

**International**

# **Lightning Flashes**

Winter 2020, Volume 78, No. 1



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2020 South American Champions  
Alfredo Ochoa, Irene Suarez and Julio Velez**



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# Table of Contents

	<b>04</b>	President's Message	
<b>05</b>		Harken Blockheads Youth World Championship	
	<b>06</b>	Chief Measurer's Message	
	<b>08</b>	2020 Southern Circuit	
<b>10</b>		How Can You Support the ILCA?	
	<b>11</b>	2019 Donors	
	<b>14</b>	2020 European Championship	
	<b>15</b>	Canadian Open Championship	
<b>16</b>		Women's, Junior and Masters North American Championships	
	<b>16</b>	Lightning Class Store	
	<b>17</b>	Classic Lightning	
	<b>18</b>	2020 North American Championship	
	<b>19</b>	Lightning Class Boat Grant Program	
	<b>22</b>	South American Championship	
<b>25</b>		Campeonato Nacional Clase Lightning	
	<b>26</b>	Lightning Family News	
<b>29</b>		2019 Caz One-Day—Or Why the Lightning Class is SO GREAT!!	
	<b>30</b>	Classifieds Information	
	<b>31</b>	Upcoming Events	

## 2020 Publication Schedule

### Flashes Newsletter

February 1 Publication - January 10 deadline

May 1 Publication - April 10 deadline

August 1 Publication - July 10 deadline

November 1 Publication - October 10 deadline

### Flash Blasts

Monthly E-mail Blasts on the 15th of each month.

Deadline is 7 days prior to the e-mail date.

During busier months (June, July and August) we will also add a second monthly blast on the first of each month.

Please send your submissions to the Class Office:  
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If you would like to advertise in these publications please contact Executive Secretary Laura Jeffers at (727) 942-7969 or via the above email.

### *Promote Your Company!*

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<http://www.lightningclass.org>

ILCA Flashes Editor:  
Laura Jeffers  
Special Guest Editor:  
Monica Morgan



# President's Message

Hugh Hutchison

The success of the Lightning Class rests on the shoulders of many volunteers. The Class is also fortunate to have a group of extraordinary leaders who invest their time and talents to oversee the interests of the Class as a whole as members of the Executive Committee. They warrant your acknowledgement when you see them on the pier or on the water.

## Chief Measurer, Bill Cabrall



It probably doesn't take a rocket scientist to fulfill the duties of Chief Measurer but fortunately for the Class, we have one. Bill is a retired aerospace engineer who successfully launched rockets for forty years. For most of that period, he sailed out of the Rocky Mountain Fleet based in the Denver area.

He and his wife Reyanne recently relocated to Annapolis in the hope of getting in more sailing. This is Bill's fourth year as Chief Measurer, and we have all benefited from his service. He is actively working to edit, update and digitize our specifications and is working on the development of a handbook of "best practices" for our regattas so each new generation of Measurers does not have to reinvent the wheel.

## Secretary, David Starck



"Super Dave" is a fixture in the Class. With one World Championship, one North American Championship and enough first and second runner-ups in major championships to turn that position into an art form. He is a threat to win and can be counted on for at least a top five finish in any sanctioned regatta he enters.

Dave works in the financial industry and sails out of the Buffalo Canoe Club where he chaired the recent NAs and, among others, has worked tirelessly to develop a highly successful youth sailing program. As Secretary, Dave is overseeing and strengthening our Class publicity campaigns and is reaching out to our International members to develop and strengthen those ties as well.

## Treasurer, Bill Bogardus



Bill has been sailing Lightnings for thirty years, having grown up crewing for Lightning legend Jim Carson sailing out of Metedeconk River Yacht Club in New Jersey. Today, Bill sails out of Cedar Point Yacht Club in Westport, Connecticut, where he especially enjoys sailing with his son, Grant. This is Bill's second year on the Executive Committee, switching assignments from Secretary to Treasurer. His current assignment is fitting as he is a tax attorney working for the IRS. Before joining the Executive Committee, Bill served for a number of years as both Fleet Captain and District Commodore. As Treasurer, Bill has set a goal to keep the Class competitive and affordable so as to maximize the value the Class provides to its members.

## Executive Committee Fifth Member, Steve Davis



We are fortunate that Steve agreed to "round two" in Class administration. Steve is one of our most effective past Presidents, having held that position in 2007-08 after a four-year stint as Class Treasurer. He brings a wealth of knowledge to the Executive Committee, not only based on his personal experience but in conjunction with that of his wife, Jan, who served for a number of years as the Executive Secretary of the Class. Steve is a contractor in the Denver area but makes the trek across country to put in an appearance at many, if not most, of our major sanctioned regattas. When discussing his willingness to assume a position on the Executive Committee, Steve explained that it is "really about the people." The Class is composed of sailors who happen to be great people who are fun to be around. It is an observation that is a frequent refrain whenever Lightning sailors get together.

With this group leading the way, the Class is in good hands. We all should be proud of our Class, and our boat, and be grateful that individuals like the current members of the Executive Committee are invested in keeping the Class at the forefront of one-design racing.

# Harken Blockheads Youth World Championship

Sheboygan Yacht Club – Sheboygan, Wisconsin

June 27 – July 1, 2020



Though Lake Michigan is chilly and rapidly freezing, and the Sheboygan Yacht Club is free of Lightnings for the winter, planning is well underway for the Harken Blockheads 2019 Lightning Youth World Championship! From June 27-July 1, SYC will host 20 teams from around the world to compete for the Trofeo Hermanos Navarro and experience the worldwide camaraderie that makes the Youth Worlds such a special event.

The Sheboygan Yacht Club is an international sailing destination and has hosted the Lightning North American Championship three times, along with a multitude world and regional championships. Organizers are working to put together a top rate event, which includes fielding 22 borrowed boats and enlisting an army of volunteers and hosts. A tour of both the Harken and Sailing Education Association of Sheboygan

are planned, along with Sheboygan themed dinners and countless opportunities for competitors to get to know each other.

Meanwhile, country Vice Presidents and local Class members are stirring up competitors and working to continue the tradition of the ILCA Youth Worlds being the Class' most international regatta. The deadline for national authorities to submit how many competitors their country wishes to have participate is February 2. After this date, berths will be reapportioned based on interest and a goal of including as many nations as possible.

If you want to learn more, are interested in supporting a team from your country, or want to volunteer a boat or time for the regatta, please reach out to: [office@lightningclass.org](mailto:office@lightningclass.org)

---

## ***Will YOUR Country be Represented?***

USA and Canada held their country qualifiers in 2019. The Brazilian qualifier, The Brazilian Youth Lightning Nationals, is scheduled for Guarapiranga Lake between February 26-March 1. We expect at least one team each from Colombia and Ecuador and have received positive communications from both Peru and Chile.

A European presence has not been ruled out, and one of these years we are hoping to see a team from Down Under and/or Africa.

This regatta is an important part of maintaining the "International" in the International Lightning Class. Besides that, it is very competitive and FUN!! Competitors will be housed, fed and entertained. One of the highlights will be a tour of the Harken World Headquarters!



## ***Deadlines are quickly approaching:***

- ▶ **February 1, 2020:** Each Lightning National Class Association or National Authority shall inform the ILCA Class Office of the number of boats it intends to enter.
- ▶ **February 15, 2020:** If a Lightning National Class Association or National Authority can not fill its two boat quota, those available slots will be reallocated to interested countries.
- ▶ **March 15, 2020:** Each Lightning National Class Association or National Authority shall inform the ILCA Class Office of the specific competitors that will represent their country.
- ▶ **April 15, 2020:** Completed registration forms must be returned with the entry fee and damage deposit to the ILCA Class Office.



# Chief Measurer's Message

Bill Cabrall

For this issue of the Flashes, we'll take a look back at 2019 and a look forward to the upcoming season.

An effort was started in 2019 to digitize and update the official class plans. The plans currently exist on paper and are copied whenever someone buys a set. Digitizing and updating the plans would allow us to cleaning up small discrepancies (like the class office address) and incorporate spec changes (like the correct placement of national letters) as they are made. People with CAD skills and expertise that might be willing to support this project are encouraged to contact me.

Two rulings came out of the measurement process at the Pan American Games in 2019. Both concerned mainsheet systems. Several boats in the games arrived with double ended mainsheet systems, and we were asked if such systems are legal or not. After discussion with experts across the class and a review of the evolution of our current 3:1 mainsheet system from the original Crosby rig (and many variations thereof), it was determined that our specifications do not currently define a single mainsheet system configuration.

Multiple part mainsheet systems are complex and expensive, and it may be time for a specification change defining a specific mainsheet configuration. I invite comment on this issue.

The mainsheet system question as no sooner resolved than an issue arose concerning the viability of using multiple parts of a mainsheet system to pump the main. Following a review of the standard ILCA proscripton to rule 42, Propulsion, it was determined that only a single part/piece of the mainsheet coming off the boom may be pumped once for each wave or gust of wind. Pumping with 2, or more, sections of rope in your hand violates our proscripton on Rule 42.

In 2019 we did a significant amount of work concerning the Angle of Dangle measurement. For the Pan Am Games, David Sprague build a gage that can be disassembled into a shipping tube and checked as luggage on an airplane, and we are looking into developing a second, more robust version of this device. A revision to the official class drawing clarifying a couple of the dimensions was also made, and the official class gage (made of welded aluminum) was used for all of the boats at the NAs and WJMs. Many boats had their boards adjusted at the NAs.

While there is an almost mythic importance affixed to having a board on the very edge of the angle of dangle tolerance, it is worth noting that there was one boat at the NAs in Buffalo with the tip several inches aft of the max tolerance. I asked that skipper why his board was so far aft and was told that he 'liked the feel of the boat' that way. Checking the results while preparing this column, I note finishes in the top 10 and top 5 in several races for that boat.

In recent years there has been discussion about the relative merits of "max thick" centerboards. From a measurement perspective, any thickness within the allowed tolerances is considered legal. However, it is

worth noting that the tolerance edge is an absolute limit and a board would be illegal if any single point on it was thicker than the maximum allowed thickness of 11/32" or 0.3438." Given the tolerances on 5/16" stainless steel plate, it takes an immense amount of work to create a max thick board, and the odds are extremely small that anyone would have a board that is 'accidently' too thick.

We are looking into this to determine if there is a significant measurement issue. In 2019 a single data point was taken on each board that was measured at the event in order to gain data on the viability of policing this parameter in real time at regattas. The data is currently under review. We are also improving the equipment used to check boards, and will be checking again at future events. Any boards found to measure beyond the spec limit will be disallowed from use.

At the 2019 WJMs and NAs there was an extremely dedicated and diverse team of volunteers ranging in age from grade school children through Great Great Grand Master status. Everyone did a fantastic job, and I am very proud of the entire team. Several days in a hot sail loft or parking lot can be a strain, however, and one volunteer did require medical attention before the work was done. Based on this experience, my current recommendation is that measurement teams be made up of older teenagers or adults who have not yet qualified for Lightning Master status.

The class scale that we have used for the last 8-10 years has had issues in two of the last three NAs, and is nearing the end of its working life. A project to replace it with a more reliable scale is in work.

Looking forward to 2020, we are beginning to work with the committees for the NAs, WJMs, and Youth Worlds and have fielded requests concerning availability of the class scale. My intention is to measure identical parameters using identical gear at both the NAs and WJMs so that boats will not have to go thru measurement twice, but we have not yet determined which items will be checked.

The current schedule for the NAs and WJMs allocates a day and a half for measurement. Given the number of boats expected, getting everyone done in a reasonable time will be challenging. It is worth noting that the three things that waste the most time are also the three easiest things for a skipper to take care of.



We ask that every boat to be measured this year arrive in line with:

1. A copy of your measurement certificate
2. The 2020 ILCA Hull Sticker in place on the aft starboard corner of the hull
3. 3 Life jackets

Retrieving these three items not only wastes a tremendous amount of time and energy, but delays all the boats behind you in line. If you are prepared when you come to be measured everyone will have a much more pleasant regatta.

Please feel free to contact me with any measurement questions or comments that you might have:  
[measurer@lightningclass.org](mailto:measurer@lightningclass.org)



## 2021 World Championships Save the Date!

**When:** Thursday, May 13, 2021 to Saturday, May 22, 2021

**Where:** Carolina Yacht Club  
401 S Lumina Ave  
Wrightsville Beach, NC 28480

The World Championship rotation is back in North America and the Carolina Yacht Club is eager to welcome all. Wrightsville Beach is a fantastic place for the whole family to visit and offers fantastic ocean racing.

Qualification for the World Championship will be according to [Document Governing All Sanctioned Lightning Class Championships](#).

The Master Worlds will take place first followed by the World Championship. The Masters Championship is open to any skipper 55+ with a total combined crew age of 130+ by December 31, 2021.

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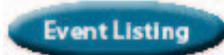


## **Winter Championships**

St Petersburg Yacht Club  
St Petersburg, Florida

**March 21 – March 25, 2020**

- **Notice of Race and on-line REGISTRATION:**



## **Deep South Regatta**

Savannah Yacht Club  
Savannah, Georgia

**March 26 – March 28, 2020**

- **Notice of Race and on-line REGISTRATION:**



## **2020 Southern Circuit Mentor Program IS BACK!**

### **Morning Weather Briefing and Tips for the Day**

- Onshore weather briefing and tips for the day each morning before sailing (complementary to all sailors).
- We will discuss the weather trends for the day, what to expect and what to look out for.
- Tips for the day: We will briefly discuss a few tips for sailing in the conditions for the day.

### **Mentor**

- Each team and or participants will have access and support from the Lighting Classes Top Sailors for on the water and off the water assistance.
- Schedule a line up/speed test before the start with a Mentor and get their tips for the conditions. Nick will get photo and video of you compared to them.

### **On The Water Coaching**

- Nick will be on the water providing coaching in-between and during races for all Program Participants.
- Get feedback on your set up, ask questions about the wind shifts, learn what the current is doing
- Get feedback on what happened in the previous race, tactics, where did the leaders go.
- Nick will also be allowed to provide direct assistance to participants during the race if they would like it.

### **What Else Do We Get?—Daily De-briefs and Flash Drive**

- Schedule a video and photo, de-brief with Nick after sailing each day.
- Flash drive for each participant that will contain personalized video and photos of your team as well as photos and video of starts, mark rounding's, and boat handling.

**These services are only available to teams that REGISTER for the Mentor Program.** Skippers must be current ILCA Members to Sign Up.

[Mentor Program Registration](#)



Southern Circuit  
Notice of Series

**Schedule:**

Saturday, March 21	Registration, Annual Winter Meeting and Welcome Party <b>Governing Board Meeting at 12:30 PM</b>
Sunday, March 22	Racing
Monday, March 23	Racing (note SPYC Closed - "Dock" Party at the Sailing Center after sailing)
Tuesday, March 24	Racing - Banquet
Wednesday, March 25	Racing concludes, Awards at the Sailing Center after racing
Thursday, March 26	Travel Day - Drive to Savannah Yacht Club ~ 6 hour Drive. Registration TBA
Friday, March 27	Racing - Regatta Dinner
Saturday, March 28	Racing concludes, Awards after racing

More information about the Winter Championship and the Southern Circuit can be found on the [Southern Circuit Blog!](#)



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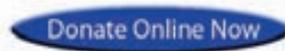
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# How Can You Support the ILCA?

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](#), [Lenny Krawcheck](#), [Paco Sola Tanca](#), [David Starck](#)

## **The Boat Grant Program**

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

## **The Limbaugh Fund**

### *Charter of the Fund*

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

### *Use of the Fund*

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

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

## **The Mary Huntsman History Fund**

### *Charter of the Fund*

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

### *Use of the Fund*

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

*Fund Directors:* [Clayton Gray](#), [Victor Lobos](#), [Todd Wake](#)

## **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.

# 2019 Donors - Thank you!

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Donald R Humphrey

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Wayne E Knibloe

David & Jody Starck

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Larry MacDonald

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Donate to the **Limbaugh Fund** \$ \_\_\_\_\_  
Donate to the **Boat Grant Program** \$ \_\_\_\_\_  
Donate to the **Annual Operating Fund** \$ \_\_\_\_\_



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\* **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 publication as follows:

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

## How may Gifts be Made During Your Lifetime?

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

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

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

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

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

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## 2020 European Championship

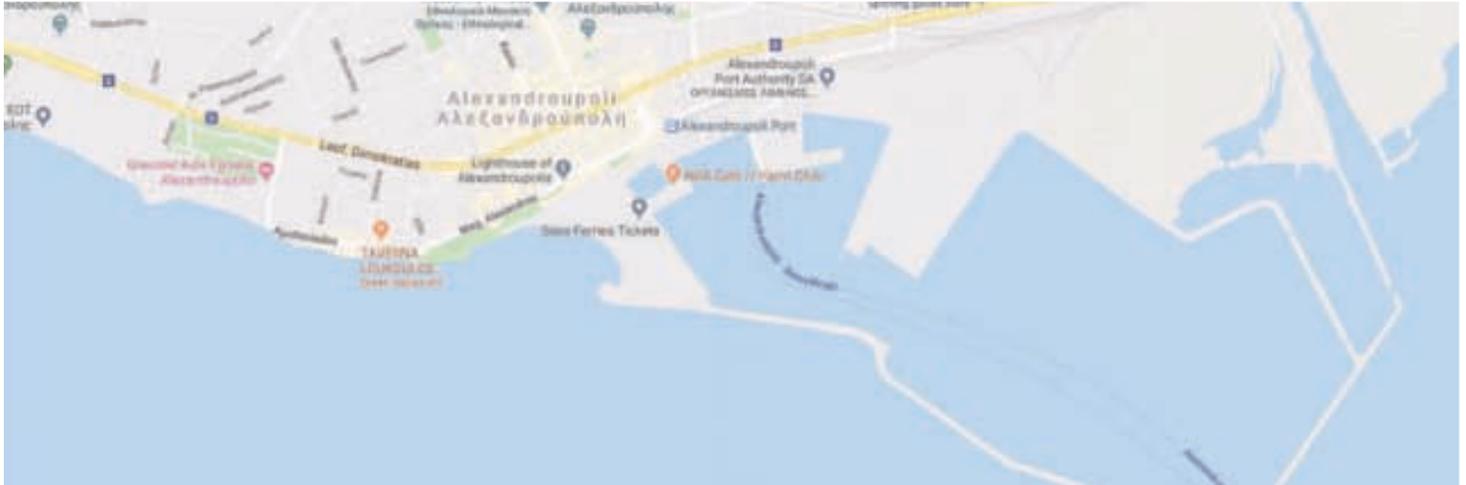
10-14 June 2020 in Alexandroupolis, Greece.

Come and sail in northern Greece, on the east side close to the Istanbul border.

Nautical Club of Alexandroupolis (N.O.A), with the experience of the successful organization of the international "NOA regatta" for eleven years, is now the organizer of the 63<sup>rd</sup> Lightning Europeans.

[Register Now!](#)

- Location:** Alexandroupolis is located in the NorthEast of Greece only 302km from Istanbul, 279km from Burgas, 433km from Constanta and 305km from Thessaloniki.
- Weather Conditions:** Great weather conditions all year round, with steady winds 8-18 knots. During past 8 years events 54 races sailed over 57 scheduled!
- Hospitality:** It is our club's strong point. Enjoy traditional Greek hospitality.
- Summer Vacation:** Alexandroupolis is ideal for summer vacations with nice beaches and restaurants. Three 5 star hotels among many others are available to accommodate with very attractive prices.
- For more information, hotel accommodations, NOR or to REGISTER go to <https://lightningeuropeans2020.noalex.gr/>



# Canadian Open Championship

Thunder Bay, Ontario, Canada

July 4 – 5, 2020

Please mark your calendar and plan to attend the 2020 Canadians in Thunder Bay. We will be racing on the broad waters of Lake Superior, a pleasure and sometimes a challenge. Local Lightning Fleet 279 is working hard to ensure you have fun, a relaxing visit and great racing. Yes, it's a bit of a drive for some of you, but no matter which direction you come from, the drive is spectacular. It lets you and your crew enjoy the regatta longer and do a little bonding too!

Some of you will know that Thunder Bay used to be the twin cities of Fort William and Port Arthur which amalgamated to form Thunder Bay. The 20 mile by 20 mile bay on Lake Superior, called Thunder Bay, on whose shores the city sits, gave the new city its name. The bay received its name from the spectacular lightning and thunder displays that roll across the bay in the evenings. Quite the light shows.

Of course the wind is the question at any regatta. Here is a brief overview of how the wind will work during the Canadians. Keep in mind that Lake Superior is 350 miles long by 200 miles across. Thunder Bay is a 20 by 20 mile bay on its north shore.

The Sleeping Giant landform guards the eastern approaches to Thunder Bay and while certainly prominent, protecting the southern approaches of the bay is Pie Island. The chest of the Giant is the highest point in Ontario, but the 900' cliffs of Pie Island demand respect as well. Big enough to have several lakes scattered over its crown, Pie Island is made up of two mesa type formations joined by a lowland stretch. Mirage will often obscure the lowlands, giving the illusion of two islands instead of one, with cliffs rising up out of the lake. Pie Island actually was named by the voyageurs who paddled all the way from Montreal in their freighter canoes. If fog undercut the western, smaller mesa, this mile wide plateau looks for all the world like a meat pie still in its pan. Thus, these French Coeur de Bois named it the Pate or Pie, of Pie Island. It must have been a welcome sight as it meant Fort William was only ten more miles to paddle.

There are several small islands between the mainland and the western edge of Pie Island, which act to some degree like a bridge for warm air flowing off the land. Pie Island, at about eight miles in diameter, and high, provides quite a thermal sink and encourages this air flow. By late morning, wispy cumulous clouds are building over Pie Island. As they mature, similar clouds begin to form over the Sleeping Giant on Sibley Peninsula, about ten miles across the entrance of Thunder Bay.

The prevailing winds here are southwesterly, perfectly aligned to flow up and over Pie Island and then over to Sibley Peninsula and on down the north shore. This is exactly what happens, and soon, large cumulus clouds are marching off Pie Island, across the water and on past the Giant. And this flow of course triggers the southeast thermal, flowing in through the entrance to Thunder Bay, sweeping across the bay. You can see the wind rolling towards you. Meanwhile, the bulk of the lighter, prevailing winds have not been able to push out over the lake and are detouring around the north side of the bay.

Here too, cumulus clouds are building. With this pull and the Pie Island push, a dandy breeze is organized, and that's why you want to book the 2020 Canadians. If instead of the prevailing southwesterlies, easterly or northwest wind is present, they are able to push out across the bay giving us great sailing with pretty well any wind direction.

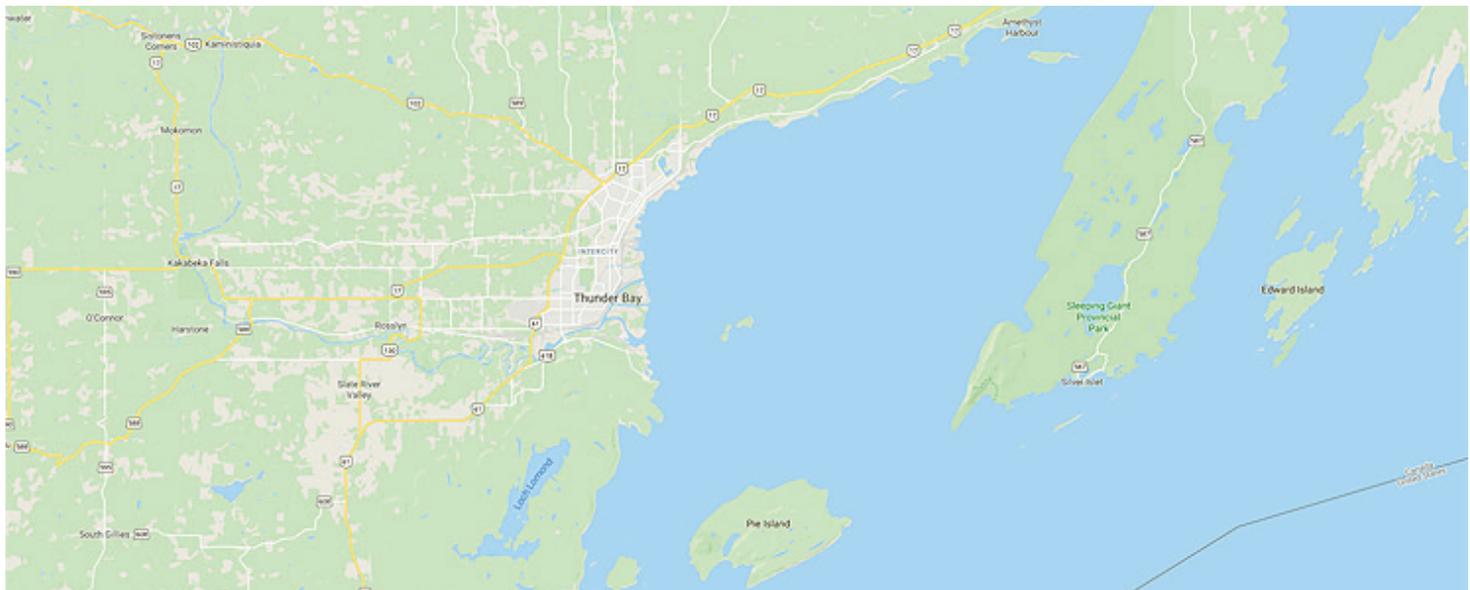
Lightning sailors from Thunder Bay have been looked after so well in so many places. We'd love to return the favour. The drive is stunning, no matter which way you come. Pull up your road map. You can see the city of Thunder Bay on the north shore of Lake Superior, and the Thunder Bay itself, with Sibley Peninsula and Pie Island enclosing it. The sailing really is "Superior."

July 4–5, 2020. Please mark your calendar now.

Contact Ross Bailey for more information:

Phone: 807-983-2889

Email: [ross.v.bailey@gmail.com](mailto:ross.v.bailey@gmail.com)





## **Women's, Junior and Masters North American Championships!**

**Wednesday, August 5 – Saturday, August 8, 2020**

**Schedule:**

Wednesday, August 5 – Measurement, Practice Race and Welcome Party

Thursday, August 6 – First start 11:00 AM

Racing – Thursday - Friday - Saturday

Saturday, August 8 – Awards

On behalf of the International Lightning Class and Pymatuning Yacht Club, we are very pleased to invite you to the 2020 Women's, Juniors', Masters' North American Championship! Home to Lightning Fleet 36, we are proud to host this prestigious regatta, and we hope you'll join us August 5 – 8.

We want this event to be one that highlights all of the things that make PYC and the Lightning Class special – family, friends, fun, and great sailing. We pride ourselves on creating a hospitable environment that welcomes fellow sailors and their families, provides excellent race management, and wraps it all with social events that keep the Feet together and foster lifetime friendships.

The motto for our annual Spring Classic Regatta is "Cool Breezes, Warm Friendship, Hot Competition" – and we're bringing that same spirit to the WJMs. Please plan on joining us!

Please visit our website [www.pyc-wjm.com](http://www.pyc-wjm.com) for the latest updates.

If questions contact our Regatta Chair: Bertie Werley, [lightningwjm2020@gmail.com](mailto:lightningwjm2020@gmail.com)

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Augusta Sportswear long sleeved moisture management technical fabric hooded shirt. Comes in royal blue with white lettering and gray with navy lettering.

Sizes S-XL — \$40.00



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



**Pink Hoodie  
Sweatshirt-Youth**

Child's hooded sweatshirt with front pocket.

Sizes M-L — \$30.00



**Sweatshirt - Fruit of the Loom 12 oz. Hooded**

70% cotton, 30% polyester preshrunk blend fleece. Two-ply hood with matching tipped and knotted drawcord, double-needle stitched collar, armholes and waistband, 1x1 ribbed cuffs and waistband with spandex, concealed seam on cuffs, tagless label, pouch pocket.

Color - Athletic gray/blue screen print.

Sizes S-XL — \$35.00



**Long Sleeve Tech Hoodie -  
Ladies**

Augusta Sportswear ladies long sleeved moisture management technical fabric hooded shirt. Front pocket.

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# Classic

# Lightning

## Kicking Off 2020

by Bob Astrove – #7603, #8581, #15603 – [astrove@hotmail.com](mailto:astrove@hotmail.com)

A resurgence of Classic Lightning activity is clear. In 2019 we had one of our best attended Classic Lightning Get Together with 15 boats, and the 2020 event is already on the calendar: June 27/28 at the Keuka Yacht Club, Hammondsport, New York (NY Finger Lakes Region). For the past several years this event has been held in conjunction with the long standing staple on the Central New York District calendar, the Champagne Regatta.

The combination of these two events has become a 30-boat Lightning event with the favorable “twist” of new and old that makes the event more than just another great regatta. I encourage anyone with a new boat or an old one to come enjoy a weekend on Keuka Lake next summer. Keuka is, arguably, the prettiest of the New York Finger Lakes and a great place to add an extra day or two to your regatta weekend.

For 2020, we are also trying to put together a Classic Lightning fleet to participate in a celebration honoring the 90<sup>th</sup> anniversary of John Barnes starting dinghy racing at Henderson Harbor Yacht Club. John and his brother, who grew up sailing in H.H., went on to purchase the Skaneateles Boat Works and were instrumental in the development and production of the Lightning. This event is on the ILCA Calendar for July 18-19. For more information contact Tom Tomlinson at [eagleshore@gmail.com](mailto:eagleshore@gmail.com).

The Classic Lightning Community, by necessity, works a little differently than what most of us know as today’s modern Lightning community, in that it is largely comprised of enthusiasts who don’t race their boats or only do so occasionally. Moreover, we are spread out geographically and lack the frequency and face to face contact that is the backbone of local fleets. While different, it does not mean as a group we are any less engaged in enjoying our Lightnings. We have adapted by relying upon the internet to provide support to one another, and share our boating experiences.

Classic Lightnings have formed what might be described as a virtual fleet. However, after fourteen years, the recent changes at “Yahoo” have forced us to move to a new host at “groups.io.” All of our discussion and photo history has been successfully ported to the new service, and membership has grown to now over 400 participants or viewers of our discussions.

We encourage anyone with an interest in Lightnings to participate in the group. You don’t have to own an old Lightning of wood or glass. You don’t need to own a boat of any kind. Simple appreciation of these older boats is enough to join, and everyone with an interest in Lightnings is welcome! Just sign yourself up, it is free, at <https://groups.io>. Create a user ID and password and join the group titled “classic-lightning.” If you need some assistance getting signed up or a guided e-invitation, just send me a personal email via [astrove@hotmail.com](mailto:astrove@hotmail.com) or give me a call at 301-252-3364 (cell).

Recent discussions include talk about installing a “Truss” system in older Lightnings and why that is something to be considered. There is always discussion of rigging options. Paints and varnishes are another recurring area of discussion. We heavily lean on each other to find old fittings. We often discuss the different places we sail and how we use our boats. And it is all laced together with a healthy dose of Lightning Class history.

For people new to boat maintenance or restoration, this e-group has evolved into one of the best tools available anywhere. As surprising as this may sound, the Lightning Class is one of very few one-design classes to have made this kind of support readily accessible to boat owners and enthusiasts.

Our interests and discussion is not limited to boats made of wood. We consider the older fiberglass boats to also be “classic lightnings” as well. Sometimes referred to them as “fiberglassics.” Many people are restoring Lightnings, and a few are home building new ones too. This is where we can follow their progress.

I’ll close this Flashes piece with something I re-assure people of all the time. You can own and enjoy a classic Lightning in so many different ways, but it is a complete fallacy that you need to be a skilled woodworker to own one. I bought 7603 eighteen years ago. As many of you know, I still race the boat and will do so in Sanford in January. Over that same period of time I have restored 12416, 8739, 14189 and am currently restoring 8581. I still have zero woodworking skills. And my wife Lyda won’t let me use powertools capable of removing body parts. You figure out what you need to know as you go, and we have a huge support group to help. Even since I bought my new boat, #15603, two years ago I continue to enjoy every minute of tinkering and sailing on these old Lightnings.

  
**2020**  
**LIGHTNING**  
NORTH AMERICAN  
CHAMPIONSHIP  

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**CLEVELAND, OH**



When: Sunday, August 09, 2020, 8:00 AM until Saturday, August 15, 2020, 5:00 PM

Where: Edgewater Yacht Club  
Edgewater YC Website  
6700 Cleveland Memorial Shoreway  
Cleveland, OH 44102



NA participants will need to qualify through their 2020 District Championship Regatta.

**Registration is limited to 100 boats based upon a first come first serve basis who meet the eligibility requirements. See NOR for complete details.**

This regatta will serve as the US qualifier for the 2021 World Championship that is scheduled for May 13-22, 2021, Carolina Yacht Club, Wrightsville Beach, North Carolina.

# Lightning Class Boat Grant Program Continued Success

Tanner Probst & Greg Fisher



*The Boat Grant and Legacy Programs are contributing to the Lightning Fleet's continued success*

The past decade has seen the release of exciting new one designs such as the J70, VX One, M32, RS100, and J99, but this leaves many yacht club parking lots and boat slips filled with different types of boats, fragmenting sailors into smaller one-design fleets. Despite a changing sailing world, the 82-year-old Lightning Class has continued to thrive as the largest, most active multi-crew one design in the world.

At the highest level, the Fleet is deep and competitive, with between 70 and 110 boats regularly competing in the North Americans and featuring multi-class sailing greats Jody and David Starck, Ched Proctor, Skip Dieball, Matt and Greg Fisher, and David Dellenbaugh—to name but a few.

The Lightnings Class has enjoyed remarkable success in growing the participation and enthusiasm of sailors under 35 years old, bolstering the Class's strong fleet and positioning it for a promising future. At last year's North Americans, there were over 70 sailors under 35 years old, including 10 out of 35 skippers in the Championship Fleet. These numbers are paralleled at all major Lightning events, and the Lightning Class's Junior North American Championship consistently draws 20+ boats, including each of the past two years.

The Boat Grant and Legacy Programs have been instrumental in encouraging this youth participation and attracting top young sailors. The Boat Grant Program provides two to six recipient teams annually with a competitive boat and sails, money for costs associated with regatta fees, boat insurance, and travel, and a top sailor as a mentor. The Legacy Program sells donated, competitive Lightnings at a significant discount to young sailors looking to enter the Class.

Thirty-eight teams—114 sailors total—have received the Boat Grant in its thirteen years of existence, and twelve skippers have gone on to purchase Lightnings, with many more active as crews or planning to purchase a

boat in the future. However, this understates the impact the program has had. Word of the social, competitive nature of the Class is spreading among young sailors, and Boat Grant recipients are helping to bolster fleets and draw others organically into the Class.

Exemplifying this trend is Ryan Davidson, a sailor from Newport Beach, California, who competed for College of Charleston. He received the Boat Grant in 2018, bought a boat through the Legacy Program shortly after, and helped reinvigorate the Charleston Lightning Fleet—which now has four new boat owners under thirty-two years old. Here are some thoughts from Ryan on his Boat Grant and Lightning experience.

***Can you share your background, the boats you grew up in, type of sailing, any bigger three-person, keelboat or centerboard types:***

I grew up sailing in Southern California at Balboa Yacht Club. We sailed Naples Sabots from San Diego up to Long Beach. Long live the leeboard! After sabots, I sailed CFJs and C420s. At BYC we hosted the Governor's Cup youth match racing event where I was introduced to three-person boats. We spend six years campaigning in match race regattas around the world and were able to sail the Sears Cup (youth triple-handed US Championship). At the College of Charleston ('16), I sailed on the match race team in 3-4 person keelboats. Since then, I've sailed on small keelboats in fleet, team, and match racing.

***How did you hear about the Boat Grant and what interested you in pursuing it?***

The Boat Grant Program was first introduced to me by past recipients Jeff Aschieris, Ben Spector, and Sam Stokes in 2014. Since then, I have had many friends receive the grant. Seeing how much fun they had and watching them compete at the highest

level around the country made it an easy decision for me! It also helps when Greg Fisher is the Director of Sailing while you are in college, and he tells you all the stories from his Lightning career.

**Can you describe the application process? Was it challenging or pretty straightforward?**

The process was very straight forward. Fill out an application as a team, select the regattas you plan to attend, and then the committee schedules a phone interview with you to review.

**What did you think about the Class? The competition? Did you feel a part of the fleet?**

Ever since the first day of getting the boat grant, I have felt part of the Class. The local Charleston fleet especially has been extremely welcoming and helpful, making sure we were up to speed and the boat was set up right. This last year I met life-long friends. At the NAs, in particular, I met a group of friends that I know I'll be friends with, and competing with, forever.

**Describe the demographic of the Class? Are there many youth sailors? Was the makeup of ages surprising?**

The Lightning Class is special because of the demographics. There are youth sailors (ages 14-20) and sailors in their 80s. And you never know who will come out ahead! Lenny Krawcheck has been a big mentor of mine in the Class. He has been competing in the Class forever, and I don't see an end in sight for him! A lot of other classes right now seem to be made of sailors my age to their mid-50s. AND it is awesome to see how many females are sailing in the Class. I think having the WJMs is a huge plus for the Class. This keeps the Class inclusive for any sailor who is interested. And to see how many families have generations of sailors competing together, it's awesome.

**What about the social aspect of the Class? Is it a fun bunch or too tense? Welcoming?**

This goes back to a previous question. There are people that I have met in the Class that will be life-long friends. On the other side, I have seen old friends for the first time in a very long time in the Class. The Class doesn't have to throw social events after racing, they just happen because everyone in the Class loves being around each other off the water. Couldn't ask for a better class to be a part of.

**What was the learning curve like in the boat? You sure got very quick in short order. What did you feel was most important and what was not important but maybe could be distracting?**

The learning curve, like most boats, is very steep. I know there is still some much for me to learn, but aligning myself with strong mentors in the Class have helped a lot. I got to participate with the PamAm team last spring. Doing a three-day training session with Jody Stark, Skip Dieball, Ian Jones, Matt Fisher, Greg Fisher, Jo Ann Fisher, Lenny Krawcheck, and many others was huge for my learning curve. Just sitting and listening to the discussions they had off the water were above my head but were huge for my learning curve.

**You've had an amazing year with 7<sup>th</sup> in NAs, 2<sup>nd</sup> in the SAs and 3<sup>rd</sup> at the Wild Oyster. Very impressive...what was key in all your good sailing?**

It's because of training weekends like the one above! Greg and Jo Ann Fisher have been huge helps in all of the recent sailing I have done. But even more so, I have had some rock star crews to drag me around the course. The Lightning truly is a team boat. For all the Charleston summer events, I got help from different crews at each event. At the NAs I had Timmy (Timothius) Crann and Jo Ann with me. Both of them drove the boat from their respective positions. At the Wild Oyster, Kathryn Moloney sailed with Timmy and me, and they were the real brains of the operation. At the SAs Timmy and I sailed with Laura Jeffers, who again is a rock star Lightning veteran. All of these crews knew exactly how to make the boat go fast, and together we picked the right places to go on the course.

**Was it cool going to Peru?**

When Laura, Lightning Class Executive Secretary, texted me asking "do you have a passport and can you get work off these days?" How can you say no?! This was a trip of a lifetime, and we have to thank the Lightning Class and the US Sailing Foundation for making it happen. This was my first experience sailing in a country with a foreign language. I had some passport trouble myself, but it made it all worth it. At least Timmy can't say he's the worst traveler now. But on top of that, the Lightning Class proved how cool it was because of people like Jaime Calderon, who was the best host an international team could have asked for.



*Anne Allen presenting Ryan Davidson with the Thermis Trophy—Top First-Time North American Championship Blue Fleet Skipper*

**Now you've truly "bought into" the Class and are the first true Legacy member of the Class. Can you describe what that feels like? How was that process to navigate?**

I can easily say that without the Legacy Program, I would not be owning a Lightning currently. There are so many people my age who come out of college that are looking for a class to join. We all come out of college sailing and are used to tight racing every weekend. There are so many classes out there now that race every weekend, but there are very few who participate in a Boat Grant Program, and there are even fewer who offer a legacy program helping you "buy into" the class. I think that is part of the reason why the Lightning Class is so strong to this day.

**You've had opportunities to race in other boats and other classes in boats that are arguably some of the highest performance in the country, and yet you are a real member of the Lightning Class! What was the main reason?**

I love the Lightning because of how technical it can be, but at the same time, how easy it can be to set up. With North offering two different and competitive cuts, there's a wide range of different ways to set up the boat. The extremely technical person who likes to tweak every little thing feels welcome. But at the same time, the person who just wants to hop in a boat and sail by feel is just as welcome. To summarize what I've been talking about before, the Class is extremely diverse and competitive. The Class makes the barrier to entry very minimal. And

the other Lightning Class members are what make the Class even better. I love this Class and can't wait for future regattas!

Aside from the friendly, competitive fleet, these programs have been so successful in encouraging youth participation do to the Lightning's elusive combination of performance and accessibility. It carries a simple, low-cost rig but highly technical sail shape controls. Its hard chines and 130-pound steel centerboard allow stable planing in heavy winds with a large spinnaker, but it remains easily trailerable. Top sailmakers are constantly updating sail designs, but sails are a fraction of the cost of newer high-performance boats. Most importantly, older boats can compete at top events. Their durable design allows decades of performance (a 26-year-old Lightning won the World Championships in 1995), and a competitive, used Lightning can be purchased for \$10-15k even outside of the Legacy Program, making them reasonable to acquire for a college graduate.

Hard-working volunteers in the Lightning Class, starting with its creators, Bill Fastiggi and Allan Terhune, in 2007, have facilitated the success of the Boat Grant and Legacy programs. None of this would have been possible without the generous Class members who have donated time, money, and boats, and the current chairs, Matthew Schon and Greg Fisher.

More detailed information about the ILCA Boat Grant Program can be found here.

To learn more about the Legacy Program, email: [office@lightningclass.org](mailto:office@lightningclass.org).



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## South American Championship

Yacht Club Peruano  
La Punta, Callao, Peru  
November 19-23, 2019

Over two months have passed since the Lightning South American Championship held in La Punta, but memories of an extremely fun event and first-class organization provided by the hosts are still fresh.

We arrived in Lima on Sunday, November 17, early in the morning and headed straight to the Yacht Club Peruano, where we were welcomed by our Peruvian friends who were always attentive to our needs. We tuned our boat and went out sailing in order to have a heads up on prevailing conditions for the races. From day one we noticed we would race with light breeze and very challenging conditions.

### **Race Day 1:**

Clear skies prevailed during the first day race, with very light wind conditions (4-6 knots). Wind direction was stable, and we had no major wind direction changes during the day. Conditions were very challenging. On windward legs there was a bit more breeze on the right side. Boats on the right side had marginal gains over the boats on the left. Downwind legs were very tricky, as the fleet was searching for any small puffs that could help the boats make it to the leeward mark. Boats were sailing at 90° TWA on the downwind legs and searching for wind pressure.

At the end of the day, our results were 5-6-1, occupying the second place. We closed the day winning the last race, but Juan Santos, Leonardo Santos and María José Borrás from Ecuador were six points ahead. We knew we had to sail three solid regattas on day 2 if we wanted to keep our options for the podium.



### **Race Day 2:**

Once again, we had clear skies since early morning. Wind speed and direction prevailed, and conditions were very similar to day 1. Wind pressure was predominant on the right side of the beats. On the runs, there was more wind on the right side of the course; however, on the last race of the day, during the last run, Team Davidson from USA, Team Solá and Team Santos from Ecuador managed to grab consistent wind pressure on the left and were able to pass many boats that were positioned on the center and the right of the course. Team Davidson won the last race of the day, followed by Team Solá, Team Vélez and Team Santos.

Our results for the day were 4-3-3, which placed us in the lead, followed closely by Team Santos from Ecuador, Team Davidson from USA, Team Cloos from Argentina and Team Perez from Chile. There was a nine-point difference between us at the lead and the fifth place held by Team Perez from Chile, so the final race day could change results dramatically.

### **Race Day 3:**

The day started with a nice cool breeze. We went out on the water at 1100 hours, wind direction was about 20° to the left when compared to previous days. Wind speed was around 10-12 knots. We noticed more wind pressure on the left side of the beat and decided to protect the left side in order to catch incoming puffs. In the first race we started on the middle of the starting line, while Team Santos and Team Davidson started on the right side of the line. Both teams tacked and



headed to the right side of the course, while we decided to protect the left side. We were able to catch most of incoming puffs and tacked about fifteen boat lengths before the layline. Our strategy paid off, as we were able to reach the windward mark in third place, ahead of Team Santos and Team Davidson. We protected our position during the rest of the race and finished in 4<sup>th</sup> place. We knew we had to achieve a top 3 regatta on race number 8 in order to become South American Champions.

Race 8 started. Once again, we decided to protect the left side of the course, while contenders tried again on the right side. We caught most of the puffs incoming

from the left and tacked before the layline. We made it to the windward mark in second place. We managed to protect our position and finished in first place, as Team Mendoza from Perú, who had won the race, had been over the starting line. By then, we knew we had won the South American Championship. We celebrated on the water with our teammates.

The last race started with a big battle for the second place overall. Whoever finished ahead of the other boat, between Team Santos and Team Davidson, would become South American Vice-Champion! Both Team Santos and Team Davidson battled until the very end of the race, while the rest of the fleet were able to watch a live match race between USA and ECU. In the end, Team Davidson prevailed.

During race week, we also had plenty of events arranged by the hosts. It was very nice to taste Peruvian exquisite cuisine while chatting with fellow members of the Class about past experiences and future races to come. We are looking forward to returning to La Punta to race with Lima's challenging conditions.

The award ceremony was held at the Yacht Club Peruano, where we had plenty of Pisco and Rum for everyone.

For us, this was a very special Championship, as it is our first international victory as a team, and Perú will always be a valuable place for us.

Thanks once again to our Peruvian friends for making us feel like home.



# South American Championship

Yacht Club Peruano – La Punta, Callao, Peru

November 19-23, 2019

Pos	Bow#	Sail#	Helm Name	Crew Name	RI	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1	21	14947	Julio Velez	Alfredo Ochoa, Irene Suarez	5.0	(6.0)	1.0	4.0	3.0	3.0	4.0	1.0	5.0	32.0	26.0
2	41	15147	Ryan Davidson	Timmy Crann, Laura Jeffers	4.0	2.0	8.0	7.0	6.0	1.0	(10.0)	3.0	2.0	43.0	33.0
3	73	14073	Juan Santos	Leonardo Santos, Maria Jose Borrás	3.0	1.0	2.0	(8.5)	8.0	4.0	8.0	5.0	3.0	42.5	34.0
4	18	14597	Roberta Herman	Cristian Herman, Camila Herman	7.0	7.0	5.0	5.0	5.0	7.0	7.0	2.0	(9.0)	54.0	45.0
5	09	15597	Martin Cloos	Rodrigo Zalazar, Martina Perez	10.0	3.0	(20.0 DSQ)	2.0	4.0	5.0	3.0	6.0	15.0	68.0	48.0
6	53	15353	Francisco Perez	Cristian Perez, Pedro Zalzmán	1.0	15.0	4.0	1.0	10.0	9.0	2.0	(20.0 UFD)	7.0	69.0	49.0
7	02	15499	Jonathan Martinetti	John Birkett, Francisco Almeida	(11.0)	9.0	9.0	8.5	1.0	6.0	11.0	4.0	8.0	67.5	56.5
8	42	6	Alfred Sherman	Rodrigo Robles, Natho	(14.0)	11.0	12.0	6.0	2.0	11.0	5.0	14.0	4.0	79.0	65.0
9	59	15613	Daniel Mendoza	Sergio Levaggi, Jimena Gavino	(20.0 DSQ)	4.0	14.0	3.0	11.0	14.0	1.0	20.0 UFD	1.0	88.0	68.0
10	51	15150	Francisco Sola	Juan Carlos Casal Justus Klemperer	6.0	(16.0)	13.0	16.0	7.0	2.0	9.0	8.0	14.0	91.0	75.0
11	40	14383	Rafael Quintero	Sara Dyck, Juan Jose Ferreti	2.0	14.0	7.0	15.0	14.0	8.0	(16.0)	11.0	5.0	93.0	77.0
12	01	1101	Alberto Gonzales Jr	Angel Fantuzzi, Ian Kulental	12.0	8.0	3.0	(17.0)	13.0	10.0	13.0	9.0	11.0	96.0	79.0
13	69	1504.8	Jaime Calderon	Flavia Gavino, Bruno Levaggi	9.0	5.0	11.0	11.0	9.0	(15.0)	12.0	10.0	12.0	94.0	79.0
14	05	14405	Sebastian Herrera	Samuel Herrera, Jose Andres Lecaro	13.0	10.0	6.0	10.0	12.0	(16.0)	15.0	7.0	10.0	99.0	83.0
15	35	1541	Carlos Lecaro	Carolina Plazas, Jose Garces	8.0	13.0	10.0	14.0	15.0	13.0	6.0	12.0	(20.0 RET)	111.0	91.0
16	45	1401	Mauricio Valenzuela	Alberto Valenzuela, Felipe Castillo	15.0	12.0	15.0	13.0	(17.0)	12.0	14.0	13.0	13.0	124.0	107.0
17	37	14970	Juan Andres Sevilla	Diego Guzman, Duilio Bancharo	16.0	17.0	17.0	12.0	16.0	18.0	(20 UFD)	20.0 DNF	16.0	152.0	132.0
18	55	14290	Marcelo Ling	Percy Glaser, Sergio Hoefel	17.0	18.0	16.0	18.0	(19.0)	17.0	17.0	15.0	17.0	154.0	135.0
19	77	12514	Davor Yukk	Maynor Cohayla, Sergio Fajardo	18.0	19.0	18.0	19.0	18.0	19.0	(20.0 DNS)	16.0	18.0	165.0	145.0





# Campeonato Nacional Clase Lightning

Club de Yates Recreo

4-5-6 ENERO 2020/ January 4-6, 2020

LUGAR	PROA	TIMONES	MEDIO	PROEL	R1	R2	R3	R4	R5	TOTAL
1	CHI	Felipe Robles	Andres Guevara	Paula Herman	1	1	3	4	1	10
2	37	Cristobal Perez	German Schach	Alejandro Bacot	2	3	1	1	4	11
3	15	Victor Lobos	Pedro Vera	Sebastian Lobos	3	4	2	6	5	20
4	3	Jose Lopez	Nicolas Lopez	Fanfi Cisternas	4	2	7	5	7	25
5	42	Alfred Sherman	Lucas Gomez	Valeria Vila	9	6	4	3	6	28
6	18	Renata Parodi	Cristian Herman	Carmina Malsch	7	5	8	7	3	30
7	83	Exequiel Grez	Nicholas Robertson	Sofia Midleton	5	7	6	2	13	33
8	2	Dante Parodi	Santiago Lorca	Agustin Molina	8	8	5	8	8	37
9	48	Martin Armstrong	Horacio Filipelli	Alan Armstrong	6	9	9	9	9	42
10	EN	Max Vera	Nico Vicuña	Stanley Franz	10	10	10	13	10	53
11	17	Pablo Gallyas	Fernando Gallyas	Isidora Urrutia	13	13	13	13	2	54
12	76	Alejandro Seguel	Juan Pablo Grez	Carlos Ponce	11	13	13	13	13	63

We had two days of races for the 2020 Chilean Nationals. Twelve boats and seven races were scheduled, but only five could be sailed, so no throw out. On the first day, we had four races with light and medium conditions. The first two races were won by Team Robles in lighter conditions and the last two by Team Perez in medium to high winds. On the last day, only one race was completed in light wind with Team Robles taking the honors. Renata Parodi, a young sailor, sailed a very good last race, finishing right behind Robles in 2<sup>nd</sup>. We had one junior crew, lead by Dante Parodi, who will go to the Youth Worlds in Sheboygan, Wisconsin, in June, 2020. In respect to previous National Championships, the participants were much younger this year.

The Fleet helped to welcome home our big naval ship that was returning from an eight-month trip around the world.



*Champions: Felipe Robles  
Andres Guevara, Paula Herman*



*Runner-Ups: Cristobal Perea  
German Schach, Alejandro Bacot*



*2<sup>nd</sup> Runner-Ups: Victor Lobos  
Pedro Vera, Sebastian Lobos*



*Team Parodi will represent Chile  
in the Youth Worlds June, 2020*



## Lightning Family News



### Just Launched—Brooks Ruhlman!



Brooks Ruhlman was born September 23, 2019, and is adored by his older sister, Alei, and brother, Graeme. Great baby, always smiling and laughing. Watch for the all-family Ruhlman Junior Team in 2030 or sooner!

### 8 Bells—Bill Dodge



On Friday, January 17, we lost a friend way before his time. Bill Dodge was a long-time Lightning sailor who taught his friends and family what true selflessness, friendship and strength are. He lived his life with an open door and an open heart and was a wonderful human.

Bill grew up sailing in Sodus Bay where his family sailed an R-Boat and 8 Meters. It wasn't long before Lightning greats Fisk Hayden and Dick Hallagan got the Dodge kids into Lightnings. Once his older brother "Jed" started skippering his own boat, Bill was his regular crew. Together they have sailed countless races. Bill has always been a "super crew" and has been part of the Lightning Family for many years, including, most recently, competing in the 2019 Worlds in Finland and the 2019 NAs at the Buffalo Canoe Club. He will be missed by many. We send the entire Dodge Family our deepest condolences.

A service was held January 26 in Westport, Connecticut. Another service is being planned in the Sodus Bay area later this spring/summer.

### Tied the Knot—Morin & Levey!



Lightning sailors Kevin Morin and Marcie Levey from Detroit, Michigan, were married on October 19, 2019 in New Orleans, Louisiana. The groom's cake featured their orange Lightning 313, complete with a Detroit D spinnaker. Lightning sailors helped celebrate the day including, Matt Morin, Michael Morin, Trey and Allison Rose, Jim Thompson, Tom and Betty Vickers, Mikey Garza, Mark Allen, George Sipel, and Todd, Kristine, Doug and Ben Wake.

### 8 Bells—Martin O'Meara

It is with sadness we share the news of Fleet 85 member and former Lightning Class President, Martin J. O'Meara Jr. who passed recently at age ninety. He was President in 1963 and had a storied history with Ted Turner. He was instrumental in buying the twelve-meter Courageous for Turner's syndicate for the 1977 Cup defense.

See obituary below:

<https://www.legacy.com/obituaries/hartfordcourant/obituary.aspx?pid=194847530>

Below: photo from awards presentation from a Niantic Bay Yacht Club Governor's Cup Regatta, about 1960. From left to right: O'Meara, Turner, Bill Healy (Sr.), and Bill Graulty, Commodore, NBYC.



## 8 Bells—George W. Madel

Craig Compton

George W. Madel passed away peacefully on Monday, October 21, 2019, surrounded by his loving family at his residence in King of Prussia, Pennsylvania. He was ninety years young and a longtime Lightning sailor from Fleet 16—Paupack, Lake Wallenpaupack, Tafton, Pennsylvania.

I started sailing with George when I was about 12-13 years old. I think it was the summer before 8<sup>th</sup> grade, and I'll be tirty-one this March. My dad and I would do yard work or small handy man jobs for him and his wife Joan on a yearly basis. They were older and only up at the lake in the summer. We would do small chores, like open/close their house for the season, rake leaves or other yardwork.

One day my dad said to me, "George would like to speak with you." I asked, "About what?" He didn't know, so we went, and I sat down in the living room with George and Joan. He proceeded to tell me about sailing. I always tell people this story because it will always stick with me. As he explained about sailing and racing on Saturdays, he told us how the boat was set up, and he said to me, "Now the boat has no motor on it, just sails, so if the wind dies, we bake out there and it will happen a lot. I will not sugar coat it for you, it's tough." So, I said to him, "Yeah, I would love to try it out," and the very next weekend he took me down to the boat and literally showed me the ropes.

The following weekend was our first official race of the summer season. I came home that day completely wiped out and passed out on the couch so fast that my dad was concerned. He asked George what he had done to me, and he just laughed. Well, I came back for more punishment the very next weekend, and so on and so forth, and the rest is history.

I had been sailing with George for seventeen years as of last season, and I loved it. I won't lie, there were a few Saturday mornings where I would get up and not wanna go, but I did anyway because George depended on me.

For the first few years, during the winter George would call to ask about opening up the house, and he would always ask if I was returning as his crew or



if I was ready for sailing or some sort of variation of that question. I would always tell him enthusiastically, "Yes! I can't wait!" After a few years, he stopped asking me because he knew I was in it for the long haul. It went from asking if I'll be there to telling me what we were planning on doing different this season—tactics-wise or talk about needing practice on windward sets or something.

George was a very straight forward basic man who knew sailing like the back of his hand. He started sailing when he was my age, roughly 11-13 years old, in Barnegat Bay, New Jersey. He always told me stories about how sailing always came first to him over everything else on the weekends. He would occasionally bust my chops if I had to go somewhere and miss a Saturday, "Don't they know sailing is more important?" and then he'd laugh.

Some years later my youngest brother Ryan joined our ranks after the lady I had sailed with up until then had retired from sailing. From then on Ryan was the middle/spinnaker man, and I stayed as the front man, just like always. George didn't like to change things up a lot, if at all, especially if they were working. But on occasion, he would let one of us steer or something, after the race, of course.

George had a lot of funny phrases or quarks that we would all make fun of. When the race would start, he would get into serious race mode and tell us there was no talking unless it pertained to the race because talking created drag—ha-ha! He had worked as an aerospace engineer in his day working for big companies such as Boeing, Lockheed Martin, and ending his career with GE, so everything was math to him. He would try to explain course set ups and where the wind was coming from and so on with math and vectors. My brother and I, not as smart in the math department, would just nod our heads and agree. Then, years later we would finally understand after putting the stuff to the test.

George always told us he would die sailing, or he would sail to his last day, and he pretty much did. I had told him and Joan that they had been like adopted grandparents to me, and I always thanked them for everything they did for me and my family. These past few months had been tough on all of us. He had just turned ninety in August, God bless him. He'd always tell us, "If I'm here next year," to which we would reply, "Oh stop, you will!"



Shortly after the season, I learned George had developed pancreatic cancer. He wasn't doing well. I made a call to the house that changed my life. His son had answered and told me very briefly that he didn't have long. I broke down. A couple hours later Joan called me back. If I wanted to see him, she wouldn't stop me, but warned me he may not know I'm there. My wife, Ryan and I made the trip to his home to see him. It was a miracle because he knew we were there, as he went in and out of his conscious state.

We held it together pretty well until it was time for us to leave. As we said our goodbyes, Joan asked him if there was something he'd like to tell me and my brother. He paused and said, "You guys are a good crew." We lost it right there because we knew he thought that of us, but it was powerful to hear him say it at that moment. Even now recounting this I'm sitting here crying. He was family to me, and I had literally been sailing with him for half of my life.

I keep in touch with Joan, as always, and the rest of the Madel family are a wonderful bunch. They are very kind and would do anything to help you. Shortly after our visit, George passed. Ryan and I planned on attending the funeral. Mark, his youngest son, had reached out to me prior to this and asked me if we could stick around after the service. The immediate family stuck around and told us how much they had appreciated the fact that we kept George going all these years. Had I told him no, I wasn't interested in sailing, he would have hung up his hat much earlier. They told us they had some gifts of gratitude for us, which we were not expecting at all. They first gave us

a handwritten letter talking about our sailing career and a picture of all of us on the last day of sailing in the Lightning. Finally, they turned to my brother and told him they would buy him a new sail for his Sunfish, because he had bought it from George and fixed it up. Then they turned to me and told me that unanimously, all five kids and Joan agreed that I should have #14722. They were going to give it to me just like that with the intention that I teach people to sail, just as George had taught me. I graciously accepted.

The Madels are like family to me. I appreciated everything George has taught me. I'll always remember the good times sailing with him over the past seventeen years. I'm sorry this is so long but there is so much to tell about George's legacy. He'd be proud but at the same time just be like, "Blah, I don't care about the recognition, let's get a race in."

### George's Full Obituary

<https://www.legacy.com/obituaries/timesherald/obituary.aspx?n=george-madel&pid=194245677&fhid=13023>

*Editors Note: It took many tissues to get through this piece about George. This is the perfect example of how deep the relationships go within our Lightning family. We are fortunate for people like George, and now to Craig, to keep passing the torch along. Our days out on the water, and sailing our Lightnings are some of our best. Enjoy them. It is wonderful to hear that #14722 will continue sailing on Lake Wallenpaupack.*

*Rest in peace George.*

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# 2019 Caz One-Day—Or Why the Lightning Class is SO GREAT!!

By Pam Tuttle Murphy

This year fifteen boats completed seven races at the Caz One-Day on Sunday, September 21. The winds were typical Cazenovia Lake, shifty and puffy, from 0 to 12 mph within a twenty-minute race. Congratulations to Jim Barnash and his team from Buffalo Canoe Club who won with a total of 11 points! Kudos to runner-up Tom King and team from Henderson Harbor for his first 2-race wins in his own boat and finishing with 26 points. Third place was awarded to Bob Wardwell's team from Crescent Yacht Club with 27 points. Fourth place went to Team Fleckenstein from Skaneateles with 31 points. Winning the tie breaker for fifth place was Federico Meira's team from Willow Bank Yacht Club with 34 points.

Why does the Willow Bank Yacht Club and the Lightning Class hold a special place in my heart?

First some personal history. Seventy-two years ago, in 1947, just nine years after the Lightning Class was born, four Lightning sailors created Fleet 164. This was one year before WBYC was established. That event was extra special for me because my grandfather, John Tuttle, was one of the four founding members. A little more history, my husband Clay Murphy and I have two children, AJ and Peter, and they started racing with us at age ten. I started racing with my father Dick Tuttle around age ten. My father started crewing with his father John Tuttle, my grandfather AJ and Peter's great grandfather at age ten in 1947.

Flash forward to 2019. The Lightning Class and Fleet 164 at WBYC is still going strong. After sailing, everyone gathered around to enjoy a chili lunch. As I looked around, I realized why I LOVE THE LIGHTNING CLASS. Lightning sailing welcomes and includes EVERYONE! The Lightning Family is intergenerational. Racing we had husbands and wives (Mark and Rebecca Fleckenstein), parents and daughters (Woods/O'Neil Family; Meira/Wright Family), uncle (Pete King) competing against nephew (Tom King). Juniors Leo Hallagan (sailing with Peter Hallagan, his father) and Danny Burger tested their skills against veteran racers like Bob Wardwell and Jack Jones, both long-time staples of the Central New York District.

Owen and Meghan Wing traveled for the first time and competed on the same course as Jim Barnash, World Champion Competitor. Crewing with Barnash was Andrew Green, who grew up sailing Thistles but started sailing Lightnings this year. Many of the sailors have raced in national and international competitions. You know who you are. We had friends and family helping on the RC boat, with spouses and WBYC members as shore support. Great lunch Kathy King and many thanks Al Marshall for scoring!

What a great sailing community we have. The Lightning Class is deep in talent and friendship. This week-

end was especially hard for me because missing from the racecourse was my father, Dick Tuttle, who passed away recently. I would like to THANK YOU DAD for raising me in this extended Family!

## 8 Bells—Richard "Dick" Pomeroy Tuttle



Richard "Dick" Pomeroy Tuttle died peacefully surrounded by family at Crouse Hospital in Syracuse, New York, on August 20, 2019 at the age of 81. He loved sailing competitively. As a skipper, he was the Lightning fleet champion many years at Willow Bank Yacht Club, as well as competing at the district and national levels. He particularly enjoyed sailing with his daughters and in later years his grandchildren, AJ and Peter. He was an avid tennis player, playing at the Cazenovia Club in summer and at various locations around Central New York. He enjoyed card games and played bridge competitively at tournaments around the region. He achieved Life Master status in the ACBL. Dick will be remembered for his kind competitive spirit, his humor, and his love for gathering with friends and

family. Dick will be missed by those who knew and loved him.

Richard "Dick" Pomeroy Tuttle Full Obituary: <https://obits.syracuse.com/obituaries/syracuse/obituary.aspx?n=richard-tuttle-dick&pid=193727517&fhid=13168>



Three generations: Dick with Pam and Peter Murphy Recently at the 80<sup>th</sup> Anniversary Regatta, the Tuttle/Murphy Family had six family members racing on three boats. Dick sailed with his daughters Pam and Leslie, Peter raced with Clay, and AJ skipped a boat with friends. Pam and Leslie also raced with Dick at the 70<sup>th</sup> Anniversary Regatta, against him in the 60<sup>th</sup> and Leslie raced with him at 50<sup>th</sup>.

Dick Tuttle will be missed.

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- Quantum spinaker**  
Sails  
\$200  
Posted: 11/28/2018 By: Franck Borden  
Phone: 610-612-7224

## Upcoming Events:

- February 14-16 **St Pete NOOD** – St Petersburg, Florida
- March 21-25 **73rd Annual Winter Championships** – St Petersburg, Florida  
Includes a Master's Winter Championship and Part of the Southern Circuit
- March 21-28 **Southern Circuit Mentor Program** – St Petersburg, Florida
- March 26–28 **Deep South Regatta** – Savannah, Georgia  
Final stop of the 2020 Southern Circuit! Lightnings are headed back to Savannah!
- April 11–12 **Lightning Spring Championship** - Columbia, South Carolina  
Leave your boat after the Southern Circuit!
- April 18–19 **Moonshine Regatta** – Moneta, Virginia  
Join VISA Sailing Club for the 9<sup>th</sup> Annual Moonshine Regatta held on Smith Mountain Lake in Southwest Virginia! Tight racing, a beautiful springtime setting, and one of the best socials in the class are waiting!
- May 2–3 **Burl Harmon Memorial Indiana Open Regatta** – Indianapolis, Indiana  
Start the season with springtime inland lake sailing
- May 9–10 **36th Annual Doc Gilbert Memorial Potomac Cup** – Leesylvania, VA  
Sailing in the Capital!
- May 11 **Lake Lansing Tune-Up Regatta** – Haslett, Michigan  
Come tune-up your skills for the 2020 season! This is a great one-day regatta to shake off the rust!
- May 16–17 **Pymatuning Spring Classic** – Jamestown, Pennsylvania  
Great Spring event to help you get tuned up for the season! Cool breezes, warm friendships and hot competition! We're especially excited to be hosting the WJMs in August, so join us and see what PYC is all about!
- May 23-24 **Juby Wynne One Design Regatta** – New Orleans, Louisiana
- May 30-31 **No Gas Regatta** – Annapolis, Maryland
- May 30-31 **Bayview One Design Regatta** – Grosse Pointe Farms, Michigan
- May 30-31 **Lake Champlain Spring Regatta** – Colchester, Vermont
- June 10-14 **European Championship** – Alexandroupolis, Greece  
The Open European Championship 2020 will be held in Alexandroupolis. Alexandroupolis is a seaside city near the Greek Turkish Borders, 3 hours drive from Istanbul and Thessaloniki. The wind is relatively steady from Northeast directions and during summer shifting from Southwest (developing sea breeze). The city offers many choices for entertainment and nice sea food.
- June 13-14 **Bay City Yacht Club Regatta** – Bay City, Michigan
- June 19-21 **Central Atlantic District Championships** – Brant Beach, New Jersey
- June 20-21 **Connecticut/Rhode Island District Championship** – Westport, Connecticut  
Join us at Cedar Point Yacht Club in Westport, Connecticut, for the Connecticut/Rhode Island District Championships. Sure to be a fun, competitive event!
- June 20-21 **New Jersey Governor's Cup** – Riverton, New Jersey
- June 26-28 **Michigan District Championship** – La Salle, Michigan  
North Cape Yacht Club is hosting the Michigan Lightning District Championship! Friday is a practice day. Sure to be a great time!

- June 27-July 1 **Harken Blockheads Youth World Championship** – Sheboygan, Wisconsin  
Participants can not turn 21 in 2020. To qualify contact your Area VP or the Class Office.
- June 27-28 **Champagne & Classic Boat Regatta** - Hammondsport, New York  
52<sup>nd</sup> Annual Champagne Regatta & Class Boat Get Together on beautiful Keuka Lake
- June 27-28 **New England District Championship** – Beverly, Massachusetts  
NEW Sailing venue in New England!
- July 4-5 **Canadian Open Lightning Championships** – Thunder bay, Ontario, Canada  
Temple Reef Sailing Club, Thunder Bay, Lake Superior, Canada. Sail the largest fresh water lake in the world. Great Fun. Great Competition.
- July 11-12 **Lake Erie District Championship** – Crystal Beach, Ontario, Canada
- July 11 **OCYC Leukemia Regatta** – Ocean City, New Jersey
- July 18-19 **Central New York District Championship & Classic Boat Regatta**  
Henderson Harbor, New York  
The event will celebrate the 90th anniversary of John Barnes starting dinghy racing at HHYC. John and his brother George, who grew up sailing in Henderson Harbor, went on to purchase the Skaneateles Boat Works and helped develop and produce the first Lightning.
- July 18-19 **Atlantic Coast Championship** – North Kingstown, Rhode Island
- July 25-26 **Higgins Lake Regatta** – Roscommon, Michigan
- August 5-8 **Women's, Junior and Masters North American Championships**  
Jamestown, Pennsylvania  
Great venue for WJMs! Thursday, Friday, Saturday Racing.
- August 9-15 **North American Championship** – Cleveland, Ohio  
USA qualifier for 2021 Worlds
- August 15-16 **DownBay AND NJ States**  
Beach Haven, New Jersey  
DownBay at LEHYC will also be this years NJ States - good sailing and high class race committee, wonderful water, wonderful party
- August 16 **Ford Yacht Club Regatta** – Grosse Ile, Michigan
- August 22-23 **Brotz Regatta** – Sheboygan, Wisconsin  
Bacon, Brotz and MORE!
- August 22 **Squam Lake One Day** – Sheboygan, Wisconsin
- September 12-13 **White Cap Regatta** – Orchard Lake Village, Michigan
- September 12 **New England WJMs & Ed Hinds Memorial** – Strafford, New Hampshire  
Bow Lake Welcomes You!
- September 19-20 **Bruce Goldsmith Memorial / Devils Lake Yacht Club Regatta**  
Manitou Beach, Michigan
- September 19-20 **Lake Massabesic Regatta** - Auburn, New Hampshire
- September 26-27 **Wadewitz Regatta** – Fairhope, Alabama
- September 26-27 **Not So Frigid Digit** – Annapolis, Maryland  
Annual fall ritual—new date in September!

- September 26-27 **The Hoosier Regatta at Lake Wawasee** – Syracuse, Indiana  
Please plan to join us for the crown jewel of the autumn racing circuit. Great racing, legendary hospitality, local housing for all, and 20+ boats! Once referred to by Bill Faude as the finest fall regatta in which you will ever sail. Come see why!
- October 3-4 **Fontelieu One Design Regatta (ODR)** – Westport, Connecticut  
Join us for one of the most popular regattas on Long Island Sound. Lots of fun both on and off the water!
- October 10 **Fall Blowout Regatta** – Lasalle, Michigan
- October 10-11 **Mallets Bay Boat Club Leaf Peeper** – Colchester, Vermont
- October 10-11 **Jubilee Regatta** – Pensacola, Florida  
Come and sail where American Magic trains!
- December 2-5 **South American Championship** – Sesquillé, Cundinamarca

If you don't see your regatta listed here, go to the [ILCA Event Calendar](#) and add your event. Any trouble please contact the Class Office:  
[office@lightningclass.org](mailto:office@lightningclass.org)  
 or (727) 942-7969.



## We Get Results!

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

- EVERY SOUTHERN CIRCUIT
- EVERY NORTH AMERICANS
- EVERY WORLD C



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