	15	21
14688	151	16	7	3	26
14849	164	7	6	16	29
14680	12	14	5	11	30
15421	196	19	9	4	32
14923	225	8	10	14	32
15130	85	12	12	9	33
15309	154	22	4	8	34
15380	134	2	14	20	36
15502	108	18	17	6	41
15175	196	5	27	10	42
15377	109	10	15	17	42
15055	228	17	13	13	43
15257	329	13	16	19	48
14277	0	24	21	5	50
14592	50	11	29	12	52
14866	226	21	11	22	54
14888	75	9	23	23	55
13877	257	15	26	18	59
14363	75	20	19	28	67
14525	253	23	20	26	69
15428	228	28	18	25	71
15509	54	29	22	21	72
14485	50	25	24	24	73
15185	54	27	25	30	82
14443	215	26	28	29	83
14238	75	33\DNF	30	27	90
15319	75	30	31	31	92
15425	329	33\DNC	33\DNC	33\DNC	99



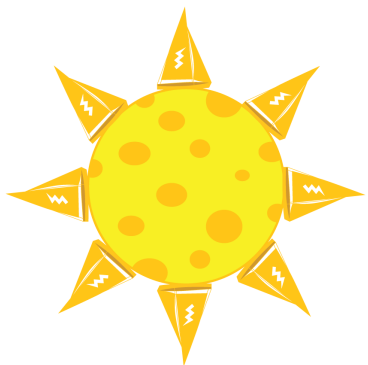
4th Place: Bob Wardwell
Mike Healy, Tom Tomlinson



5th Place: Georges Peter
C. H. Rite, Eva Burpee



WJM Organizers Eric Kent, (l)
Bob Sengstacken (r) and President Faus



2014 LIGHTNING NAs
SHEBOYGAN

Sheboygan Yacht Club to Host 2014 North American Championships

Update

Adapted from the <http://www.squareboatnas2014.blogspot.com/>
Blog By: Bill Faude

Our organizing group has been very active of late. The NOR is posted, and we've been planning all types of social events. We've been in contact with the city of Sheboygan to discuss alterations we can make to city streets to make the traffic flow around our regatta site more convenient for what we hope is 300+ sailors.

The most important thing on our minds as planners now is the hope that people who are giving some thought to attending the North American Championships next summer start evaluating the lodging options that are available and book reservations early! When we say early we mean early—this week would be great. We've already heard of several teams who have already booked, and that makes us happy.



Why the rush? After all, Sheboygan is NOT short of hotel rooms. In fact, you will soon see that there are many options from which to select—at a wide range of price points. There will be VERY convenient accommodations for every team attending. If you want to be within walking distance of the club, you can have that. If you want a private beach you can have that—as I say there are MANY options, and Sheboygan pricing isn't Midtown-Manhattan pricing, if you get my drift. So why the rush? Well, August is a busy time here, and we already know that there will be some car races held the weekend of the WMJs at Road America in Elkhart Lake, which is about 15 miles away. There are always lots of people who want to come up and play the golf courses at Blackwolf Run and Whistling Straits, which have hosted PGA Championships and Women's US Opens. Those folks book early, and we don't want you to miss out.

There are at least ten hotels or motels within ten minutes of regatta site. Most are used to having sailors as guests. One has rooms over \$500.00/night. Some are under \$90.00/night, and even less if you have discount codes. Many places are aware

of the 2014 Lightning North American Championships. But none of them are offering a 'special' regatta rate. Why you ask? Because we think the best way for everyone to get the best housing value is to look at the options and pick their own place to stay. No one place would ever be able to block off rooms for the whole group, and what if you hated that place anyway?

My wife was VERY accommodating and accompanied me on the tour 'd parking lots. These hotels are all viable places to stay. Personally, I would stay in any of them without a question. See the full list of hotel offerings at the NA's Blog.

Childcare Logistics

We're on it. Our team has been looking at ways to provide a safe/giggly/educational experience for kids who would not normally be sailing in the NAs. I'm a marketing guy, so I've given the project the following working title: Kids eating ice cream, cooling out at the beach, rainbow looming, killing time with new friends, also sailing, while seriously supervised. (A KickA__ time).

KICKA__ will be available to children from the hour gun before sailing each morning until you sign them out after your team hits the dock each afternoon. We hope to tailor the activities to make them age-appropriate, so that nobody is BORED and nobody is sniveling while you get a beer after winning both races that day. This program will be an extension of the summer program of Sheboygan Youth Sailing (<http://www.youthsailingclub.us>) and be staffed



Jake
Faude

with its certified instructors and use its facilities. The ballpark cost of the Kick A__ week would be in the \$350 neighborhood/camper.

We are building the structure around this week. And to do so, we need some idea of how many instructors to retain. Do you know some kids who will participate? Please let us know! We need to get an idea of how to scale the offering. For more details check out the NA's blog.

Jack Is Onboard

The ILCA's Class representative on the Race Committee boat is an important, sometimes very important, position at any large Lightning regatta. The organizing committee has announced that Jack Mueller has accepted this position. Read the full announcement in the NA's blog.



Regatta Concierge Service

The 2013 NAs organizational team culture is strongly focused in its commitment to customer service, so we are offering a full-time concierge service throughout the regatta. It will be attended by Fred and Gail Tyszka or people they deputize. For anyone who doesn't recognize the name, perhaps this will help: Gail is Dr. Kristine Wake's mom and Fred is Gail's husband. They know everything about Sheboygan. Gail is a nurse. AND, they understand what it's like to travel a long way from home to a Lightning event. They've attended three Lightning World Championships in Vermont, Greece and (pictured here) at the last one in Italy. They have oodles of empathy and mad organizational skills.





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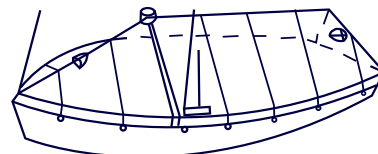
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sail # on cover			45

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Sizes: Small, Medium, Large, XLarge and XXL Large. Price: \$15 each. XXL are \$18.00 each.



24 oz. Aluminum Water Bottle

Imprint includes 75th Anniversary logo and 2013 North American Championship logo.

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Youth Heavyweight Cotton Tee-shirt, pre-shrunk.

Available in Hot pink, Electric green or Heather gray all with blue ink. Sizes: Youth medium, Youth large.

Price: \$15.00 each.



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Available in red with white bolt and black shadow or navy with red bolt and white shadow.

Price: \$20.00 each.



Anvil Visor

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Available in navy, red, white or wheat.

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Eco-Trucker Organic/Recycled Cap

Pacific blue/oyster mesh, red lightning bolt (no shadow) on lower-right temple side of hat.

Price: \$20.00 each.



Thick-stitch Cap

Navy hat with khaki stitching, red lightning bolt or chocolate hat with cream stitching, aqua lightning bolt.

Bolt is embroidered on lower-right temple side of hat.

Price: \$20.00 each.



Lightning Bolt Hat

Treat yourself to a new, hand-knit hat from Vermont Originals. You have a choice of a black knit hat with red Flashes or a navy knit hat with orange Flashes. Each is fully lined around the brim and ear flaps with cozy fleece.

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Gill Navigator Bag

Fully padded laptop compartment with Velcro retaining strap and CD/cable pockets. Large front compartment with fanned document file and handy organiser panel. Large front pocket for quick access to essential items. Detachable shoulder strap with anatomical non-slip padding. Compatible with most wheeled luggage.

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To purchase the ILCA logo items, contact the Class Office or go to:

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

2013 South American Championship

Antofagasta Yacht Club

Teams began arriving, and the last boats were delivered from central and southern Chile on Tuesday, October 29. By Wednesday all participants were with their boats, armed and ready to compete in the practice race that was scheduled for 14:00. Due to a postponement, the practice race didn't start until 16:00. Twenty-six teams from five countries were happy to be on the water!

Day 1

On Thursday, October 31, racing began for the 2013 South American Championship in Antofagasta, Chile. Racing was scheduled to begin at 13:00 hours. The wind cooperated with gusts around twelve knots and, there was a lot of chop on the water. These conditions succeeded in turning over some boats. The course had to be modified once or twice, delaying the races.

But all this did not stop the racing. The Race Committee succeeded in completing three races. Even with a change of course on the last windward leg of the day bow 28, "Flecha" Robles, Pablo Lorca and Andres Guevara were able to win their second of the day, to end the day on top with six points. Immediately behind them was the team headed by Tito Gonzalez, who ended the day with a 1, 4, 2, for a total of seven points. The Herman brothers and Nadja Horwitz, bow 14, traded with the top three and ended the day in third with eight points. Just two points separated the top three teams. The forecast for day 2 was calling for winds of ten knots with gusts to fourteen from the southwest with three more races scheduled.

Day 2

The fourth race of the championship, and first day, started promptly at 13:00 as scheduled. Anxiety gripped the fleet, causing two general recalled starts. A third was successful under the yoke of the black flag. The winds were consistent, with gentle breezes of ten knots accompanied by a low tide. The tide was scheduled to come in all afternoon. Francisco Perez and team won the first race of the day. The Colombian team of Gustavo Tamayo won the second race and was followed by the Chilean team lead by junior skipper Gary Castillo, who finished second. As the day wore on, the third and final race of the day brought winds with gusts to fifteen knots. The wind and current generated large waves at the windward mark.

A fierce struggle between the top two places remained. Team "Flecha" Robles remained on top by winning the final race of the day and also posting a 4, 3 earlier in the day. Team Gonzalez remained in second position after posting a 2, 13, 2 for the day. The Herman brothers and Nadja Horwitz remained close with finishes of 3, 4, 8. With six races completed, a drop race was factored in. One point still

separated first and second. Fierce competition was also alive from 4th to 10th place, again with few points between these positions. With only two races remaining, the last day of the championship was sure to be exciting once again. The wind was expected to be lighter at seven knots and the sea still providing chop for the sailors to navigate.

Day 3

The last two races were hand-to-hand combat to see who would take the title between the crew of El Doctorado with Felipe Robles at the helm and Ojo de Lince lead by Tito Gonzalez. The wind took a while to appear and settle. In both races, the race began and had to be modified on the third leg. The waves continued to batter the course, and the wind did not exceed eight knots, making the day especially complicated for some crews.

During the first race tempers were hot. After a general recall, the black flag was raised. But this was not enough to stop the boats and turned to make a general call, this time, without allowing the boats run out ahead. Six boats were caught and scored BFD, the leaders all starting clean. During the first upwind leg, a small pack capitalized with some favorable wind on the right side and then to avoid a cargo ship that was in the middle of the field with the wind shift. These seven boats were able to tack and make the mark with a sufficient advantage to the rest of the fleet. El Doctorado with Felipe Robles led throughout the race. Despite the efforts of Tito Gonzalez and his crew, they finished in second place and needed to put three points on Team Robles to move ahead in the final race.

The second race started after a few mark changes. This time, there were also a few boats over early, but all returned and started properly. The wind shifted and thanks to a good start by Ojo de Lince, they kept extending their lead on the fleet to win the final race. A controversy at the first mark of another boat that was positioned between Gonzalez and Robles definitely influenced the overall positions. Robles and company struggled to stay close enough to Gonzalez and finished fourth in the race, one point shy of taking the cup.

The top three positions went to Chilean boats, first Team Gonzalez with 14 points, second Team Robles with 15 points and third Team Herman with 26 points. The fourth place went to the Brazilian team led by Claudio Biekarck.

Antofagasta Fleet 520 did a wonderful job preparing for this event. It is great to see such strong efforts underway in Chile and South America!

Editor's note: These reports were adapted from the Chilean Sailing Blog Sorvest: <http://blog.sorvest.cl/2013/11/resultados-finales-sudamericano-lightning-2013-antofagasta/>

South American

	Nº Proa	Timonel	País	Reg 1	Reg 2	Reg 3
1	1	Tito Gonzalez	CHI	1	4	2
2	28	Felipe Robles	CHI	(4)	1	1
3	14	Pablo Herman	CHI	3	2	3
4	40	Claudio Biekarck	BRA	(11)	3	4
5	38	Alejandro Perez	CHI	2	9	5
6	71	Gustavo Tamayo	COL	10	12	14
7	7	Cristobal Perez	CHI	15	5	7
8	15	Victor Lobos	CHI	9	8	6
9	22	Francisco Perez	CHI	6	14	10
10	9	Juan Santos	ECU	5	10	9
11	57	Jose Lopez	CHI	16	6	8
12	72	Sebastian Larrain	CHI	7	15	(16)
13	3	Alfred Sherman	CHI	13	11	15
14	23	Gary Castillo	CHI	20	7	11
15	20	Mario Fumagallo	ARG	14	16	12
16	47	Tomas Middleton	CHI	12	(27DNF))	27DNS
17	42	Santiago Uzcategui	COL	17	13	13
18	48	Alejandro Cloos	ARG	19	18	18
19	8	Ignacio Perez	CHI	8	17	17
20	32	Jorge Salgado	CHI	21	(27DNF)	27DNS
21	6	Maximiliano Ahumada	CHI	22	19	(27DNF))
22	70	Matias Daroch	CHI	(24)	21	19
23	51	Sergio Alvarez	CHI	(27OCS)	22	20
24	76	Julio Velez	ECU	18	20	(27DNS)
25	37	Rene Contreras	CHI	(27DNF)	27DNS	27DNF
26	12	Harold Novoa	CHI	(27DNF)	27DNS	27DNS



Championship 2013

Reg 4	Reg 5	Reg 6	Reg 7	Reg 8	Puntos c/ descarte
2	(13)	2	2	1	14
4	3	1	1	4	15
3	4	(8)	8	3	26
8	9	3	5	9	41
11	6	6	6	(16)	45
6	1	11	(15)	6	60
7	11	5	(27BFD)	11	61
10	8	7	(27BFD)	17	65
1	10	10	(27BFD)	15	66
19	5	9	16	(23)	73
15	7	4	(19)	18	74
12	14	14	4	12	78
17	12	16	(27BFD)	7	91
14	2	18	20	(21)	92
5	16	15	(27BFD)	14	92
9	18	13	12	2	93
16	17	12	10	(19)	98
18	15	(27DNF)	9	5	102
(21)	21	17	11	13	104
13	27DNF	27DNS	3	8	126
22	20	22	13	10	128
23	23	20	7	20	133
20	19	21	21	25	148
27DNS	27DNS	27DNS	14	24	157
24	22	19	18	22	159
25	24	27DNF	27BFD	12	169





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info@dieballsailing.com

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. Mainsheet 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, jib 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@nickelsboats.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

15379 Nickels 2008 Lightning fully equipped with like new crinkly sails, all boat covers and trailer. Sailed 20 times in fresh water, stored inside. \$28,392 new in August 2008. Inventory upon request. Located at Lake Chautauqua, NY Asking \$15,000. New photos now available. jbeckley70@gmail.com 303-809-2163

15368 Nickels 2008 Lightning. Fresh water, lightly used, stored indoors. Full race equipment, Nickels long tongue galvanized trailer w/ spare - less than 250 miles. One set of sails, suitable for club racing. Traveling/mast covers. \$13,500, offers. Located Vermont. Contact david.little@med.uvm.edu, 802-893-4211. Photo

15356 Nickels 2008 with Nickels trailer. Lightly used; optimized for racing; meticulously maintained; stored indoors during last winter. The boat comes with 2010 North Fisher main, jib and R2 spinnaker; and 2008 VSP practice sails. Many upgrades, including: Tacktick Micro compass; APS tapered spinnaker pole; carbon fiber tiller extension; JCD bow doinker; JCD mast blocks; and North covers (bottom, top and mast). The boat is located in Darien, Connecticut, minutes from the venue for the 2013 North Americans! \$14,900.00 2011 North Fisher main, jib and R2 spinnaker USED ONE DAY also available (price negotiable--would be \$3000+ to buy new). Contact John at johngreifzu@gmail.com or (203) 505-0076

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 trailering, 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. \$14,500.00 Photos

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, click on this link: http://lightningfleet50.org/?page_id=1832. Then call or email Jeff Storck for a viewing: 571-422-2444, theoretically@verizon.net

15250 Allen - new 2006, with 1 set of old sails, two piece travel cover. Allen trailer with spare tire. Always stored in garage during winter. \$17,500 for a boat raced sparingly for only five (5) seasons. Boat located in Fairpoint, NY. Contact Dick Hallagan 970-319-1507 or via e-mail: sallymhume@gmail.com

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), 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

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

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

14889 Nickels (1998). "Stripes" is in great condition! Beautiful grey hull and deck with teal trim and white rub rail, always dry-sailed. Well maintained in regatta condition. Just completed 2013 North American Championships; measured in at 704 lbs. 2 full sets of North Sails including 2012 M5/5A+/R2, 2010 M5/5A+ and 2008 R2. Many go-fast extras such as Handi-Lock adjustable lower shrouds, JCD Carbon tiller extension, JCD bow-doinker, all Maffioli sheets (main, jib and separate red/green spinnaker), Tactic Micro compass with mast bracket, 24:1 double-ended vang below-deck. Regatta travel ready on Nickels galvanized trailer with new adjustable tongue-wheel and spare tire, rudder cover, Top-Gun top/bottom travel covers, mast-up cover and mast cover. All required safety gear including legal towline, anchor, paddle, throwable PFD with whistle and bucket. Asking very fair price of \$10,500. Located in Westport, CT. Contact David Fried 914-462-1225 or friedd7576@gmail.com s

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

14727 Nickels (1995) White hull, Grey deck and interior with blue boot and deck stripes. 4 sets of sails (3 North, 1 Shore). 2 masts (1 new in 2010). 2 spinn poles, new running rigging. Top, Bottom, and Mast covers. Nickels trailer with long tongue, spare tire, and 3 mast light bar. Numerous extras email for details. Asking 11,000. Contact: Paul Email: pluioi01@gmail.com 732 500-4510

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 \$8400 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 Photo

14567- Allen - NBW trade-in. White hull, deck & interior. Black rubrail. Comes with a set of Quantum MJS and Fabri-craft 2-piece travel cover, mast & rudder. Newer lines. Bryant spar. Asking \$8200. Please contact Ryan Flack for rigging specs/photos. ryan@nickelsboats.com or 810-513-5002 cell

14531 Nickels. Good condition, white hull, navy blue and white deck. Stainless steel centerboard, trailer and light bar, mooring cover. New jib and main halyards, 3 full sets of sails, sailed by Nickels himself. \$7000. Boat located in NJ. Contact Andy: 610-420-4882 or alhimelstn@aol.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; robuffus@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

14313 Nickels - Boston, MA, travel- and regatta-ready. New since 2009; North Fisher M/J & R2 spin; main sheet, jib sheets x2, spin sheets x2, TacTic Micro Digital Compass, Nickels Rudder, 1-piece travel cover, mast cover, trailer bunks, trailer bearings, spare tire. Garaged most of its life and "Aristo Blue" Awlgrip looks awesome! This is a "late 90's caliber" boat for a "late 80's" price: \$6,900 OBO. echakanson@gmail.com Photo

More info here: <https://sites.google.com/site/lightning14313/>

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. Located in Maryland. \$3,550 skisure64@nycap.rr.com 518-223-2848

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

12209 Lippincott Lightning. Ready to sail. White hull and light blue deck. Stainless steel center board and wooden rudder. Last time weighed boat was 4 pounds heavy. Three main sails, three jibs and two spinnakers. Spinnaker pole, compass, mooring cover and 2 piece trailer cover. Galvanized trailer with lightbar. Asking \$2000.00. Boat has primarily sailed Barnegat Bay and is located in Waretown NJ. Contact Don Schon at 609-693-3546 or donschoonbuilders@comcast.net

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

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 terrypindel@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

9669 Restored in 2011/12 for a youth sailing program (students named White Lightning). Keeping one boat for advanced students, selling 9669 and 5977. Restoration included replacement of garboards, numerous frames, deck beams, bed logs, trunk cap, mast partners, mast step, hardware and rigging. Sails serviceable. New deck with dynel. Rectangular wood mast. \$7,500 invested in boat and trailer. \$2,500 firm. Proceeds support youth sailing program for underserved populations. Contact Brett Hart, Philadelphia Wooden Boat Factory. (267) 343-4401 or Brett@woodenboatfactory.org

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. jimfoyfarrier@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

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 jpjicotte@iyr.org

5977 Restored in 2011/12 for a youth sailing program (students' named Blue Thunder). Keeping one boat for advanced students, selling 9669 and 5977. Restoration included replacement of three bottom planks, transom, numerous frames, deck beams, centerboard trunk, bed logs, mast partners, mast step, hardware and rigging. Sails serviceable. New deck with dynel. Rectangular wood mast. \$7,500 invested in boat and trailer. \$2,200 firm. Proceeds support youth sailing program for underserved populations. Contact Brett Hart, Philadelphia Wooden Boat Factory. (267) 343-4401 or Brett@woodenboatfactory.org

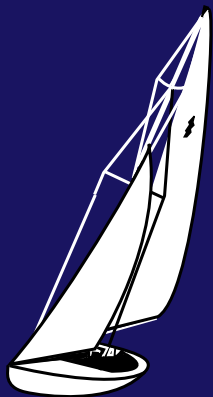
unknown number - Classic mahogany Lightning totally restored, circa 1941. Light use, fresh water only, garaged and supported on padded cradle. Removal of epoxy in progress on outside starboard side. Otherwise "almost perfect" condition. Located South of Seneca Falls off Cayuga Lake, NY. Complete with 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

Another Year in a Classic Lightning

Bob Astrove



2013 Lightning Classic Rally

As 2013 draws to a close, I want to share the experience and fun of racing my fifty-three-year old boat this past year. As I reflect back, it is not really about the boat, it is all the great people, friendships, old and new, that sailing my old wooden Lightning has brought.

This past year started with my crewing for our Class Historian, Corky Gray from Lexington, North Carolina, along with his wife Pam, on his old wooden Lippincott at St. Petersburg. Corky and I first met at Camp Sea Gull in North Carolina over forty years ago. But we really didn't get to know each other well until a few years ago. It was the Lightning that touched both of us at summer camp decades ago and still binds us today.

We beat a few boats in each race and had a great time blowing the cobwebs off this old warhorse, putting her back out on the race course for the first time in decades. Corky had just installed bulkheads fore and aft for stiffness and flotation. He wanted to do a capsize test, Pam & I said "NO." But we did find the boat much better at holding shroud tension.

We had a great time in St. Pete. Saw a lot of old friends and really enjoyed all the people who came by and shared their memories of sailing old wooden Lightnings that their families had owned. And I'm sure anyone who was there remembers the fabulous collection of Class memorabilia Corky has put together, including that blue early 1960s mainsail from North.

Upon returning home, I broke out my beloved #8739 for the Potomac River, Fleet 50, eight-week long Spring Series, which we actually won—with a lot of lucky breaks. A highlight for us was finishing 11th out of 24 at the Doc Gilbert Potomac Cup—in conditions that don't typically fare well for my old boat.

The summer arrived, and we were off to Hammondsport, New York and Keuka Lake for my first trip to the Champagne Regatta in over thirty years. Roger Slade from Rochester also brought his old Nickels and Holman woody, and we had a great time racing classic and modern boats together in one of the prettiest settings for any regatta I've ever been to. My special thanks to Emily Slade, Roger's thirteen-year-old daughter,

who sailed her first regatta with me and my old friend, veteran Lightning sailor and owner of museum-quality restoration #589, Doug Dixon. In August we were off to Nyack, where for the first time the Class held a classic Lightning division as part of the Women's, Juniors' and Masters' Championship. Five classic boats attended for two days of racing, sandwiched around a day cruise up the Hudson. Emily Slade joined me again, joining my lifelong list of Lightning friends. And for the cruise, I sailed with Bob Shapiro, a long-time lightning sailor from New Hampshire. Sailing with Bob was very special for me, as I cut my teeth in Lightnings, crewing for the arch rival of Bob's father, George, in Annapolis in the early 1970s.

So many great things happened at Nyack. How about boat #2! Not only does it look great, but it was damn fast too, winning the event. The Boynton family is doing a great job caring for this prized possession of the Class. Seventy-five years old, and they actively race it weekly with their home fleet in New England.

Another very special part of the trip to Nyack this year was being joined by Mike Seibert, who brought his beautifully restored Etchells-built lightning to the event. He won our prize for best restoration, and deservedly so. The boat is phenomenal.

The season finally ended for us two weeks ago, with a trip to Charleston for the Wild Oyster Regatta. This time our Historian, Corky Gray, and Pete Russell, another long-time Lightning sailor joined me on my boat. At 670 pounds of crew weight, we were not exactly competitive.



But that was not our goal. We talked Lightnings and old regatta stories non-stop for two days. And again, Corky broke out a collection of Class memorabilia, which was pawed over at the party Saturday night.

Again I cross paths with Bob Shapiro, who came with his boat, son and friend from New Hampshire. I hardly think it was coincidence they finished right ahead of us in the final standings—just as his dad would have done to my sailing mentor, Paul Grinberg, forty years ago. Back of the pack yes, but just ahead of my Pandora. A fitting end to my sailing season!

I thought the season was over, but I was in for one more very special treat. As many of you know, our Class Historian is doing an amazing job collecting memorabilia and trying to document seventy-five years of the Lightning Class—not just our parade of champions, but also the family part of the boat and, in particular, the evolution of its construction and rigging.

One of the topics he is most interested in is our transition from wood to glass construction in the 1960s. It was a period of phenomenal growth for the Lightning, and we are one of very few one-design classes to successfully make that transition.

Earlier this past week, Corky emails me some info he got on the construction of the first fiberglass Lightning, and he tells me he's in contact with a guy who is the son of one of the original builders. Oh my God! Not only do I recognize the name, Kent Walker. This guy was a high school teacher of mine forty years ago. I recall seeing him at the Quantico Frostbite in 1973. I was seventeen at the time. The next day at school we talked, and he told me his dad built the first glass boat. I clearly remember that conversation, but for forty years I could never find any documentation to back it up. Corky, unknowingly, had laid out the twist that tied it all together for me after four decades.

But we are not done. It turns out Kent Walker's boss at my high school in 1973, the assistant principal, many years later had a grandson. That grandson's family not only lives across the street from me today, but he, Matt Klise, was my steady crew from 2002 through 2010.

So in the end, my season was not about any of my three Lightnings. It was about the great people and life-long relationships that being a part of the Lightning Class have brought me.

And, of course, I have to close with thanks to my wife, Lyda. She tells me to buy whatever I want for the boat and sends me off for the weekends with a smooch and says, "Have a great time."

The Making of Peregrine #15477

M. Tim Grady

In 2012, I ordered plans from the ILCA and began my great (mis)adventure. I am an experienced sailor and wood worker with a couple of smaller wooden boat builds in my recent past. So, I thought, why not a Lightning; they're cool!

But I first had to learn how to loft from a set of plans; and I did. After a couple of practice lofts, I set up a 24-foot lofting table and set out connecting the dots. That went well, and pretty soon I had my frames built, a center board truck done along with a transom and a stem. I also scarfed and planed the inner and outer keels.



I converted my lofting table to a construction jig and began putting her together.

I set the frames, CBT, stem, keel, and transom in place. No one told me how hard this really was. I added the chine logs and shear clamps and it started to resemble a boat. I cold molded the bottom and sanded it fair. Then I scarfed together the topsides and sanded them fair. I finished off the hull with a layer of fiberglass and a whole lot of sanding. Did I mention sanding?



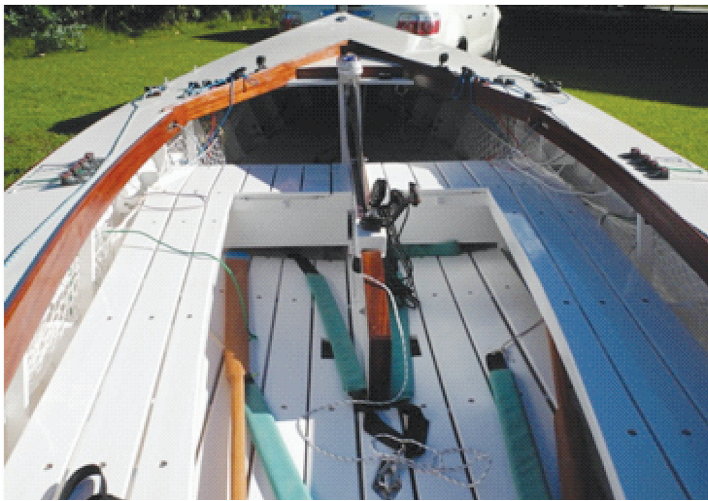
It came time to flip the hull over. I made cradles, and with three friends, some beer, and false promises we set it right side up.

For a change of pace, I built the rudder and tiller.

So now it was on to seat frames, deck frames, and preparation for the seats and floorboards. I had to do more thinking and template creation than I ever thought was possible. But, eventually, I got everything in place.

I spent time thinking, sketching, etc. to figure out how to install the running rigging. I put a lot of the under-the-deck support pieces, along with the appropriate blocks in place, before the deck went on. I installed chain plates while the hull was still open. I built and installed the carlins and built the mast partners. Then I added the deck. Did I mention sanding?

I fiber glassed the deck as well. Oh, and more sanding. Then I added the coamings, splash guards, and other mahogany trim. I finally



completed the running rigging, bailers, lift points, bow-fitting, gudgeons, jib sheet hardware etc. There were times I wished I was spider-man—or at least had long flexible arms.

I purchased a mast, boom, centerboard, and spinnaker pole from Allen Boat Company. Did you know that a car engine hoist makes a good job-aide for installing a center board?

I took the boat out for sea trials. Great fun. I made some changes to how I deal with hal-yards, etc. Now the boat is ready for action.



Building a wooden lightning is a bigger task than I thought it would be; it is an e-ticket for sure. But it is a good feeling when it is all done.

Editors Note: Tim documented his process in a fantastic 86-double-sided page booklet, complete with colored photos and color coded rigging diagrams. Tim has graciously donated the rights to his booklet to the ILCA. This booklet will be available in the Class store very soon. It will be a great reference guide for anyone building a new Lightning! Look for Tim and Peregrine #15477 on the water in St. Petersburg in March!



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2014 Southern Circuit

Full schedule, details, NORs and hotel information is all posted on the ILCA website, www.lightningclass.org *Note: Miami hotel blocks expire on January 10, 2014.

Miami Midwinter Championship — Sunday–Tuesday, March 16–18

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Or that? Don't be left out in the cold!

