



International

Lightning



Flashes

Spring 2020, Volume 78, No. 2

**Salinas Tomine Cup
30th Anniversary**

- What to Expect at Cleveland NAs
- New Fleet in British Columbia, Canada
- Member Spotlight: Elaine Parshall
- Sailing on Hillsborough Bay, Prince Edward Island

- Virtual Learning
- #lightningfun

2020 Lightning Major Sanctioned Events Updates as of May 1, 2020

Regatta	Originally Scheduled	Update
European Championship	June 10-14	Cancelled, rescheduled for same venue in 2021, date TBD
Harken Blockheads Youth World Championship	June 27-July 1	Postponed - event will not be held in 2020. Watch for an announcement Summer 2020.
Canadian Open Championship	July 4-5	Postponed to September 5-6
Atlantic Coast Championship	July 18-19	Postponed, date and location TBD
Women's, Junior and Masters North American Championships	August 5-8	Announcement to be made June 1
North American Championship	August 9-15	Announcement to be made June 1
South American Championship	December 2-5	Announcement to be made in September

Please watch the ILCA Website for updates on events. As we are all anxious to get out sailing, we must remember that member safety is our #1 priority. When it is safe to sail in your area, get out in your boat and have some fun! Sail with your immediate family, let your spouse or kids take the helm. Do some point to point sailing. Take a picnic lunch out with you, use the boat as a platform to jump off of and go for a swim. Be safe and enjoy your Lightning. Racing will come back, possibly to some areas sooner than others. Use this time to re-connect with your local Fleet and District.



VERMONT SAILING PARTNERS

YOUR partner in Lightning sailing!

Championship Lightning Sails!

- **Quality Lightning covers - the best covers available.**
- **Made in the USA by Lightning Sailors, for Lightning Sailors.**
- **2nd place 2014 North American Championships!!!**

Contact Bill Fastiggi

802-655-7245 or Bill@VTSailing.com

Visit us on line at: <https://vtsailing.com/>

***Vermont Sailing Partners • 150 West Canal Street
Winooski, Vermont 05404***

Table of Contents

04	President's Message	
06	Chief Measurer's Message	
07	Virtual Learning Opportunities	
08	Treasurer's Report	
09	How Can You Support the ILCA?	
11	Shop the ILCA Store	
12	Harken Blockheads Youth World Championship	
13	2020 Boat Grant Update	
14	News From Finland	
15	Classic Lightning	
17	Salinas Tomine Cup	
20	#lightningfun	
22	New Fleet 527	
24	Elaine Parshall - In the Spotlight	
26	Lightning Family News	
27	Getting to Know the North Americans	
30	Florida Winter Series	
36	Classifieds Information	
38	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:
office@lightningclass.org

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!

Support the Class and advertise your company

It's a win – win!

Lighting sailors support those companies that support the Class!

Current Flashes Advertising Rates per issue:

1/4 page	\$65	3.75" X 5.1"
1/2 page	\$100	7.76" X 5.1"
Full page	\$170	7.65" X 10.4"
With bleeds		8.625" X 11.25"

Ads must be in PDF format and 300 dpi or higher.

Please send ads in color format.

For more information or to place your ad, please contact the Class Secretary Jeffers at (727) 942-7969 or email:

office@lightningclass.org



International Lightning Class Association

1528 Big Bass Dr
Tarpon Springs, FL 34689 USA

Email: office@lightningclass.org
Phone: 727-942-7969
<http://www.lightningclass.org>

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



President's Message

Hugh Hutchison

It is fair to say that virtually every report or communication published these days starts with the observation that these are unique times, and they are. I certainly never expected nor intended to write a mid-winter report on Class activities in the context of the current circumstances. Unfortunately, like everything else, one-design sailing has been totally disrupted by the pandemic and will be for an indefinite period of time.

While the Executive Committee, Governing Board and various organizing authorities have been proceeding with plans for the 2020 season as best they can, none of us is sufficiently clairvoyant to accurately predict when and to what extent the restrictions related to the COVID 19 virus will be lifted. Discussions regarding schedules and contingency plans have been underway from the time that the Southern Circuit had to be cancelled.

The COVID-19 pandemic obviously has substantially disrupted our normal planning. A number of regattas have already been cancelled or postponed. The Class leadership is concerned about the health and welfare of our members but feels it is still early to make final decisions with respect to scheduling our upcoming major sanctioned regattas. As a result, the Executive Committee, with the concurrence of the Governing Board, and as discussed at the Winter Meeting, has set June 1 as the "drop dead" date to make final decisions on the 2020 schedule.

Updates will be posted on the Class website, so please check in there on a regular basis to keep abreast of the latest scheduling decisions.

That said, first things first. The health and welfare of our members will always be paramount. Lightning sailing and Lightning regattas are not "essential activities." (Yeah, I know, I know.) I do not anticipate that any regatta will be conducted until we are absolutely assured that the danger is under control.

In advance of the Southern Circuit, the Executive Committee engaged in a number of discussions about how best to approach the potential risk for our members, even though we were at the very threshold of any national concern. The discussion initially considered any risk to be remote, and the thought was that the events could proceed with sailors being reminded that they participated at their own risk. However, the more the subject was discussed, the more we became convinced that we should not be putting our members in the position of having to weigh their desire to sail against concerns for their personal health. It was on that basis that we determined that the only realistic course available to us was to cancel the Circuit. I am proud to say that our evaluation and decision predated any announcement from the NCAA, the NBA, MLB or any other significant

athletic organization that they, too, had reached the same conclusion. It was a thoughtful decision. It was the right decision. Looking ahead, the same sensitivity to the welfare of our members will apply.

Current scheduling issues may have an overlapping impact on the scheduling of future events in a number of ways. This year is a qualifying year for the 2021 World Championships to be held at Wrightsville Beach, North Carolina, next May. Since Area Championships, such as the North Americans or the Canadian Open, are qualifying events for the Worlds, if one or more Area Championships have to be postponed or cancelled, there will be a direct impact on the Worlds, as currently scheduled. The Executive Committee is acutely aware of these considerations and is actively weighing the options available to the Class.

As we already know that a number of District Championships have been or will be cancelled, the Governing Board discussed and generally approved a proposed temporary amendment to the Document Governing All Sanctioned Lightning Championships. The proposed amendment would, for 2020 only, dispense with the requirement that a competitor register for their District Championship as a prerequisite to sail in the North American Championships. If formally adopted, the proposed temporary amendment is intended to provide additional flexibility so as to give the greatest possible opportunity to conduct the North Americans.

If, at the moment, we can't look forward with any certainty, we can certainly look back with pride. 2019 and the initial months of 2020 were a resounding success. I do not intend to review all the successful events, as detailed reports have already been published in *Flashes*. Nevertheless, the Pan Ams displayed the truly international character of the Class. The NAs and WJMs at BCC measured up to every expectation, and the South Americans in Peru were well attended and very competitive. The Florida Winter Circuit is clearly gaining traction with increasing interest and attendance each year. Unfortunately, it does not appear that we will be able to build on these successes in the immediate future, through no failing of the Class.

Despite our frustration over the limitations on getting back on the water, I want to highlight a couple of priorities that I believe are crucial for the Class. The first is to support and encourage participation by younger sailors. I am pleased to report that a number of our regattas have seen significant gains in year over year participation by under-thirty skippers and crew. Every effort should be made to continue this trend as it represents the future of the Class. I encourage every fleet, and every member, to get involved in supporting and expanding youth sailing in the Lightning Class.

Along the same lines, the Boat Grant program continues to thrive. This year the program has expanded and awarded three boats to deserving younger sailors. In fact, a brand-new boat is under construction and will be added to the Boat Grant fleet. The entire Boat Grant team, and especially Matty Schon and Greg Fisher, are to be congratulated for their efforts. Discussions are under way to address the program if our current recipients are unable to take advantage of their selection this season.

Another of our priorities is to enhance communications within the Class. Our Class Secretary, Dave Starck, has picked up the mantle and is overseeing a resurgence in our communications program. I am happy to report that Monica Morgan has agreed to assist in our publication effort and has already had a direct impact on that process. The most recent prior edition of Flashes is a clear example of upgraded communications, and all involved in its publication deserve kudos. A schedule for publications and dates for submissions of material to be published appears on the website. Members are encouraged to submit materials bearing on matters of interest to the Class.

Speaking of enhanced communication, the Mid-Winter Meeting of the Governing Board and General Meeting of the Class are normally conducted in conjunction with the Winter Championships in St. Petersburg, Florida. Attendance for the Governing Board meeting varies, but the live attendance is customarily between fifteen to twenty Board Members, with a few additional partici-

pating by phone. This year, the Governing Board Meeting was a virtual meeting conducted via Zoom. There were 47 participants, including the Executive Committee, Vice Presidents and representatives of the organizing authorities of major sanctioned regattas. With that kind of turnout, it is hard to justify conducting any Class meeting other than as a virtual meeting. We had the same experience with the General Winter Meeting, as our turnout clearly exceeded the normal live attendance in St. Pete. As a member of the Class, you can expect that all future meetings will be virtual meetings. For those future meetings, I hope as many as possible will make the effort to join in.

Finally, I, and all of us, continue to place heavy reliance on the efforts of our Executive Secretary, Laura Jeffers. We could not succeed without her.

We are continuing to monitor events and are anxious for everyone to remain engaged with the Class. If you find yourself at home with time on your hands, uncover the boat and get those little things you have been meaning to do done. Check out the Class YouTube site and watch hours of daily debriefs and Lightning Labs. Write down your favorite thoughts about Lightning sailing. Share those with Laura so she can share them with the Class. Organize a Fleet or District call. Stay connected with your fellow Lightning family. Other than that, there is little we can do but watch and wait. Hopefully, the watching and waiting will be over soon, and we can be back on the water. Until then, please stay safe and healthy.



We Get Results!

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

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



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 • 200 Cornwall Ave • Buffalo, NY 14215



Chief Measurer's Message

Bill Cabrall

The View Upwind

Our experience sailing and competitively racing Lightnings has given us a strategic framework for dealing with the crisis facing all of us right now and a road map for successfully dealing with it.

The coronavirus is the functional equivalent of a large persistent shift sweeping across our racecourse, wiping away our existing plan and position and forcing the entire fleet and the Race Committee to react.

The new strategic imperative is clear—dig hard and fast to the inside of the shift, tack when you get there, and, hopefully, come roaring out of the corner lifted and on the new layline. Success goes to those that recognize the new conditions early, have the courage and determination to act on what they see, and can correctly determine the time to tack out of the corner.

In the meantime, keep a close eye on the Race Committee and their efforts to reset the course, as the rest of your race will depend on how good a job they do and how well you react to the shift and their efforts.

The parallel to the coronavirus is clear. We need to look around and understand what is happening, determine what needs to be done, have the courage to act on that knowledge for as long as it takes to protect ourselves, our family, and our friends, including, of course, our Lightning friends and family, and then, when the time is right, come roaring out of our restrictions, get back on the water and enjoy everything a life of Lightning sailing has to offer.

I was going to move straight into some suggestions on things you could do to your boat while you wait for regattas to start up again, but I find myself forced instead to confront just how close the coronavirus threat can get and how tricky it can be to deal with. As I started this piece, I noticed my neighbor doing yard work on his lawn where it borders my yard. He's an airline pilot, and last week he ended up deadheading back home on a flight where someone later tested positive for the virus. The patient had a seat in the back, of course. My friend was sent home for fourteen days to wait and see if he is sick. As a result of his potential exposure and decision to go outside and cut the grass brings about my thinking and how I need to be aware of my immediate surroundings, even in my own yard.

I need to think about that.

Persistent shifts are tricky things. Some people catch them early, some don't. Others act immediately, while some people vacillate hoping for a shift back. You have to make your choice, thread thru the traffic, and pick your moment to tack. You also have to consider how your course will affect the boats around you. In a race, of course, you want to use those interactions to

get ahead. In our daily life, though, we need to consider how our actions impact everyone around us and make sure we act for the greater good, even if it isn't much fun.

When this started, I was on the wrong side of the rhumb line, as we have aged into a higher risk age group, looking for the next oscillation. While we tacked back early and are currently OK, I can see that it is going to be harder than I thought to get across the course and tricky to time that next tack. I am going to dig in all the way to the new layline first, although it is farther away than I wish right now.

We do have great digital tools, though, whose use are Class legal and fully endorsed! I have participated in Executive Committee, Governing Board and Winter meetings via 'Zoom,' the North Sail Webinar on April 2 and the one today on May 1. These techniques herald the future of the Class's communication efforts and worked well. The Class has a Zoom account, and it is available for your next fleet meeting or digital party. I encourage everyone to take advantage of technology and work to keep your fleet together and in touch until we can all meet on the water again.



AWARD & SPORTS

2120 Bay Street, Saginaw, MI 48602
(989) 793-9455 (989) 793-8040 FAX

info@awardandsports.com
www.awardandsports.com



Custom Awards for All Occasions

Virtual Learning Opportunities

With more time at home now is the perfect opportunity to take advantage of some on-line learning opportunities:

ILCA YouTube Page YouTube

Here you will find hours and hours of recordings including post racing dock talks and Lightning Labs. Check out: <https://www.youtube.com/user/IntLightningClass>

Webinars

Think about Lightning Sailing in an interactive live webinar talk (or watch the recording after the fact).

April 2, 2020 – North Sails Webinar #1

Featured Brian Hayes and special guest Greg Fisher. Focused on changing gears, go fast tips and more. Replay Link: <https://www.youtube.com/watch?v=oj2LtS3WW3M>



Friday's at Five* in May

*(5:00 PM Eastern Daylight Time)

Friday's at Five* in May

*(5:00 PM Eastern Daylight Time)



May 1, 2020 – North Sails Webinar #2

Building a Lightning Youth Team

With Brian Hayes, Allan Terhune, Matt Fisher, Jeff Hayden and Doug Wake

May 8, 2020 – Turney Sailing Services

Focus- Starting

- ▶ Developing your approach
- ▶ Executing your approach
- ▶ Holding your lane off the line

May 15, 2020 – Turney Sailing Services Group

Focus - TBA

May 22, 2020 – Classic Boat Chat

*Tentative date

Focus - TBA

May 29, 2020 – Rules Chat

*Tentative date

Focus – Join International Judge and Fleet 196 (Surf City, New Jersey) Member Darryl Waskow as he leads an informal chat about Rules.

Watch for registration or replay instructions via email from the Class Office or on the homepage of the ILCA Class Website.





Treasurer's Report

Bill Bogardus

The finances of the International Lightning Class Association are strong.

The year end 2019 Profit and Loss Statement showed net ordinary income of \$4,871.58. The year-end Balance Sheet reflected total current assets of \$50,013.20 compared to current assets of \$84,360.40 the year before and total assets, including fixed assets (four Lightnings) net of depreciation, and restricted assets held in the ILCA Fund, the Limbaugh Fund and the History Fund, of \$325,210.74 compared to total assets of \$357,473.02 the prior year. For an organization in the nature of the ILCA, these represent relatively strong figures. Much of the recent reductions relate to expenses associated with boat maintenance expenses for the Boat Grant program.

Total income for 2019 was \$75,298.79, down just over \$2,000.00 from 2018. Of note, we had just over \$4,000.00 less in North American skipper dues from 2018, while we had a nice rebound in sail royalties of just over \$2,000.00. On the expense side, we realized savings of over \$10,000.00 related to the website transition.

For 2020, the Executive Committee has approved a balanced budget with income and expenses of \$80,190.00. We are hopeful for a rebound in North American skipper dues, with continued strong returns from sail royalties in a World Championship qualifying year. On the expense side, we have set aside funds for year-round advertising in Scuttlebutt, and contractor help to ensure the timely publication of eFlashes. Both of these items will be addressed further by the Class Secretary. The early results from both programs has been very positive.

The budget was formulated and passed by the Executive Committee prior to the onset of Covid-19. The virus presents us with some unique challenges, especially with the collection of dues with regatta postponements and cancellations. We ask you to do a few things:

- **Pay your skipper dues on time;**
- **Pay your crew dues now;**
- **Pay your fleet dues, including overdue 2019 dues, now;**

- **Contact your Fleet and District members directly and ask them to pay their dues now. Emphasize the Lightning family and the support the Class provides in regatta organization, entertainment, and boat valuation;**
- **Buy sails and boats from our loyal vendors;**
- **Make a donation to the Class or your favorite Class fund.**

Great moments are born of great opportunities. While not of our choosing, the virus presents us with an opportunity to use our financial strength, our large class size, and our global diversity to emerge as a stronger, more engaged and more focused class, ready to seize the moments the future will present us.

Sunbrella Acrylic Covers

now available UV Proof Goretex thread!

- * light and easy to install
- material will not mildew, rot or shrink
- made with 1st quality Sunbrella
- material has 10-year warranty
- heat-cut edges on seams will not fray
- straight-stitch seams hide thread from UV
- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- lifetime Goretex thread – small up charge
- Visa/MC

Prices	white	blue	colors
6" skirt	435	455	465
full-skirt	635	659	675
nap back rudder cover			88
sail # on cover			65

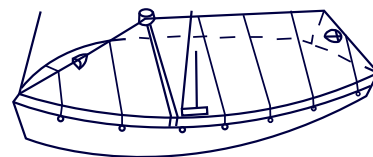
ROOKE SAIL INC.

1744 Prescott So.
Memphis, TN 38111

Chris Rooke
(901) 744-8500

www.rookesails.com

E-mail: rooke@rookesails.com



Flashes advertiser and cover maker for 40 years!

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**

Was your Spring regatta canceled? Consider donating part of the entry fee to the Boat Grant.

Are you not ordering that new sail? Donate the \$30 sail royalty to Annual Fund.

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 re-stored 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.

Donate to the International Lightning Class Association!

* Name: _____
* City: _____
* Zip Code: _____
* Home Telephone: _____
* Email: _____

* Address: _____
* State: _____
* Country: _____
Work Telephone: _____

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 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.

Help Support the ILCA — Shop

[Start Shopping!](#)



Long Sleeve Hooded Tech Shirt

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



Long Sleeve Tech Hoodie - Ladies

Augusta Sportswear ladies long sleeved moisture management technical fabric hooded shirt. Front pocket.
Sizes XS-XL — \$40.00



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

Go to the Lightning Class Store:

http://lightningclass.clubexpress.com/content.aspx?page_id=582&club_id=93488

YES WE MAKE

spinnaker pole/
tiller bags
anchor bags
mast covers



YES WE MAKE

hiking straps
deck covers
travel covers
rudder covers

WHY choose FabriCraft?

BECAUSE

- ✓ Easy to use, field-tested designs (since 1989)
- ✓ Crafted with pride in the USA by a Lightning sailor
- ✓ Finest quality workmanship and materials
- ✓ Storage bag, tiedowns and hardware included
- ✓ Friendly, knowledgeable customer service
- ✓ We do repairs too!
- ✓ Wide choice of deck cover colors
- ✓ 100% satisfaction guarantee

Ask me about NeilPryde sails — racing cruising one-design

Call or email Craig Thayer today!

We've got you covered!

Phone: 315-882-6798

Email: fabriccraftcovers@yahoo.com

Website: www.fabriccraftcovers.com

Also available: RC Start and Code Flags, Custom Club and Yacht Burgees, Lightning Class Flags

Harken Blockheads Youth World Championship

an Yacht Club – Sheboygan, Wisconsin

June 27 – July 1, 2020



The Lightning Class Executive Committee and Youth Worlds Committee has determined that, due to ongoing concerns over the coronavirus, the AP flag for postponement has been raised on the 2020 Harken Blockheads Youth World Championship. The event will not be held in 2020, and the rescheduled dates will be announced in the months ahead as our options are clarified.

This prestigious and highly anticipated event is an important one for our membership, and this decision was made after careful deliberation. We are incredibly grateful for the many hours our hosts in Sheboygan have dedicated to the planning of this event, the strong support from Harken and also for the great amount of interest we've seen from youth sailors in Lightning

countries around the world. As we better define this event's postponement, we will keep you updated.

Leading up to the event, we had expected eight countries to attend:

- Argentina—TBD
- Brazil—3 teams: Bernal, J. Hackerott, Peixotto
- Canada--4 teams: S. Balanevsky, Halls, C. Robinson, Stoffman
- Chile—1 team: Lorca
- Colombia—1 team: Tomayo
- Ecuador—1 team: TBD
- Greece—1 team: Sellecens
- USA—8 teams: Wake, J. Probst, Colontuano, K. Eagan, Hallagan, Dutilly, JP Starck, Preyer

Brazilian Junior National Championship

The Brazilian Junior National Championship was held February 29 – March 1, 2020, and there was a lot of excitement associated with this event. Jose Hackerott qualified to sail the Youth Worlds for a third time by winning the ten-race series with his crew Felipe Costa and Martin Chao. Teams Peixoto and Bernal finished 2nd and 3rd and qualified to represent Brazil in the Youth Worlds.



2020 Boat Grant Recipients and Program Update

Matthew Schon – Co-Chair

First off, I would like to thank my fellow co-chair Greg Fisher and the Boat Grant Committee. We have some new faces this year that have been a huge help. On the Committee we have Bill Fastiggi, Bill Faude, Caroline Patten, Karl Allen, and Chappy Hopkins. As you all know, it is great to have an awesome committee behind you to help drive program into the future. Special thanks also go to Bryan Burke and Caroline Patten for working together to create some of the video content you are seeing now and in the future.

After a very tight application process, the committee voted to award three boats for the 2020 season. This year's Boat Grant recipients are listed below. If you see or know any of grantees, please reach out to them and help however you can.

The Boat Grant currently has two boats in rotation. This past fall the Boat Grant Committee voted to request funds to purchase a new boat for the 2020 season. A special thank you to all the members on the ILCA Fund

Committee for signing off and granting us the funds to introduce a third boat into the fleet this spring.

The new boat is in its final stages of being built and should be ready in June. The second boat we are using received a well needed refurbish last year and is in great condition. The third boat is currently at Allen Boat Company and will under-go some repairs after a collision this spring season. It also will get refurbished and some much-needed TLC before the season.

The plan for the Boat Grant boats is to transfer Boat "3" to the legacy program or sell it after this next season. We are also hoping to potentially inject the program with another new boat after the 2020 Season.

As a Boat Grant committee, we are very aware of the cost of the program. This year we have been working on a plan to help support the Boat Grant Program in a big way. I look forward to sharing this information with you more in the future.



Team Vasilion

Lolly Vasilion, Gabby Myers, Helen Field

Lolly Vasilion and her teammates Gabby Myers and Helen Field are all members of the Vermont Catamounts team. They will be based out of Mallets Bay, Vermont, and will be mentored by their Catamount coach, Caroline Patten, a former Boat Grant recipient herself.

Vasilion shares: "We are excited to experience this level of competition outside of collegiate racing, especially with the cancellation the remainder of our spring college sailing season. I feel incredibly lucky to have assembled a team of competitive women who are eager to get on the water, and I can't wait to see what the Lightning Class has in store for us!"



Team Murphy

Jack Murphy, Emma Montgomery, Tommy Szymanski

Jack Murphy, Emma Montgomery, both from the powerhouse Brown University sailing team, will pair up with Tommy Szymanski from the Notre Dame Fighting Irish. Jack's team will sail primarily in the New England area and will be mentored by college all-star and Lightning talent Michael Zonneberg.

"Everyone who's had the chance to a part of the Lightning Class as a Boat Grant recipient has had an incredibly positive experience, and we just can't wait to get out and race this summer!" says Jack.



Team Fraize

Julian Fraize, Colin McDowell, Connor Sawyers

Julian Fraize and his team are all college sailing alumni. Fraize is from Stevens Institute of Technology and his team of Colin McDowell comes from Baldwin Wallace University and Connor Sawyers is a Hoofer from University of Wisconsin. They will primarily be based in the Ohio area. The Team looks forward to competing on the midwestern regatta circuit.

Julian is excited about this summer: "Our team is incredibly grateful and excited to have been awarded the Boat Grant during a season where our home club will be hosting the North Americans! Colin, Connor and I are eager to learn from this new community and from our experiences this coming season! We can't wait to grow with the Class and share our amazing sailing venue here at Edgewater Yacht Club!"

Helsinki International Boat Show

Finnish Lightning Association Participates the Annual Helsinki International Boat Show



Vene is the biggest boating event in Northern Europe, and the event gathers together hundreds of exhibitors. In the year 2020 it had over 70,875 visitors. The Finnish Lightning Association has traditionally brought Lightning Class to the show. Each year, older Lightning sailors come to say hello and recall Lightning sailing back in the days. The show is also

a fantastic event to meet new members and gather together just before the spring and new season.

Traditionally Finnish Lightning sailors organize their standby volunteering together with Tuusulanjärven Purjehtijat (sailing club from Tuusula). One big task is to bring the boat in, but group effort is especially needed to represent the Class at the stand. This year the pink Lightning had the honor to be in the spotlight. FIN-14352 represents also Lightnings made in Finland in the 1980s.

Our District is looking forward to sailing with new Lightning sailors this season. Thank you everyone who volunteered and everyone who keeps the Class active in Finland!



Finnish Winter Meetings – Finnish Lightning Sailors Meet Online

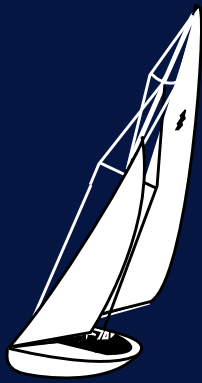
The current pandemic has changed life quite dramatically here in Finland, as well as everywhere else around the world.

Finnish Lightning Association had scheduled a traditional winter camp from March 14 to March 15 in Kotka, but it had to be canceled only a week before due to the rising epidemic. When some people started remote work, we made a quick decision to reschedule the winter camp for online lessons.

The original winter camp had to be slightly edited to work online and in the video form, but most of the training found their places without trouble. Here is everything that was scheduled in the end, altogether ten lessons:

March 22 at 6:00 pm (Finnish local time)	Discussion about Finnish Championship in Kotka 2020, Trims in Light, Middle and Hard Wind
March 24 at 6:00 pm	Tactics and Start
March 26 at 6:00 pm	How to Sail Without a Boat, Mental Training
March 28 at 8:00 pm	Free Discussion with Virtual Beer and Sauna
March 29 at 5:00 pm	Low-intensity Training for Sailors
March 31 at 6:00 pm	Racing Rules of Sailing
April 2 at 6:00pm	Motivation, Concentration, Emotions
April 5 at 6:00 pm	Communication in the Boat
April 9 at 6:00 pm	Analyzing Race Start Using a Tracker and Drone Recordings





Classic



Lightning

The Lonely Lightning on Hillsborough Bay

by John Crittenden— #10620

My Dad got me hooked on sailing. He was raised spending summers on Columbia Lake outside Hartford, Connecticut, in the 1930s sailing on Snipes and other small lake craft. He and his brothers raced and were consistent winners in the races, as they had the tricky winds down pat.

His youngest brother had an early Lightning there. I also lake sailed small dingies when growing up in Alaska; however, it was not until I retired in 2016 that my cousin from Massachusetts visited me in PEI Canada, where my wife and I have a summer cottage, and offered to just give us his aging Lightning, then stored at Columbia Lake. I agreed to take it and made plans to drive down and tow it the 800 miles back north into Atlantic Canada.

Not only was this a boat with a family heritage, but a boat with a pedigree. With some research I found out that Hull #10620 was built by Lippincott Boat Works in 1967 for Winter Boat Yard in Mantoloking, New Jersey. It was first raced by Paul “Sandy” Huntsman, who at the time sailed out of Red Bank, New Jersey, and it had a measurement certificate!



I knew the boat needed some TLC, so I did an assessment, determining that, although it had a sound, strong fiberglass hull, it needed bottom paint, deck paint, stripping and varnishing of trim, correction of excessive mast rake, and replacement of hull stiffeners which were in poor shape and unsightly. I picked the boat up the next July and towed it to PEI. It took about three years to fully realize my innocence in dropping this lake boat into an active shipping harbor, with tidal currents, variable winds and squalls, storms, anchorage challenges, moorage, and yes, damage.

Charlottetown PEI sits at the head of Hillsborough Bay which opens to the Northumberland Strait. The channel leading in is about a half mile across, opening up to a wide bay with arms leading out to three river/estuaries and lots of opportunities to explore the coastline. After some solo outings I asked a friend and his son to accompany me for an easy sail out to the mouth of the harbor to look at the coastline where our cottages were located. Sailing into the wind I changed tack to the port, planning to sail across the channel, when WHUMP, I had sailed it head on into a six-foot diameter harbor marker.

I had thought I was clear of the buoy but did not realize that the combination of the ingoing current and my leeward slip was actually pushing me alee at over five knots; the buoy just came “out of nowhere” from behind the mainsail. I was surprised that the boat had only minor damage, slightly flattening a section of the bow. I sailed back to port with my sails full but my ego deflated.

It didn't take long to figure out that I needed a little assistance to get in and out of the yacht club, and as a safety backup, so I got a battery powered trolling motor. I realized, however, that this little motor would barely hold its own against the tidal flow. I finally got it worked out that if I pulled up the centerboard and motored along the shoreline I could sneak back home when the wind dropped.

So, undaunted, I ventured out one evening for a short solo sail. I got out of the marina and managed to lift the mainsail, set it into the wind, and quickly pulled up the jib. I didn't know that the winds peaked in early evening, so I got a real rip of a ride across the bay. I knew I had my work cut out for me, so I came about and headed back sailing close to the tall piling





Before the storm

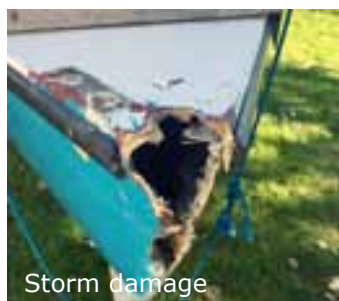
where the cruise ships dock, hoping to find some shelter. I had to tack upwind, but coming about the jib lines, I got tangled and I got in irons. So I dropped the main. However, the jib grabbed the wind and sailed me dead on into the piling. I had only myself to blame. I dropped the jib and motored back into my slip. It was beginning to dawn on me that there was a hell of a lot I just didn't know, and what I didn't know was getting me into trouble.

around in opposite directions. It was a real bad situation. I ended up tying the Lightning to a floating dock, wading to shore, and driving to the marina in Charlottetown where I obtained help and a power boat to tow the Lightning back to the safety of the marina.

My wife was getting tired of my weekly adventures and was a bit fearsome to even go out with me, let alone with grandkids. So the following summer we paid for mooring in a slip at the marina, thinking how convenient this would be, and comforting, to know the boat was safe. Well, as you might expect, that was not the case. A storm came up, not enough to worry the larger craft. I decided around 11:00 PM to go check on my lines and found the dock bounding up and down about two to three feet and the poor Lightning banging up and down against its lines. I knew something had to give. I found another, saltier, seaman checking the lines on his sloop, and he lent me a good hefty line which we managed to get threaded through the bow eye and secured somehow back to the mast.

I was paying expensive nightly moorage at the yacht club, pulling the boat out when not in use, and decided to try anchoring the boat along the sandy shallow southern coast of the island just outside the mouth of Hillsborough. I used my small Sailfish to carry a large anchor out at low tide and set it in about four feet of water with a small buoy, tying up the Sailfish for use as a lightering craft, and wading back to shore. I launched the Lightning alone at a nearby shallow beach, with the mast secured to the deck, and motored it around the point with my small electric trolling motor, thinking I would beach the boat in the sand, raise the mast, then motor out and secure it to the buoy.

Well, this turned out to be a poor decision as it was quite windy, plus the seas were about three feet with about two-foot breakers at the shore. I could not beach it without swamping it. I pushed off and motored it to where I had my little Sailfish tied up, but I discovered I had not provided a separate loop to secure the Lightning. With the wind and waves I could not get the Sailfish untied, as the boats were bouncing



Storm damage



Salvaged hardware

Assured I went home and slept, awakening to a call around 8:00 AM, after the storm had abated. Baby Blue had pulled out the stays, the mast was standing, but the bow eye had yanked out pulling the wood backing through the fiberglass on the bow. It was only with much encouragement Bob Astrove and other experienced Lightning Classic owners online that I got the confidence and advice needed to make the bow repairs.

Baby Blue sits in a potato shed on the north side of the Island waiting for my return in June...and more adventure!



Bow repair diagram



Inner bow repair



Fiberglassing the Bow



Replacement hull stiffeners



The meaning of life!

Salinas Tomine Cup 30th Anniversary

Club Nautico El Portillo, Tomine, Colombia January 31 – February 2



This year the traditional Salinas Tomine Cup celebrates its first 30 years without interruption. To celebrate this event, fleets 073 - Club Nautico Muña, Colombia, 405 - Salinas Yacht Club, Ecuador, and 501- Club Nautico el Portillo, Colombia, have decided to conduct a two championships to celebrate.

The Colombian regatta series was run on January 31 to February 2 at the El Portillo Yacht Club in Tomine, supported by Club Nautico Muña, where 20 crews (3 Ecuadorians and 17 Colombians) participated. We had spectacular weather with all kind wind conditions. Two masts had problems due a 25 knots puff, and one spy exploded. Yes, I know that some of you will say, "25 knots in Tomine, yeah sure." But believe it or not is true.

After thirty years, Juan Santos and Carlos Luis Lecaro crews from Ecuador have adjusted to the conditions of mountain wind running alongside the locals and giving a battle for the first places, which were only determined in the last day of regattas. Nevertheless, the crews of Santiago Uzcategui, Phillipe Jacob and Gustavo Tamayo did not make it easy for then.

As a tradition on this championship, parties, meals and celebrations were the highlights of the championship,

starting the day before the races in Andres, D.C. We enjoyed dinner, music and dances the first night in El Portillo, dinner and dance and raffles by one of the creators of the championship, Phillipe Jacob, in El Muña on the second night, and last day after last regatta a typical Colombian BBQ. Fortunately we celebrated on Saturday evening so we could recover on Sunday a little bit.

After seven regattas, Colombian series was won by Santiago Uzcategui, Jochen Raute and Armando Garcia from Colombia, followed by Juan Santos G, Adriana Garcia and Tito Plaza from Ecuador. Gustavo Tamayo, Javier Delgado and Antonio Mila from Colombia took third.

The youngest sailor on this championship was Matias Castillo, fourteen years of age, and the first female skipper was Paula Douat.

The series was scheduled to finish up in Ecuador, on April 29–May 2. The final regatta was postponed and will hopefully be re-scheduled later this year to award a 30th Anniversary Champion.

It was an honor for us been part of this championship, and we are anxious to see you soon in Salinas, Ecuador.

Felipe Castillo & Gustavo Tamayo



CAMPEONATO SALINAS TOMINE 2020 — COLOMBIA

SALINAS TOMINE 2020 COLOMBIA

Pos	PROA	Club	HelmName	CrewName	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	50	CNM	Santiago Uscategui	Jochen Raute, Armando Garcia	(5)	2	3	2	2	4	3	21	16
2	111	SYC	Juan Santos G	Tito Plaza, Adriana Garcia	3	4	7	(17)	1	6	1	39	22
3	81	CNP	Gustavo Tamayo	Javier Delgado, Antonio Mila	6	(21.0 DNF)	2	5	5	1	6	46	25
4	29	CNM	Phillipe Jacob	Loreana Jacob, Nicolas Deeb	1	1	(8)	8	6	7	5	36	28
5	33	SYC	Carlos Luis Lecaro	Isabella Fonseca, Antonio Tamayo	7	6	(12)	1	8	11	4	49	37
6	78	CNM	Felipe Castillo	Matias Castillo Juan D. Chaves	10	11	4	(15)	4	5	8	57	42
7	21	CNP	Paula Douat	Juan C. Bustos, Laura Tamayo	4	(21.0 DNF)	5	14	13	2	7	66	45
8	14	CNP	Juan Sanchez	Federico Gutierrez, Guillermo Sanchez	2	7	11	13	7	(14)	13	67	53
9	41	CNP	Rafael Tamayo	Felipe Puentes, Delio Delgado	(21.0 DNC)	21.0 DNC	16	4	3	8	2	75	54
10	19	CNP	Antonio Rojas	Lorenzo Rojas, Mauricio Pradilla	11	3	10	6	14	(17)	10	71	54
11	85	CNM	Mauricio Valenzuela	Alberto/Tomas Valenzuela	8	8	(14)	3	10	12	14	69	55
12	7	CNP	Camilo Salcedo	Pedro Lattif, Rodrigo Mora	9	12	1	7	11	(21.0 DNC)	21.0 DNC	82	61
13	36	CNP	Luis Miguel Gonzalez	Jose L. Gonzalez, Juan C. Iriarte	12	10	6	12	15	13	(17)	85	68
14	34	CNM	Julian Ramirez	Santiago Ramirez, Nestor Parra	(21.0 DNC)	21.0 DNC	18	11	9	3	11	94	73
15	32	CNP	Ernesto Borda	Juan D Escallon, Alvaro Ramirez	(16)	5	15	10	16	15	12	89	73
16	3	SYC	Jaime Calderon	Flavia Gavino, Camilo Yamin	14	9	13	16	17	(21.0 OCS)	9	99	78
17	99	CNP	Alejandro Garzon	Andres Garzon, Camilo Escallon	(21.0 DNC)	21.0 DNC	9	9	18	9	15	102	81
18	11	CNP	Peter Bright	Julian Bright, Pablo Bright	15	14	(19)	19	12	10	18	107	88
19	72	CNP	Richard Deeb	Joaquin Tamayo, Catalina Deeb	(21.0 DNC)	21.0 DNC	17	18	19	16	16	128	107
20	1	CNM	Sergio Delgado	Ana Maria Pedraza	13	13	(21.0 DNC)	21.0 DNC	21.0 DNC	21.0 DNC	21.0 DNC	131	110



1st Place Overall - Santiago Uscategui
Jochen Raute, Armando Garcia



2nd Place Overall - Juan Santos G
Tito Plaza, Adriana Garcia



3rd Place Overall - Gustavo Tamayo
Javier Delgade, Antonio Mila

CAMPEONATO SALINAS TOMINE 2020 — COLOMBIA



Top Female Skipper
Paula Douat

Top Youth Sailor
Matias Castillo
14 Years Old



#lightningfun

Since March 16 we have been flooding our social media outlets with #lightningfun, something we hope that has brightened your day. We have highlighted Lightnings sailing, team shirts, families, dancing moves, boat names, learning opportunities, puzzles and Lightning sailors just having fun! If you have missed these check out the sampling below and be sure to follow the ILCA on the following platforms for future posts:



Facebook



Instagram



Twitter

If you have ideas for #lightningfun posts or would like to be a guest editor, please contact the [Class Office](#).



Lightning Word Search

E E F S M J G M O M T S Y S W C S H F W O O D T P B B X F W
 M N N K O O E X S N D S L U K Y F Z F L A S H N C Z R W L E
 C J E E U I G C S Q N P Q P J M P C E N T E R B O A R D W H
 R S U G C L A S S I C R U D J O A N L B Y L M O Q U J L X M
 E K J M Z U C F Z K C E N B F I H T Q T K F G T G C Y S G U
 W Q N U P R G X O U T A D H V X U Z E L U E C W Q R Q P Q B
 R H P J M E T L M N Z D L E B D P V V B S M I T H E R I C G
 A B R B R F R G S X G E R S K A N E A T E L E S Z F L N W L
 C E O M L N N X O W L R V O K E W P U B D L B W S G J N R K
 I F Q M B O F N B X Y S W V X X H M G Y O N Z I Z Y R A E Z
 N H K Z F X F M U Z M N M U Y K T Z V J O V G G L P M K F P
 G Q N V K Z P E U R H I F A M I L Y Q L V M B Y H L D E Y J
 C C J U N Y F N F K G C I T H B C H I N E C F N O U S R Y M
 F L E E T S O T I P U K U Y W F N S A D A Y S A I L I N G A
 H J M F C O I O C B O E Z I O S X V I U X E S D T F Z O E X
 B I V B I G N R D Q D L U Q L S N B V X P A O A O P I R O V
 I Z B O A T G R A N T S J H W U L E S A G M J B B F A E A U
 Y E U V Q M I L B H X L S R W Y J P C M Y Q I Z D V P K S B
 I L V Z C D L Y M C P B R F V H P G J U N O U P U Y L D Z O
 D L O Y Q E H V L W S S U N U Z F W V A D J E S V V N M M U
 W P G H L V L S F L I M B A U G H V E B C H T E M B C H O Y
 T A R Y Q O C O M P E T I T I V E B J V K R A F F Y F F C L
 C V U C Z F L Z L Z X I Q N T V S S D X Q E E I P M N P J H
 H E T S Q Z T U E E C W H Q D H L I X V N K T W J Y A Y V Y
 V L Z N E Z D I S T R I C T S C E Q Z I G X S N P T E Z L I
 P O N E D E S I G N Q I M X G O V O S A L L E N J E R J J B
 N G U J Q U A L I F Y I N G E F Y B V I R T F G K I U X L S
 D W A U L R M O H L J T X V X H X O D A H D W X X I B T P B
 I Y H I D I M N X I R Q M V I D Q O S K E Z Y W M E A T V A
 U L D N B Z V O K Y R Q F J H U G H B O X W L H L F B J T N

COMPETITIVE	CENTERBOARD	SKANEATELES	QUALIFYING
DAY SAILING	BOAT GRANT	ONE DESIGN	DISTRICTS
LIMBAUGH	SPINNAKER	SPREADER	SMITHER
NICKELS	CLASSIC	RACING	MENTOR
FAMILY	FLEETS	CHINE	FLASH
JUMPER	ALLEN	WOOD	HUGH
CREW	SKEG		

Fleet 527

Old Sailors Building a New Fleet in Older Boats

**Royal Vancouver Yacht Club Scott Point
Salt Spring Island, British Columbia, Canada.**

Bill Cote (#13860) – Fleet Captain

Back in the old days of racing, you'll remember barging was a racing rule. RVYC had a fleet of Lightnings based at Jericho.

And then along came mortgages, kids and careers. Well, for most of us, those are behind us now, and we have more time for quality of life.

After many years spending time on Canada's National Sailing team, then one-design and cruising class racing then ULDB racing in a Nelson Marek 68, and fourteen years of live aboard cruising in Europe, the Mediterranean, the Red Sea and the east coast of Florida, I felt I had done all that I wanted to do in racing and cruising.

We sold our Jeanneau 47 shortly after moving to Salt Spring Island in the Southern Gulf Islands of British



Columbia. I brought a family Laser out from under the blackberry bushes and raced it for two seasons. At my age the body could not do Lasers.

What to do? Day sailing and racing in these islands of paradise is beautiful. In 2015, along with fellow island resident member and sailor, Robert Shoore, we decided to get old Lightnings. His cost was \$250, and mine was \$1000. Robert rebuilt his to perfection, and I repaired mine. With two Lightnings, we were off to the races. In our late 60s Robert and I were youthfully enthusiastic with our Lightnings. Designed by Sparkman and Stephens in 1938 and with over 15,000 built to date, they have withstood the test of time.

Our two Lightnings attracted the interest of fellow members of the Royal Vancouver Yacht Club at the Scott Point out station. After one season I sold my first Lightning to Hart Buck, who sold it to John Walker, who sold it to Russell Poulston, who is now rebuilding this 1970 glass boat. I went in search for my second Lightning. For \$800 I found one race ready on a trailer in Vancouver. Now we had three Lightnings attracting even more interest around our club.

Out of the woodwork came Bruce White, a fellow club member who has had a woody mainly in storage since the 1970s. Well he completed his restoration and is now on the race course. Now we had four Lightnings.

Then disaster struck. Robert's completely restored 1968 Lightning was resting on its trailer in his garden for the winter. It was tripped of spars and gear and under a winter cover. Along came the now famous December 2018 wind storm. A tree fell along the port side of the boat. The email I got from Robert after eight days without power said, "the Lightning is dead," the trailer pushed up through the bottom, the deck side was smashed, and the beautiful varnish trim was in splinters. Unfazed, Robert is hopeful that he can find a suitable replacement. He has plenty of spare parts.

I hung a for sale sign on my \$800 Lightning and sold it within the club to Gord May for \$800 almost immediately.

I went on the hunt for my third Lightning in three years. At the same time John went on the hunt for a Lightning, remembering his youth sailing with his father in the family Lightning. I found mine, a well-tricked-out, former San Diego boat, resting in Vancouver Lake Sailing Club in Washington State. John found a \$600 Lightning in English Bay in Vancouver, BC. John also found a good boat at the Vancouver Lake Sailing Club and bought it as well, so he has two Lightnings.

So our fleet had gotten up to seven boats, but after Robert's disaster tree fall, we are down to six.





So along comes Keith Oliver and Ian Lacy jumping from boat to boat crewing where possible. They are each sniffing for a suitable Lightning, along with Robert looking for a replacement. Many club members, Judy Day, Claire Strain, Howard Louie, Yvette Boyling, Richard Hancock, Wolf Bergelt, Lorna Pawluk, Alan Sturgess and others, crew from time to time sparking interest.

With assistance from our existing fleet Robert, Keith and Ian could add another boat over the coming season. When that happens it will be a nine-boat fleet developed over four years.

On August 3 and 4 of 2019 our small fleet held an invitational international regatta attracting four of our own boats plus three visitors from Washington state and Vancouver. The three visitors were 1, 2, and 3, with our local fleet filling out the rest of the results sheet. They gave us a lesson on how to sail a Lightning, a lesson we will all learn from. With this regatta and the ability to attract visiting high caliber sailors and boats, our fleet feels established. After the regatta, Howard, Bruce, Wolf and Theo, all club members, bought the winning boat, so now we are eight boats.

Salt Spring Island is the perfect place for daysailors and open cockpit racing center board sailboats. There is reasonable wind, perfect summer temperatures, protected waters between the many islands and the most spectacular scenery we have found, even after fourteen years of full-time, live-aboard cruising.

With one exception, Gord, all of our fleet sailors are in their 60s and 70s and enjoying a rekindling of their youth in these wonderful Lightnings. Join us if you wish. We enjoy both handicapped and one-design racing.

With the support of the Royal Vancouver Yacht Club we are promoting yachting in style. The club sailing committee, with the support of Fleet Captain Cedric Burgers and executive at large member Theo Arsenault, has granted us "RVYC LIGHTNING FLEET RECOGNITION." With the support of the Rear Commodore Offshore, Don Vick, we now have a permanent home at Scott a Point. As I write this our membership to the International Lightning Class Association for this new fleet is being processed. We have arrived, the Phoenix has risen.

Old sailors never die, they just get a Lightning!

New Fleet 527 – founding members include:

Bill Cote (#13860) – Fleet Captain
 Theo Arsenault (#14040)
 Russell Poulston (#11470)
 John Walker (# 12426)
 John White (#6917)



In the Spotlight

Elaine Parshall



My brother and I, David Parshall, started looking for a Lightning about four years ago, eventually buying #14728 in 2017. I had recently moved back to South Carolina after living in Massachusetts and Vermont, and we wanted to get into a competitive class with a spinnaker that wouldn't break the

bank. I had been out of racing for about twelve years, but we both had experience in J24s, Y-Flyers, and Sunfish and wanted to try something different.

I am so glad that we made that purchase. I love the boat, the complexity of tuning it, and the Lightning Class and its people. It makes me feel like I've missed out on so much over the years in not owning a Lightning. And I never realized how involved I would get, after responding to Will Sloger's plea for someone to do public relations for the Southeastern Lightning District (SELD). I was not someone who spent much time on Facebook, for instance, but I ended up being one of those people who constantly check FB for updates after I started posting regatta write-ups and video interviews.

My inspiration for doing the Under 30 regatta came primarily from the desire to do something for all the college sailors who crew for the Lightning sailors in the southeast. You can send one text message requesting crew for a regatta, and within hours, any college sailor in the area interested in crewing on a Lightning knows about it. The Columbia Sailing Club on Lake Murray in South Carolina hosts the University of South Carolina team on their club grounds, so I have, particularly, come to know and appreciate their enthusiasm and skills for racing sailboats. I wanted to do something for them, while potentially helping to grow the Class by insuring a pipeline of sailors for the future. These young men and women want to race Lightnings, but the cost of buying one is prohibitive for most of them.

I was also inspired by the example set by Bud Rogers and Sara Nightingale of the Breakwater Yacht Club in Sag Harbor. In addition to hosting two 30-boat laser regattas per year out of his front yard on Noyack Bay, Bud has kept the JY fleet #1 going for decades. His weekly emails get anywhere from 5-15 boats on the line every Sunday afternoon, spring, summer and fall. Bud also hosts weekly Friday evening Laser races out

of his yard, again spring, summer, and fall, and stores people's boats there, as long as they will let anyone sail them. He is the epitome of the Margaret Mead quote, "Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has." In his own way, Bud has been changing the lives of sailors for years, in his neck of the woods that spans Stamford Yacht Club, out to the northeastern tip of Long Island. Maybe due to his influence, Sara started the annual Women's Open One Design (WOOD) regatta in 2013, in which women race JYs, usually borrowed, with either male or female crew.

These two people's examples are what kept me chipping away at getting the Under 30 regatta underway. Getting people to help run the regatta was no problem. The Columbia Sailing Club let us use their RC boat and equipment, and members volunteered themselves and their motorboats, as well as helping with refreshments. I really just delegated the running of the regatta, and I spent most of my time on connecting teams and boats.

We finally ended up with six. After watching the races from a motor boat, I have a better understanding of why boat owners, particularly those who have one of the new boats, might be hesitant to lend theirs. It was very tough watching my beautiful blue boat driven into close quarters. But there was not one collision, as these were good sailors who pushed their boats and teams as hard as they could.

Two of these young women inspired me to sail in the Women's Nationals last year at the Buffalo Canoe Club. My usual crew of Ryan Hargrave and Ryan Smoker couldn't make it for CSC's Spring Championship, and





I was having no luck finding anyone to replace them. Any men, that is. I thought that I wouldn't be competitive with women crew due to our light weight. But that was who I could get, with Grace O'Hare and Ansley Sloan agreeing to sail with me. They were very good, and the wind never blew very hard. We ended winning the regatta! I was psyched, and it reminded me of the good times that I had campaigning a women's J24 back in the late 90s, so I wanted to do more with women. I made it to BCC, with a completely different crew, Sarah DeLoach, a USC sailor, and Wendy McKenzie. And we hope to make it to Cleveland this year.

I'd like to see two things happen in the Lightning Class: more opportunities for young adults and for women's teams to sail the boat. I think the Boat Grant is a great idea, but its impact is limited. Although I like the idea of having a large number of boats come together as they do for the WJM Championships, wouldn't there be more boats available for the juniors and women alike if these events weren't held at the same time as the Masters? Two examples to support these possibilities: The J24 class supported the Women's Keelboat Championship for a couple of decades, and in 1997 we had over 50 boats show up. Surely the Lightning Class has a similar footprint these days. And the Y-Flyer class has been running junior races the morning of their regattas for years and has been holding a Junior National Championship during the two days prior to the Nationals, since 1953.

Some of us in SELD have been talking about having a couple of one-day events during the year that could be called off at the last minute if the weather doesn't look good (we get a lot of light air days on the southern lakes these days). I'd like to see these focus on getting people in the boat, and at the helm, who otherwise might not have the opportunity.

Like Margaret Mead said, it would only take a few people to help make these things happen.



#1 Lightning Builder for the last 20 Years

For over 20 years Nickels Boat Works, Inc. has been building boats using superior workmanship and the highest quality parts to ensure a lifetime of use.

~Long lasting construction~

Every boat is hand made to your specs. We use hand laid and chopped fiberglass construction with particular attention to fit and finish.

~Dedication to Detail~

Every piece of each boat is designed and built with the utmost care and precision

Performance - Price - Passion

Nickels Boat Works, Inc.

1871 Tower St
Flint, Michigan 48503
810.767.4050 810.767.4060 fax
www.windrider.com/



Lightning Family News



Tied the Knot—Lange & Wilkes!



Lightning sailor Alexandra Lange (Rochester, New York) married David Wilkes (Cleveland, Ohio) on February 15, 2020, at the Museum of Fine Arts in St. Petersburg, Florida. The couple chose the location because of the many Southern Circuits the bride and her father attended and loved—with or without wind.

Lightning family who came to celebrate included three Lange brothers, father of bride Philip, cousin Derrick Lange and Jonathan and Michael, as well as honorary uncle Alister Thomson.

**Please send any updates to the
Class Office.**

Just Launched—Claire Rose!



Fleet 51's newest crew member, Claire Celeste Rose, was born on January 28, 2020, to proud parents and Detroit Lightning sailors Allison and Trey Rose. Claire was born a healthy 7 pounds, 4 ounces now, but she's already raced several Lightning regattas and even experienced her first capsize (while in utero, of course.)

We're looking forward to her learning the Lightning and racing in Junior regattas in the future and becoming a rockstar sailor on her namesake, Lake St. Clair!



Baby Claire with spinnaker pole



August 09, 2020 —
August 15, 2020

Edgewater Yacht Club

6700 Cleveland
Memorial Shoreway

Cleveland, OH 44102

Getting to Know the North Americans



Sailing Venue / Conditions:

Lake Erie provides open water and the potential for a variety of good racing conditions. On-shore breeze can offer choppy, wavy conditions with steady wind direction, and the off-shore breeze can provide shifty puffy conditions. Moderate to strong breeze is possible from most directions depending on weather systems.

Edgewater's basin is a short sail from the western entrance (star) to the Cleveland harbor breakwater. The racing area is typically 1-2 miles northwest of this entrance. The breakwater extends ~7 miles northeast, and the shoreline just west of the Edgewater beach is a ~70-foot cliff for many miles. A recognizable reference point on the water is the Cleveland Crib (municipal water intake), a large cylindrical structure 3.3 miles directly off the city-front and just north east of the racing area.

Sailing Area

~2 miles northwest of the entrance to the Edgewater Yacht Club



Land heating plays a significant role in August winds on Lake Erie. The gradient direction and regional pressure pattern interact with thermal effects and often impact the sailing breeze, though a strong seabreeze is rare.

North easterly winds are common and usually associated with heating. These tend to be moderate breezes, rarely exceeding 12kts for long. They tend to come with mild wind-built rollers unless there's been strong wind on the lake in the last 24 hours.

As the following graphics show, westerly breezes are also common as this is the typical gradient direction. The first two graphics are for land based wind stations and show two noticeable differences from the subsequent two graphics from offshore stations.

1. The westerly breezes tend to get split between offshore and funneling alongshore near the coast--you'll notice different TWD clusters between EYC and Burke weather stations as they are positioned differently relative to the average shoreline and physical barriers to the west.
2. The greater prevalence of northern and NNE breeze along the shore corresponds to thermal effects / sea-breezes.

The strongest sailing winds, when they come in August, are most likely to be associated with a front and have a westerly or southwesterly direction. These typically fall into two categories:

1. WNW (onshore): this can build moderately clean, large rollers and tends to have relatively stable winds
2. SW (offshore): this direction tends to provide puffy and shifty wind (sometimes violently when closer to the cliffs) and flat to moderate wind chop, but depending on how far off shore the course is and the wind history of the last several hours there can be moderate to large waves coming down the shoreline. (Note: truly perpendicular offshore wind is rare as this would be SE in direction)

On Shore Venue:

Edgewater Yacht Club (EYC) is located on the south shore of Lake Erie, adjacent to the 117-acre Cleveland Lakefront Reservation, and just west of downtown Cleveland. The handicap accessible facility is situated on several acres of land and offers a full-service clubhouse, marina, outdoor pavilion and a swimming pool.

Situated at the western end of Cleveland's main harbor, approximately two miles west of downtown, the Club is minutes away by land or water from some of Cleveland's most popular points of interest. We are home to a 365-slip marina that is sheltered from inclement weather, ensuring that all visiting boats can dock or raft safely. Our newly renovated clubhouse has meeting rooms, a full-service restaurant and bars, as well as a patio with a clear view of downtown Cleveland for casual dining during the boating season. A newly constructed in-ground pool is located adjacent to the waterfront pavilion with an outdoor bar, shower facilities, playground and charcoal grills.

The club offers many services and amenities such as access to showers and restroom facilities 24/7, laundry, and wi-fi accessibility, as well as being handicap accessible. We have a gasoline and fueling station, pump-out station, 15-ton travel lift, and three 2-ton hoists. There is a Ship's Store with ice, beverage, and limited supplies located at the gas dock.

Getting to the Club:

Edgewater Yacht Club is very near to Cleveland and the intersection of several major interstates (I-90, I-80, I-71, I-73). The club is a short distance from the Cleveland Memorial Shoreway which connects to Interstate 90. The club is highly trailer-accessible.

Edgewater Yacht Club is 19 minutes from Cleveland Hopkins International Airport and just under an hour from the Akron-Canton Airport. Both have rental cars available in / around their vicinity. There are also many options for ground transportation around the area including Uber, Lyft, taxis, as well as public transportation.

Housing:

Downtown Cleveland hotels provide a variety of price points and include most major brands such as Aloft,

Crowne Plaza, Doubletree, Drury Plaza, Hampton Inn, Hilton Garden Inn, HolidayInn Express, Hyatt Regency, Kimpton Schofield, Marriott, Metropolitan at the 9, Radisson, Renaissance, Ritz-Carlton and Westin, all within minutes of the Club. There is also a new hostel located in Ohio City just minutes from the club. Cleveland also offers a large number of affordable rentals, many within close proximity to EYC.

Some questions you may have getting started are answered below and many of the areas discussed would provide a great feel for Cleveland, since the club is so centrally located.

Where would you recommend a sailor find housing who wants to be close to the venue (or even walking distance)?

- An Airbnb or other rental in the Detroit Shoreway, Battery Park, and Edgewater neighborhoods is your best option for being within walking distance. Some of these neighborhoods are in the process of turning around and options continue to expand.
- Downtown hotels (~2 miles from the venue) would probably be considered outside of walking distance, but would offer an easy bike commute and would be very convenient by car. There are a number of great hotels, including ones with views of the racing area.

Where would you recommend close enough to the sailing venue that they're not isolated or driving excessively?

- Staying at one of the downtown hotels is probably one of the best options for getting a feel for Cleveland. The downtown hotels are relatively car friendly and the area is Highly walkable.
- Airbnb and rental options downtown also provide a great feel for the city, with the same convenience.
- Near westside neighborhoods like those discussed as being walkable are some of the most vibrant and interesting in Cleveland, the restaurant and cultural scene is flourishing in many of these areas.
- Some of the city's historic cultural institutions are located in University Circle, east of the city, and I would recommend exploring the area but it's probably a bit less convenient to base out of there.

Where would you recommend for a sailor that wants a safe central location for guests with them who may do more exploring during racing?

- Within the context of a city, the downtown area is quite safe and provides a good central location near the club. This would also give guests the full benefit of ready access to Cleveland attractions large and small.
- While many of the above options would cover this question well, I would also add the option of an Airbnb / rental in one of the westerly adjacent cities of Lakewood or Rocky River as they are more established family neighborhoods. As a general rule, the neighborhoods closer to the lake are nicer and more established.

Most of these options are within a couple minutes drive of the club. There are also many other options that are

a bit further away providing highly functional options (good hotels, near a highway, at all price points), but with less interesting settings. While Cleveland does have rush hour traffic it is fairly manageable, making virtually all housing locations around the city workable with a little planning.

The City:

Ice Cream

- Mason's Creamery - it's always controversial to make the claim, but this is the best ice cream in the city, if you like non-traditional ice cream this place makes the most incredibly flavorful, well balanced ice cream not to mention their made to order churros, bubble waffles, and cookies.
- Mitchels - a local favorite with a wide selection of in-house made ice cream (sweet and moderately creamy)
- Sweet Moses - an old fashioned ice cream shop, chocolatier and soda fountain (rich and creamy in-house made ice cream)

Restaurants (too many to cover, but here are some suggestions)

- Luca (view + food)
- Pier W (view)
- Sokolowski's (perogies)
- Barraco (arepas)

- Il Rione (best pizza in Cleveland)
- Xinji (Ramen)
- Bar 32 (view)

Night Life

- Karaoke
 - ◊ Corky's Place
 - ◊ Tina's Nite Club
- Flats
 - ◊ FWD - open air nightclub and pool dayclub
 - ◊ Collision Bend Brewing
- Ohio City
- Warehouse District
 - ◊ Who knows anymore?

Cultural Attractions

- Cleveland Symphony Orchestra concert (Often ranked in the top 5 in the world)
- Cleveland Museum of Art (Ranked 2nd in the US by Business Insider magazine in 2016)
- Rock and Roll Hall of Fame
- Playhouse Square (Theater District)

Registration is now open and is limited to 100 boats: <https://yachtscoring.com/emenu.cfm?eID=11833>



Women's, Junior and Masters North American Championships!

**Yacht Club in Jamestown, Pennsylvania
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

We'll miss everyone at the Spring Classic this year, but are more excited than ever to host a fantastic WJMs event!

Registration is OPEN and limited to 70 boats!

Visit our website: <https://pyc-wjm.com> to find links to [registration](#), [NOR](#), information on [housing](#), and more. Follow us on [Facebook](#) for more updates.

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 fleet together and foster lifetime friendships. We can't wait for you to join us!

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!

If questions contact our Regatta Chair: Bertie Werley, lightningwjm2020@gmail.com

GO SOUTH YOUNG MAN

by Mark Schneider



I was asked to write something about the Winter Series in Florida. Well, what can I say as we deal with the Corona Virus except I sure am glad I sailed it this year. This was our fourth, and we will be back again. It is seriously enjoyable, and I bet you don't sail five regattas, one a month, as you do when you sail this series. Well, it can be seven regattas.

Before we start outlining the regattas, let me tell you about the locals. They bend over backwards to make it work. They store your boat, help find crew, and bring the boat to the regatta. How many regattas do you go to where your boat is waiting for you? Fly in, fly out and sail. Super nice. It is fun, it gets me out of New Jersey once a month to a warm sailing environment with great people who make it enjoyable.

October—Wild Oyster Regatta, Charleston, SC

This year, plenty of wind which I eat that stuff up. Warm water, the sun did come out, and everyone had fun, even those who took a swim.



November—Kings Day Regatta, Florida Yacht Club in Jacksonville, FL

Talk about a first class club, great facilities, and a large course. It can't get much better. This year we had twenty boats, really shifty wind, and good races. Warm water, the sun was out, and everyone had fun.

December—Sanford Sailfest Regatta

January—New Year's Regatta—Sanford

We all know the Haydens, great people. Well, in December and January it is at their club on Lake Monroe. Generally speaking, there is a breeze, most the time light to moderate, but it has kicked up. There have been mega regattas sailed on this lake, and it is only

a thirty-minute drive from the Orlando Airport. It has a large parking lot where we setup our boats, hang out with people you like, warm and with sun and you have fun.

This year, as I recall, we had one light wind regatta and one moderate breeze regatta. What is interesting about this regatta, we have such talent yet there have been a few races where you are approaching the finish line five boats abreast and you really don't know who won that race.

February—Nood Regatta—St Petersburg Yacht Club

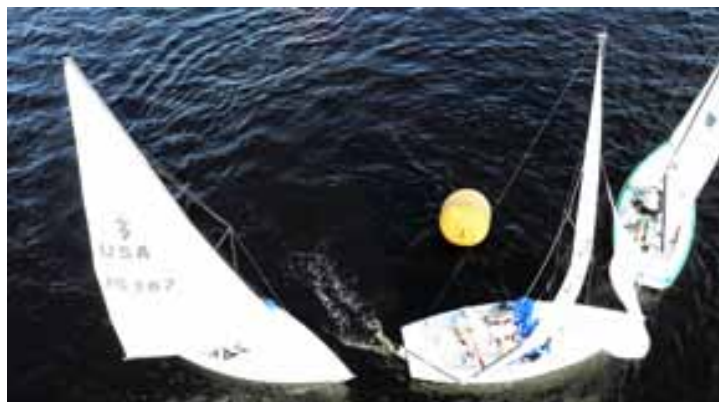
So, Wild Oyster in October, the Kings Day in November, two regattas on Lake Monroe in December and January and then the final regatta in February, the Nood. It is a great three-day regatta on Tampa Bay. I have sailed this two years straight. The first year we had lots of wind all three days, non stop hiking and loads of races. Last year we had our ups and downs with wind but a competitive crowd. Again, warm, sunny and fun.

You're done and ready to sail in March, the Southern Circuit with no cobwebs. It is better than that for you have sailed every regatta with Brian Hayes, Ched Proctor, Tom Allen, and more there to help you tweak your boat. This year they made a world of difference for me. I finished the Nood feeling confident in my boat, team, and boat speed. Now, where do you get the above, five regattas in five months in warm weather, sun, and a bunch of fun people? You can sail the Districts, ACCs and NAs. To me that is only three. And remember, it really is seven regattas if you sail the Southern Circuit. YOU DON'T. This is where you improve, have fun, and get out of the cold!

Sounds nice Mark, but I hear that all the time. Next year will be my fifth year, and I am from New Jersey. There are no buts on this team. You want to sail, be warm in the sun, with good people and have fun, I really feel this is the place to do it. And I wouldn't miss it.

If you are ready to give it a shot, there are quite a few people who will help you make it happen. Start with Laura, at the ILCA office. You all know Laura, she can make anything work.

Hope to see you down there this coming winter. You know, after my wife proof read this she said she was surprised more didn't come because it is such a no brainer. I think she is right, and take note. I believe each one of these clubs could manage 40, 50, 60 Lightnings at these events easily. Come!!





2019–2020 Florida Winter Series

Ched Proctor

The Florida Lightning sailors created the Winter Series to entice Northerners to come participate in their great winter sailing conditions. They scheduled a series of regattas during the northern winter months prior to the March Southern Circuit. The concept was to make it convenient for people traveling from North by providing:

- 1) Free outdoor storage of your boat between regattas.
- 2) Deliver your boat to the site of the next regatta.
- 3) Before the Southern Circuit.
- 4) Easy scoring: Best 8 races over all the regattas.

The Winter Circuit Regatta over the 2019-2020 winter included:

Kings Day Regatta Florida Yacht Club Jacksonville, FL	November 23-24
Sanford Sail Fest Regatta Lake Monroe Sailing Association Sanford, FL	December 7-8
New Years Regatta Lake Monroe Sailing Association Sanford FL	January 18-19
St Petersburg Nood St. Petersburg FL	February 14-16

This season I had the pleasure of competing in three regattas of the Florida Winter Series. There is great sailing in Florida while the rest of the country suffers through cold weather. The extended season started with the Oyster Roast in Charleston, South Carolina, in October. Not a part of the Winter Series, it does get the boat headed South with a nice event in October. You get to do a regatta every month! Laura and Will Jeffers drove four boats, including mine and two vehicles, to Jacksonville, Florida, on their way home to Florida from Charleston. So I had my boat waiting to be sailed in the Kings Day Regatta, which was held the weekend prior to Thanksgiving.

The Kings Day Regatta venue is the Florida Yacht Club in Jacksonville. You gotta love any Yacht Club whose address is "Yacht Club Road." This Club has a wonderful facility located on the St. Johns River. The extensive Club House is in the Spanish Revival architecture style. Located on the other side of the yacht club is a separate sailing center, big parking lot and convenient hoist launching with sufficient docking space for easy rigging. The King's Day Regatta has been held as a Florida Yacht Club J24 fleet event for several years, and the

last two years the Lightnings were invited to join them for racing and socializing. They kick off Friday evening with a Florida Low Country Boil featuring steamed oysters, shrimp and grits and more. It's held on the terrace overlooking the river. After the finish of racing on Saturday they serve a banquet in the upstairs ballroom. There is plenty of free beer from sponsor Bold City Brewery.

My teammates were Monica Morgan and Hal Gilreath. Monica is a veteran having last sailed with me in the North Americans at BCC. She has also sailed with many top Lightning sailors over the years. Hal is a long-time Snipe sailor and Laser Masters' competitor. As a local resident he has plenty of experience racing on the river. This was his first introduction into Lightnings.

The sail to the racing is a short trip around the club and out into the river. The river is two miles across. The Race Committee has plenty of options to set courses with one-mile legs without getting closer than a third of a mile from shore. On land there are no large obstructions to the wind flow. With the wind from the south and west, the shifts are sufficient to make racing interesting.

Saturday we sailed four races. The courses were windward leeward, with downwind finishes. With the two classes on the race course, the committee did a great job of getting the racing off without delay. The wind was out of the south at race time, shifting to the southwest as the racing progressed. So we were sailing from the starting line out in the middle of the river basin toward the yacht club.

It started out at nine knots for the start of the first race and rapidly built to a pleasant 12-14 knots. The air temperature reached 80 degrees. There was little to no motorboat traffic and no wave action on the river. The puffs tended to come from the right early on. After the second race, with the mark moved right where gains to be made on the left, the shifts and pressure variations caused many places to be gained and lost downwind. With some very mediocre first beats, we needed those opportunities. At the end of the day our team was leading by virtue of not dropping out of the top four. Everyone else had at least a five to drop. Elaine Parshall's team had 11 points, dropping a 5th to place them in second.

For Sunday's racing the wind was out of the north. The first race was abandoned, definitely a good decision. There were a couple of problems. First the wind shifted to the left about 80 degrees while the Lightnings were still on the first beat. Then a J24 hooked the weather mark on its rudder and dragged it downwind about a



100 meters before getting it loose. In a sense that was okay because the offset leg became a meaningful beat. It was an interesting bit of racing for a leg!

The restart of the race produced a contest with many position changes. The wind seemed to be favoring the left much of the time, but in the end the right came good and brought John Baughman's "Raging Bull" team home in the lead. The weekend of racing was tightly contested. No one team seemed to dominate. In fact, each of the six races were all won by a different team.

Steve Hayden organized storage of several of the Lightnings near Orlando on a farm. I'm not sure where it was. All I knew was that I left my boat along with several others off near a gate after driving around on back roads for a while. Then it turned up at Lake Monroe when I was ready to sail the New Year's Regatta in January.

From Jacksonville the Winter Series went to Lake Monroe where the Lake Monroe sailing Association conducts sailing and social activities out of the Sanford Marina facility. There is a large parking lot with plenty of room for rigging your Lightning and an easy friendly atmosphere. This is the home of the three generations of Haydens sailing Lightnings. We won't hold it against Fisk for sailing the San Juan 21 in the New Year's regatta. He dominated the fleet.

Lake Monroe provides a great piece of water to have fun Lightning racing. According to the Fishery.com web entry description, "it is shallow 9,406 acres" and it has two miles of clear sailing in any direction. It has sufficient size to provide the playground. Also, there aren't a lot of power boats so the water tends to be smooth. We never bumped our centerboard in the race area.

The Marina on the South Shore of the lake has a series of wide ramps for easy trailer launching into the fresh-water. It is a quick sail out of the sheltered harbor, though one needs to pay attention to the channel and avoid the eelgrass. I have a feeling it might be Ruggles False Paw Paw. It's an endangered species. According

to the Lake Monroe Wildlife Management Area website, it occurs on the east side of the lake.

I missed the first event at Lake Monroe. December was my month not to go sailing. Lake Monroe Sailing Association held two events. The first was December 7-8 to finish up the Lightning sailing for 2019. It was a light air weekend. After a postponement ashore, two races were run on Saturday. Sunday's racing was canceled after everyone got on the water. Steve Hayden's team consisting of Kip Hamblet and Ben Getchell won.

I did make it to the New Year's regatta in January. I had the pleasure of Monica Morgan trimming the jib again. To fill out the team we had Greiner Hobbs from St Petersburg who was learning about the Lightning and hopes to do more events in the future. He was a finalist for College sailor of the year in 2018, so he knows how to tack on a windshift and is pretty good at anticipating them also. He professes not to know the Lightning even though he has sailed one a few times. I felt pretty confident in taking his recommendations of where to start tack and jibe. Based on my experience, it seems that doing what he says leads to success. We won the six races. Second was Jeffrey Hayden. Jeffrey's team of Mateo Rodriguez and Hanah Sellars defeated his father, the 2001 North American Champion. Jeffrey seems to be working hard at learning how to make a Lightning go fast. Seventeen boats attended the event.

I have heard from lightning sailors that Sanford isn't that interesting. But according to their website: "Sanford, one of Central Florida's oldest incorporated cities, is well-known for its brick lined streets, towering oaks, elegant store-fronts and large, nineteenth-century Victorian homes. Picturesque First Street, the center of downtown Sanford, is a vibrant, enticing destination." So please bring the non-sailing members of the family next time.

The last event of the Lightning winter series was the St Petersburg NOOD regatta in February. For those of you not familiar with NOOD (National Offshore One Design) check out the site.

<https://www.sailingworld.com/helly-hansen-nood-regattas/>



The Lightning fleet has participated in the St. Petersburg version of this regatta for the last four or five years. Each year participation by the Lightning fleet has grown. Of the fifteen individual classes participating in this year's Nood, the Lightning Fleet had the largest number of boats. The Lightning fleet gets to keep our boats in the parking lot on the east side of the sailing center so we are all together before and after sailing. This contributes to an atmosphere of great camaraderie. Of course, many Lightning sailors are familiar with St. Petersburg from the Winter Championships for the last 72 years. It's such a shame that the run gets broken this year by the Virus outbreak. For the 23 Lightning teams that sailed the St Pete NOOD, I think now we're glad we did.

The sailing at St Petersburg was mostly a light air affair. The racing was Friday, Saturday and Sunday. We had to wait for wind on Friday, eventually sailing only one race. Bill Faude's team started all alone at the favored leeward end, crossed the fleet and sailed off to a horizon job. Saturday morning we sailed out in a nice northeasterly (never holds from this direction). It got lighter as the day went on. But we did get in four races.

Dave Stark's team sailed well to take a commanding lead in the regatta. He sailed with his 2019 Worlds team consisting of brother Tom and Jenna Probst. This team sails very well together. For my team at the NOOD I had Christine Moloney and Jackie Morrison. Christine flew in from Washington and Jackie is a student at Eckerd College in St Petersburg. Our regatta was a little challenging. In Friday's race we got off on the wrong foot. We had a poor start at the wrong end of the line. Sailboat racing is challenging from behind!




David Starck – Overall St Pete NOOD Boat of the Regatta

On Sunday two races were sailed. We had to wait a while for wind, but it did fill in from the east at about 5-7 Knots. The starting line was a quarter mile off the Pier. This was way closer to shore than we had ever sailed in St Petersburg. This made for a nice short sail to the race course. Courses were all four-leg windward leewards with a downwind finish. This seems to be the standard course configuration now.

With an air temperature of 78 and sufficient wind for challenging racing, what's not to love about going to Florida for winter Lightning sailing? Hopefully by the time next winter rolls around the COVID-19 issue will be behind us and we can all convene again in Florida.

WJ CustomJewelryDesigns
By Will Jeffers



Actual size of bolt 1"x.5" - 1.6mm thick, 2.2 gms

ARGENTIUM®
THE FINEST SILVER **Lightning Pendant \$50**

Also available with accent stones or in gold
Necklaces sold separately.

Call or email about custom pieces for the holidays
7275428511 wjjewelry11@gmail.com



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

410-280-3819
CapitalLogoInc.com

Florida Winter Series - Final Results through 4 Regattas

Florida YC - Jacksonville, FL; Lake Monroe Sailing Association, Sanford, FL; St Petersburg YC, St Petersburg, FL

November 23-24, 2019, December 7-8, 2019, January 18-19, 2020, February 14-16, 2020

Note: 8 races are required to qualify for the series. Top 8 races equals your series score.

Pos	First Name	Last Name	Sail #	Boat Name	Club	Crew	Crew	R1 FYC	R2 FYC	R3 FYC	R4 FYC	R5 FYC	R6 FYC
1	Ched	Proctor	15507	Veggie Sub	Cedar Point YC	Hal Gilreath, Greiner Hobbs, Monica Morgan	Christine Moloney, Jackie Morrison	2	4	2	1	2	5
2	John	Bauman	14752	Raging Bull	Southampton YC	Brian Hayes, Sr.	Leslie Cook, Brian Hayes, Jr., Monica Morgan	14	11	8	2	1	6
3	Mark	Schneider	15484	Checkmate	Riverton YC	Cindi Schneider	San Croft	13	10	3	8	5	15
4	Debbie	Probst	15582		Buffalo Canoe Club	Adam Probst	Dominique Wright, Sabrina Starck						
5	Kayla	Neuman	15522	High Maintenance	Riverton YC/ Brant Beach YC	Austin Neuman	Danny Lawless, Connor Sexton	12	3	4	6	7	8
6	Steve	Hayden	14748	Gen 5	LMSA	Kip Hamblet, Ben Getchell	Jamey Rabbit, Kurban Ali						
7	Laura	Jeffers	14777	I'd Rather B Lucky		Alec Fischella, Sherry Magno/Luiz	Karl Aavik, Darcey Jensen						
8	Bill	Mauk	14866		Coral Reef YC	Rafael Melendez	Brianna Rossi, Max Perez						
9	Philip	Lange	15546	Must Be Present	BCC	Alister Thomson	Brooke, Kelsy Waack	9	14	16	15	4	11
10	Kip	Hamblet	11346		Squam	Andrea Fisher	Chris Vann						
11	Darby	Reddaway	15387		Lake Lanier Sailing Club	Wheeler Sutton	Hannah Gersch, Michael Reddaway	17	17	18	14	15	7
12	Bill	Jones	14688		YIYC	Jacob Fisker-An- dersen	Brian Hayes, Jr., Charlie Breath	8	13	10	12	8	16
13	Taylor	Walker	14631	Mystery Machine	Cedar Point/ Mudheads			16	18	13	13	14	17
14	Jim	White	13848	Bad Ju Ju	LMSA	Kim White	TJ O'Brien						
15	Robert	Astrove	7603	Pandora - 2	Potomac River Sail- ing Assn.	Tom Tomlinson, TJ O'Brien	Will Harding, John Skinner	15	15	17	16	17	14
16	Tom	Harig	14605	Blue Eyes	Willow Bank YC	Aiden Harig	Mary Pallone Healy, KJ Wolaver	18	19	19	19	19	21
17	Jo	McGlew	14323					19	20	20	20	20	18
18	David	Starck	15611	Team PatStrong	BCC	Tom Starck	Jenna Probst						
19	Bill	Faude	15480	Blue Light Special	Sheboygan YC	Jared Drake	Amy Simonsen						
20	Tanner	Probst	15582		Buffalo Canoe Club	Will Jeffers	Anna Palmer						
21	Thomas	Allen	9		Buffalo Canoe Club	David Hood	Rosa Mo, Becca Hofmeister						
22	Ryan	Ruhlman	15420	Holy Smoke	Pymatuning YC	Tessa Ruhlman	Katie Srnovrsnik						
23	Steven	Davis	15590	%^*)^&^	Denver Sailing As- sociation	Ralph Stevenson	Laura Jeffers						
24	Liam	McCarthy	14631	Mystery Machine	St. Petersburg YC	Chris Schon	Bogan Whitehead						
25	David	Sprague	14174	In Lieu	Boulevard Club	Anne Rouget	Alyssa Loughborough						
26	Joel	Humphrey	15132	Red Solo Cup	Pontiac YC	Molly Hopkins	Olin Humphrey						
27	William	Hofmeister	15206	Daddy's Little Girlz	Harbor Island YC	Mandy Hofmeister	Michal Osborne						
28	Fran- cesco	Rulli	14679	Giovanna	Southampton YC								
29	Bob	Shapiro	15617	Three Bean Salad	Bow Lake YC	Joe Ray	Jeff Baker						
30	Jeff	Hayden	14748		FSU	Mateo Rodriguez	Hannah Sellers						
31	Eric	Oetgen	14777	I'd Rather B Lucky	SYC	Will Jeffers	Hannah Sellers	4	2	15	4	3	1
32	Mitch	Powell	14748	Gen 5	FSU	Jeff Hayden	Jackie Morrison	7	1	7	5	12	2
33	Scott	Harris	15345	Lunch Meat	CYC-NC	Jim Harris	Jack Gower	4	8	1	7	6	9
34	Elaine	Parshall	14728	Psycho Siblings	Columbia Sailing Club	Ryan Smoker	Hunter Damon	3	5	5	3	13	10
35	Doug	Clark	15590	American Garage	Coast Guard Sailing	Jo Ann Fisher	Bryan Stout	1	9	6	11	11	3
36	Lenny	Krawcheck	15557		Carolina YC	Ryan Davidson	Kate O'Donnell						
37	Steve	Constants	15240	Brown Eyed Girl	SSC	Mike Constants	Chloe Constants	6	7	9	10	9	12
38	Jon	Schwartz	14777		Monmouth Boat Club	Will Jeffers	Rosa Mo						
39	Josh	Goldman	15595	Hard Asset	Cedar Point YC	Brian Hayes, Jr.	Martha Fisher Godfrey	11	6	14	18	10	4
40	George	Scarborough	15600	Cacique	Caorlina YC	Batton Kennon	Sarah DeLoach	10	16	11	9	16	13
41	Briggs	Monteith	14116			Chip Crawford	Wendy Mckenzie						
42	Ron	Medlin	15381	Burisma	CYC-NC	Alize Proisy	Rick Scott	20	12	12	17	18	21
43	Fisk	Hayden	14100		LMSA	Pauli Kaiser	Jasmine Sung						
44	Ron	Baerwitz	15590		SSC	Arial Harrington	David Moring						

	R1 LMSA Dec	R2 LMSA Dec	R1 LMSA Jan	R2 LMSA Jan	R3 LMSA Jan	R4 LMSA Jan	R5 LMSA Jan	R6 LMSA Jan	R1 NOOD	R2 NOOD	R3 NOOD	R4 NOOD	R5 NOOD	R6 NOOD	R7 NOOD	Total Races Sailed	Races Qualify Series	Total	Top 8 Races Series
			1	1	1	1	1	1	17	6	2	5	14	5	3	19		74	9
	8	1	13	13	3	6	7	8	2	2	10	17	3	9	4	21		148	18
	2	4	4	8	13	4	3	12	6	4	15	9	9	13	14	21		174	29
			3	3	8	11	2	9	10	14	8	11	5	2	2	13		88	33
									4	19	6	7	7	10	14	13		107	44
	3	2	2	12	4	3	18	3								8		47	47
	1	5	11	4	6	9	12	2								8		50	50
			8	6	7	7	9	5	20	8	11	6	15	7	5	13		114	51
			7	10	9	2	11	13								12		121	63
			6	5	5	12	8	10	7	11	21	14	12	19	6	13		136	64
	9	8	10	11	10	13	10	11	19	13	17	19	19	24	24	21		305	76
									18	16	16	20	21	24	24	13		206	99
	5	9														8		105	105
	7	7	14	17	16	14	13	17								8		105	105
			15	16	15	16	15	16								12		187	121
			16	14	14	17	14	14	21	24	24	24	24	16	14	19		351	126
									22	22	22	22	24	21	14	13		264	161
									5	1	5	2	1	1	1	7	1	16	
									1	5	1	8	2	4	12	7	1	33	
									3	10	3	1	6	3	7	7	1	33	
									14	3	9	10	8	11	11	7	1	66	
									8	7	18	12	4	6	14	7	1	69	
									9	12	4	3	13	15	14	7	1	70	
									11	17	12	4	20	14	14	7	1	92	
									12	20	7	21	10	17	8	7	1	95	
									24	9	13	18	17	8	14	7	1	103	
									13	18	14	16	16	12	14	7	1	103	
									16	21	19	13	11	18	10	7	1	108	
									15	15	20	15	18	20	9	7	1	112	
			5	2	2	8	4	6								6	2	27	
																6	2	29	
																6	2	34	
																6	2	35	
																6	2	39	
																6	2	41	
			9	7	11	5	6	4								6	2	42	
																6	2	53	
			12	9	12	10	5	7								6	2	55	
																6	2	63	
																6	2	75	
			17	15	17	15	16	15								6	2	95	
																6	2	100	
	6	3														2	6	9	
	4	6														2	6	10	

CLASSIFIEDS

To Search/View all listings:

- Log onto www.lightningclass.org. From the menu bar select "Market place" then "Classified Ads"
- Choose a Category (Boats, Sails, Other or Wanted to Buy) if you want to filter results. If you want to see all posted ads leave "any" in the category selection.
- Select the "Search" Button

To List a Classified Ad:

This service is FREE to current Active Boat Owner/Skipper or Associate Level Members.

- Log onto www.lightningclass.org and log-in as a Member (Member Log-In) using your User Name and Password. If you don't recall either, select the "Forgot my User Name/ Password" link under the Member Log in boxes. IF you are on a smart phone or tablet, at the bottom of the screen you will see a small menu bar, select the key image/Login.
- Once logged in go to your Member Profile. On a desk top you will find access to your Profile by selecting the down arrow next to your name in the upper right-hand corner of the screen. Select "Profile". IF you are on a smart phone or tablet, select "Your Info" at the bottom of the screen, then select "Profile".
- Once in your Member Profile – look for the Website heading, then select Classified Ads.
- You are now in your personal Classified Ads Manager. You can Add or Edit ads from this page.
- Once ads are submitted, the Class Office will receive a notification for approval and final posting.
- You can add photos, edit, cancel or renew your ad at any time from your personal Classified Ads Manager.

Go to www.lightningclass.org and View the Latest Listing Today!

view more



11582 Lippincott

Boats

\$2000.

Posted: 5/3/2020 By: Walt Poyck

Phone: 717-314-5643

view more



15238 Nickels

Boats

\$8,900

Posted: 4/27/2020 By: Lawrence J Baker

Phone: 619-467-7582

view more



14282 Nickels

Boats

\$4,500

Posted: 4/11/2020 By: Joe Gerhardstein

Phone: 2484599075

More Sailing Action from Colombia!



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

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



"Trailing-Mooring", Bottom, and Mast Covers above. We also make Skirted T-M, Boom, Mooring, Skirted Mooring, Cockpit, and Rudder covers.

Comprehensive Website www.sailorstailor.com

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.



The Sailors' Tailor, Inc.

Tel. 1-800-800-6050
 1480 W. Spring Valley-Paintersville Rd.
 Spring Valley, Ohio 45370

Upcoming Events:

- May 2-3 **CANCELLED – Burl Harmon Memorial Indiana Open Regatta**
Indianapolis, Indiana
- May 9-10 **POSTPONED – 36th Annual Doc Gilbert Memorial Potomac Cup**
Leesylvania, VA – Sailing in the Capital!
- May 11 **CANCELLED – Lake Lansing Tune-Up Regatta** – Haslett, Michigan
- May 16-17 **CANCELLED – Pymatuning Spring Classic** – Jamestown, Pennsylvania
- May 23-24 **Southern Districts / Juby Wynne One Design Regatta**
New Orleans, Louisiana
- May 23-24 **CANCELLED – Eugene Memorial Regatta** – Fern Ridge Reservoir
- May 29 **POSTPONED – Lightning Lab with Greg Fisher**
- May 30-31 **POSTPONED – No Gas Regatta** – Annapolis, Maryland
- May 30-31 **POSTPONED – Bayview One Design Regatta** – Grosse Pointe Farms, Michigan
Rescheduled for August 15-16
- May 30-31 **CANCELLED – Lake Champlain Spring Regatta** – Colchester, Vermont
- May 30-31 **POSTPONED – Southeastern District Championship**
Wrightsville Beach, North Carolina
Rescheduled for August 1-2
- June 6-7 **Pacific Northwest District Championship**
Vancouver Sailing Club
- June 10-14 **CANCELLED – European Championship** – Alexandroupolis, Greece
Rescheduled for the same venue in 2021, date TBD
- June 13-14 **Bay City Yacht Club Regatta** – Bay City, Michigan
- June 13-14 **Dixie District Championship**
Wrightsville, Pennsylvania
- June 13-14 **Mississippi Valley District Championship**
Hernando, Mississippi
- June 19-21 **POSTPONED – 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 **POSTPONED – Ohio District Championship** - Cleveland, Ohio
- 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 **POSTPONED – Harken Blockheads Youth World Championship**
Sheboygan, Wisconsin
Event will not be held in 2020. Watch for an announcement in Summer 2020.
- June 27-28 **Champagne & Classic Boat Regatta** - Hammondsport, New York
52nd Annual Champagne Regatta & Class Boat Get Together on beautiful Keuka Lake

- June 27-28 **POSTPONED – New England District Championship** – Beverly, Massachusetts
NEW Sailing venue in New England!
Rescheduled date/venue TBD
- July 4-5 **POSTPONED to September 5-6 – Canadian Open Lightning Championship**
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 6 **Vancouver Lake Annual Regatta** – Vancouver, British Columbia
- July 11 **OCYC Leukemia Regatta** – Ocean City, New Jersey
- July 11 **Long Island District Championship - Orient, New York**
- July 11-12 **Lake Erie District Championship** – Crystal Beach, Ontario, Canada
- July 11-12 **Indiana District Championship** – Indianapolis, Indiana
- July 11-12 **Pacific Coast Championship / Kitsilano Invitational Regatta**
Vancouver, British Columbia
- 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 **POSTPONED, date and location TBD – Atlantic Coast Championship**
North Kingstown, Rhode Island
- July 18-19 **Metropolitan District Championship / Magnus Pederson** - Nyack, New York
- July 25-26 **Higgins Lake Regatta** – Roscommon, Michigan
- July 31 **SELD Lightning Lab with Greg Fisher** – Wrightsville Beach, North Carolina
- August 1-2 **Scott Point Invitational Regatta** – Vancouver, British Columbia
- August 1-2 **Southeastern District Championship** - Wrightsville Beach, North Carolina
- August 5-8 **Women's, Juniors' and Masters' North American Championships**
Jamestown, Pennsylvania
Announcement to be made June 1.
- August 9-15 **North American Championship** – Cleveland, Ohio
USA qualifier for 2021 Worlds
Announcement to be made June 1.
- August 15-16 **DownBay and New Jersey 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 15-16 **Bay City Yacht Club Regatta** – Bay City, Michigan
- August 16 **Ford Yacht Club Regatta** – Grosse Ile, Michigan
- August 21-23 **Ohio District Championship / Cleveland Race Week** - Cleveland, Ohio
- August 22 **Squam Lake One Day** – Holderness, NH
- August 22-23 **Brotz Regatta** – Sheboygan, Wisconsin
Bacon, Brotz and MORE!

- August 29-30 **Fleet 527 Championship** – Vancouver, British Columbia
- September 5-6 **Canadian Open District Championship** - Thunder Bay, Ontario
- September 12 **New England WJMs / Ed Hinds Memorial** - Strafford, New Hampshire
- September 12-13 **White Cap Regatta** – Orchard Lake Village, Michigan
- September 12-13 **Eugene Harvest Regatta** – Junction City, Oregon
- September 19-20 **Bruce Goldsmith Memorial / Devils Lake Yacht Club Regatta**
Manitou Beach, Michigan
- September 19-20 **Lake Massabesic Regatta** - Auburn, New Hampshire
- September 19-20 **Southampton Yacht Club Clambake Regatta** - South Hampton, New York
- September 19-20 **Houston Open One-Design Regatta** - La Porte, Texas
- 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 3-4 **Pennsylvania Governors Cup** – Wrightsville, Pennsylvania
- October 10 **Last Blast!** – Nyack New York
- October 10-11 **Fall Blowout Regatta** – Lasalle, Michigan
- October 10-11 **Mallets Bay Boat Club Leaf Peeper** – Colchester, Vermont
- November 7-8 **Jubilee Regatta** – Pensacola, Florida
Come and sail where American Magic trains!
- December 2-5 **South American Championship** – Sesquillé, Cundinamarca
Announcement to be made in September.

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