

International

Lightning



Flashes

Summer 2020, Volume 78, No. 3



Lightning Major Sanctioned Events

Updates as of August 1, 2020

Regatta	Update
2020 Schedule of Events	
Canadian Open Championship – Thunder Bay, Ontario	July 4-5, 2020 Postponed to September 5-6, 2020
South American Championship – Tomine, Colombia	December 2-5, 2020 Announcement to be made in September 2020
2021 Schedule of Events	
Winter Championships, Southern Circuit, Part I:	
St Petersburg, Florida	March 20-24, 2021
Deep South Regatta, Southern Circuit, Part II:	
Savannah, Georgia	March 25-27, 2021
European Championship – Alexandroupolis, Greece	June 2021
Harken Blockheads Youth World Championship Sheboygan, WI, USA	Tentatively July 7-11, 2021
Atlantic Coast Championship – Tentatively Wickford, RI, USA	July 2021
Women's, Juniors and Masters North American Championships – Jamestown, PA, USA	August 4-7, 2021
North American Championship – Cleveland, OH, USA	August 8-14, 2021
2022 Schedule of Events	
Master World and World Championships Wrightsville Beach, NC USA	May 12-22, 2022

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.



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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
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ILCA Flashes Editor:

Laura Jeffers

Special Guest Editor:

Monica Morgan



President's Message

Hugh Hutchison

OPEN WITH CARE

No matter what the source, be it Sailing World, Scuttlebutt, US Sailing's Starboard Portal or similar publications, every outlet providing current information about sailing will contain articles addressed to the subject of re-opening...or not. This has obviously been a difficult season with reports of one cancelled regatta after another. We all bemoan the limitations placed on us and our sport by the pandemic and are anxious to resume where we left off. The Lightning Class is no different.

This issue of Flashes contains reports from a cross-section of fleets describing their level of activity and the approach they are using to re-emerge from lock down and address the challenges presented by COVID-19. Each fleet has adopted variations on the theme of how to keep fleet activity alive while minimizing the risk to the health of their members. The response of each fleet is the product of individual features of the host club, the sailing venue and the personal comfort level of the fleet members.

I sail with Fleet 228 at the Riverton Yacht Club in Riverton, New Jersey. We sail on the Delaware River opposite the northern neighborhoods of Philadelphia. Riverton presents some unique challenges. The Club premises is limited to an historic steamboat landing pier, so space is at an absolute premium. Despite the limited space, the Club hosts competitive fleets of Lightnings, J-22s, Flying Scots, Mariners and Lasers. In the past, all fleets race on Wednesday evenings. The one-design fleets, combined with PERF A and B fleets, result in fifty-plus boats on the river each week. When racing is complete, the kegs are tapped, and the social gathering of all participants on the pier is a hallmark of the Club. When the pandemic struck, everything obviously came to a halt.

The Club leadership carefully debated the manner, method and timing of reopening. Given the close quarters that are a product of the physical reality of the Club premises, restarting with business as usual was out of the question, as social distancing would be virtually impossible. The solution adopted by the Club was to schedule fleet racing by each fleet

on different days of the week. Single-handed sail-ors compete on Monday evenings. The J-22s sail on Tuesday. PERF and Flying Scots compete on Wednesday evenings. Lightnings sail on Thursday evening, and Mariners sail on Sunday afternoons. By limiting the number of sailors on the pier at any one time, this solution addressed the social distancing issue but raised other concerns.

Traditionally, fleet racing starts take place right off the pier with the flagpole on the Club representing one end of the line and a mark set in the river as the

other end. This allows us to set as square a line as possible, which, in general, is in fact reasonably square. The starting sequence is signaled from the upper deck of the Club. Over the years, we have been fortunate to have a paid PRO to oversee the details of racing and scoring. A schedule that now includes racing each evening of the week has made this arrangement impractical. Each fleet has therefore made their own arrangement for race

management with RC duties taken on informally by volunteers in one fashion or another.

Given the more informal setting, the Lightning fleet approached sailing from a conservative perspective and readily agreed that racing could include both two-up and three-up crews. Moreover, the fleet agreed that this year we would not maintain a running score to determine a fleet champion. Rather, the "winner" of each week is awarded a club burgee to display on their backstay the following week to mark their success. We still sail with spin-nakers, which means that boats sailing two-up can take on a remarkable semblance to a "Chinese fire drill" in the sometimes shifty and gusty conditions of an enclosed venue like the river. The more informal approach to racing this year, with no pressure to pursue a fleet championship, is also intended to encourage efforts to get new sailors on the water to experience Lightning sailing. Hopefully, this will result in a stronger and growing fleet in the future.

We all recognize that this year is different, and we are disappointed to be deprived of some of the positive elements that make fleet racing at Riverton such a great experience. We certainly miss the social





aspect provided by tapping the post-race keg. Nevertheless, we all agree that we have reached a solution that meets our needs to be as safe as possible while getting us back on the water. For that, we are grateful.

I know that each fleet has unique challenges and is attempting to address them in the most responsible way possible. First and foremost, however, is to adopt as safe an approach as conditions permit when getting back on the water. I hope that each fleet finds a solution that works for them so that sailing, and specifically racing, can be continued in some format.

Stay safe and healthy.



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Chief Measurer's Message

Bill Cabrall

Legal Spinnaker Pole Materials

It is the responsibility of each Lightning owner/skipper to ensure that his boat is maintained and raced in class legal condition in accordance with the boat's measurement certificate. A question came up recently concerning carbon fiber as an allowable material for spinnaker poles.

The Class Specifications do not allow carbon fiber in spinnaker poles.

Current Lightning Class Specifications allow spinnaker poles to be made of wood, fiberglass, foam, aluminum (alloy), or any combination of wood, foam, fiberglass, or aluminum (alloy). In 2002 a ruling was made prohibiting the use of carbon fiber in spinnaker poles.

You can find the exact language of the spinnaker pole specification on the Class website under the 'Class Rules/Lightning Specifications' tab on the home page. The specification pertaining to spinnaker poles is in Article III, paragraph 59 of the specs, and the ruling is contained near the bottom of page 23 of the specifications in the 'Questions/Interpretations' section.

It is possible to find ads for almost anything online today; however, it is only possible to legally race a Lightning if the boat complies with a valid measurement certificate. Using a carbon fiber spinnaker pole would be a very easy way to get disqualified from any race it was used in.

Our Class Rules and Specifications are maintained on the Class website to ensure instant availability of the current language and requirements for everyone involved in the Class. Questions concerning the rules or specifications can be resolved by reviewing them online, talking to your local measurer, or contacting the Chief Measurer.



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Secretary's Report

David Starck

One of our main goals this year was to promote our great Class to the general sailing community. Together with Executive Secretary Laura Jeffers and the Executive Committee, we have focused on promoting the Class via *Scuttlebutt* Newsletter. The paid advertisements, published 4 times throughout 2020, has helped us in this effort. After publication, we resend to ILCA members via the Class social media outlets. It has been a worthwhile investment thus far.

As far as *Scuttlebutt* ad content, we have really focused on our strengths: 1. Great boat for all ages and gender; 2. Strong Class organization and financially sound;

3. Boat Grant success; 4. Affordability; 5. Day-sailing and world-class racing; 6. Accessibility; 7. Strong membership; 8. Family, Friends, and Fun.

In the most recent *Scuttlebutt* ad, we let former Lightning World champion David Dellenbaugh do the talking. Great stuff.

As we move forward in 2020, we will continue to share with Class members and the sailing community why the Lightning Class is the BEST ONE-DESIGN in the world! If you have any ideas on how we can convey this message, please share your thoughts with me or anyone else on the Executive Committee.

Looking for the Best of Both Worlds? Look No Further!

This is a perfect time to check out the LIGHTNING CLASS for family day sailing and world class racing. Many fleets are sailing locally, and we have a great schedule of events lined up for this winter and beyond, including the 2022 World Championship in Wrightsville Beach, North Carolina.

David Dellenbaugh, Lightning World Champion and publisher of Speed & Smarts, lists the top ten things he likes about the Lightning:

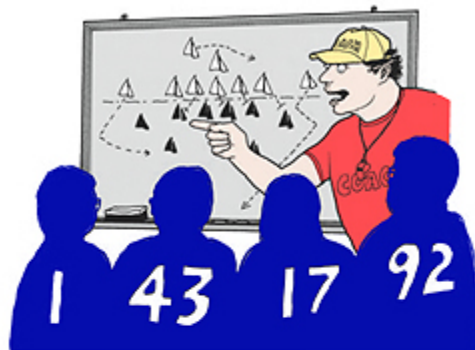
1. There's Lightning racing almost everywhere.
2. Some of the best sailors in the world sail the Lightning.
3. New boat construction and technical support is second to none.
4. Lightnings even 25 years old are still competitive.
5. The boat is one of the best crew trainers on the water today.
6. The Class is not so strict as to discourage experimentation which makes the boat faster and easier to sail.
7. The Lightning has interested the finest sailmakers in the world, so the sails and tuning guides look great and are easy to use.
8. The Lightning is a very roomy boat for day sailing.
9. Lightning sailors sail hard, but they're not too cutthroat—someone's always ready to answer questions.
10. The Class management is as good as you'll find in one-design sailing.

Visit www.lightningclass.org to learn more about getting involved, find boats and equipment for sale, membership advantages and more. Class leaders are there, ready to answer questions. We can also be found on Facebook, Twitter, Instagram and YouTube. Are you ready to join the fun?

Strategy and Tactics WEBINARS

Presented by Dave Dellenbaugh

Join Dave for a series of webinars on a wide variety of topics for avid racing sailors. These educational webinars are filled with race-winning tips from Dave's popular *Speed & Smarts* newsletter. The format includes Dave's live presentation, videos, diagrams and quizzes, plus questions and answers. Most webinar series have 4 sessions that are about 90 minutes each. All participants get a free back issue of *Speed & Smarts* to go with each session, plus unlimited viewing of the series recording. For much more info on topics, dates and costs, check out the web pages below.



For [Replays of recent webinars](#), [click here](#)

For a [Schedule of upcoming webinars](#), [click here](#)

Dave Dellenbaugh is a former Lightning world champ and was the winning tactician in the 1992 America's Cup. He writes the *Speed & Smarts* newsletter and is doing a bunch of webinars for racing sailors.

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Treasurer's Report

Bill Bogardus

At the halfway point On June 30, 2020, the Class is slightly down overall compared to where we were in 2019 at the same point.

Of note in the income column, North American (NA) Skipper Dues are down slightly—8.4% over this time last year, representing \$1,605. NA Crew Dues are down 53%, representing \$1,690. Fleet Dues are down slightly at 10%, representing \$220. Sail Royalties are down significantly, but, on a positive note, Class store merchandise is trending higher than last year.

With regards to expenses, the Flashes line item is up over last year, \$1,600, because we didn't have any issues last year. Regatta Expenses are obviously down.

Overall, we are down \$2,794, but when you add in Annual Operational Donations of \$2,120, we are only slightly down by \$674. We have increased our advertising with *Scuttlebutt* and have issued Flashes on time, a large improvement over 2019.

The virus has presented us with some unique challenges, especially with the collection of dues with regatta

postponements and cancellations. Our larger revenue months are here, July and August. We have weathered the virus pretty well so far, but we cannot let up now. Our financial strength, our large class size, and our global diversity should allow us to emerge as a stronger, more engaged and more focused class, but we need you to help make that happen.

We ask you to do a few things:

- Pay your skipper and crew dues on time.
- 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.

Thank you to the following Fleets in Good Standing

If you do not see your Fleet listed below, please contact the ILCA Class Office 727-942-7969 to make arrangements to pay Fleet Dues.

Fleet 5 - Chicago Corinthian Yacht Club
Fleet 25 - Lake Mohawk Yacht Club
Fleet 27 - Leatherlips Yacht Club
Fleet 34 - Metedeconk River Yacht Club
Fleet 36 - Pymatuning Yacht Club
Fleet 42 - Western Lake Erie
Fleet 50 - Potomac River Sailing Assn
Fleet 51 - Crescent Sail Yacht Club
Fleet 54 - Pontiac Yacht Club
Fleet 62 - Southern Yacht Club
Fleet 79 - South Shore Yacht Club
Fleet 85 - Niantic Bay Yacht Club
Fleet 90 - Kitsilano Yacht Club
Fleet 108 - Great Sodus Bay
Fleet 109 - St Petersburg
Fleet 110 - Higgins Lake
Fleet 112 - Green Bay Sailing Club
Fleet 126 - Cedar Point Yacht Club
Fleet 135 - Mobile Bay
Fleet 146 - Toronto Bay
Fleet 150 - Mansfield Sailing Club
Fleet 154 - Wawasee Yacht Club

Fleet 164 - Willow Bank Yacht Club
Fleet 166 - Helsinki
Fleet 173 - Brant Beach Yacht Club
Fleet 178 - Great South Bay
Fleet 187 - Sheboygan
Fleet 189 - Marblehead
Fleet 192 - Havre de Grace
Fleet 194 - Mission Bay Yacht Club
Fleet 196 - Surf City
Fleet 198 - Chautauqua
Fleet 216 - Saginaw Bay
Fleet 228 - Riverton Yacht Club
Fleet 233 - Ford Yacht Club
Fleet 253 - Susquehanna Yacht Club
Fleet 257 - Clarks Hill
Fleet 266 - Carlyle Sailing Association
Fleet 270 - Indianapolis Sailing Club
Fleet 273 - Massabesic Yacht Club
Fleet 274 - Delta Sailing Association
Fleet 279 - Temple Reef Sailing Club
Fleet 283 - Columbia
Fleet 298 - Kotka

Fleet 303 - Cowan Lake Sailing Assn
Fleet 328 - Jyvaskyla
Fleet 329 - Severn Sailing Association
Fleet 332 - Squam Lake
Fleet 335 - Barnegat Light Yacht Club
Fleet 415 - Lake Norman
Fleet 429 - Greater Charleston
Fleet 430 - Ocean City Yacht Club
Fleet 431 - Southampton Yacht Club
Fleet 435 - Rush Creek Yacht Club
Fleet 456 - Tuusulanjarvi
Fleet 488 - Rocky Mountain
Fleet 493 - Bow Lake
Fleet 506 - Orient Yacht Club
Fleet 509 - Hampton Roads
Fleet 510 - Lagos Yacht Club
Fleet 511 - Cape Fear
Fleet 512 - Boyne City Yacht Club
Fleet 519 - Sydney
Fleet 521 - Houston
Fleet 524 - Guara
Fleet 527 - Royal Vancouver YC

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 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](#), [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!

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* Zip Code: _____
* Home Telephone: _____
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* Address: _____
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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** \$ _____
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Donate to the **Limbaugh Fund** \$ _____
Donate to the **Boat Grant Program** \$ _____
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- 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.



Update from Greece

Nick Vazakas and Eleftherios Dedes

Over the last eight years, Greece Lightning Class has had a raising trend in races, recognition, and number of sailors. Given Greece particularities in the athletic legal system and on how classes are represented to the Hellenic Sailing Federation and to the board of Yacht Clubs, it has been agreed among the most active sailors in the Lightning Class to form an official body entitled as "Hellenic Lightning Class." Toward this goal, after a four-month delay due to the COVID situation, the first official meeting of the newly organized Hellenic Lightning Class was held on July 5, 2020.

Since the return of Greek Lightning Team from the World and European Championship in Espoo 2019, contacts have been made to secure the minimum people, as per Greek law, to form the Class in Greece. To the positive surprise of all, the interest exceeded our expectations, and 35 active members have become founders of Hellenic Lightning Class.

During the first meeting, teleconference and electronic voting have been established, offering the opportunity of founder and future members from outside Athens to participate and vote in a secure and anonymous manner. Fifteen founder members were present, and the rest were connected via Zoom application contributing to the discussion. Longtime Lightning Life Member and supporter George Andreadis actively participated and contributed to the vision and targets of the Hellenic Lightning Class.

Vice President of Europe, Lauri Hemming, joined us from Finland and offered his encouragement.

The Hellenic Sailing Federation secretary is also a founding member of the Class, allowing us to believe that we have reached a milestone in the Class approval/recognition after a decade of vigorous efforts.

Showing the alignment of the major Clubs of Greece having Lightning boats, the Yacht Club of Voula hosted the first meeting, while Yacht Club of Greece was asked to offer an office to accommodate the practical and legal needs of the Class.

Between the founding members of Hellenic Lightning Class, the following targets have been agreed (separated in Short Term (<2 years) and Medium Term (<4 years)):

Short Term:

- 1) Legal Approval of Hellenic Lightning Class (under review by court already),
- 2) Establishment of National Championship hosted by Hellenic Sailing Federation,
- 3) Formation of Hellenic Lightning National Team for Youth Worlds (<21 years, particularity to align with national requirements)
- 4) Formation of Hellenic Lightning National Team (men/women),
- 5) Identification of abandoned Lightnings around Greece and record of needs for material (restoration of some),



- 6) Restoration of Fleet Dolphin (Hellenic Navy) – 287,
- 7) Restoration as "classic boat" of the first wooden Lightning in Greece belonged to Fleet Salamis -251.

Medium Term:

- 1) Establishment of new Fleets around Greece (e.g. Paros Island) by purchasing or donating non active Lightnings in Greece,
- 2) Increase the number of youth athletes (<18 years age) by 40,
- 3) Contribute to establish Lightning Class in adjacent Countries (Romania and Bulgaria),
- 4) Make Alexandroupolis Club the Northern Lightning Hub of Greece and establish its fleet (will be combined with the item 3) of medium-term targets),
- 5) Create a yearly international open regatta following the "bring yourselves and your sails, not your boat" initiative
- 6) Have an active fleet in the National Championship of >25 boats.

The Governing Board of Hellenic Lightning Class consists of:

Commodore:	Nick Vazakas
Vice Commodore:	George Andreadis
Secretary:	Leuteris Dedes
Treasurer:	Angelos Vasilas
Fleet Development:	Stelios Sotiriou
Member:	Angelos Simsirikis
Member:	Giorgos Argiropoulos

Last but not least, below is the translation of the most important sections of the Governing Articles of the Hellenic Lightning Class:

Article 1 – Foundation, Name, Establishment

In Piraeus, Greece, an association/union of citizens is established and entitled as Hellenic Lightning Class. The duration of this association is thirty years and by its foundation can become full member of the International Lightning Class Association.

Article 2 - Purpose

The Class is non-profit, does not target to get financial interests, is self-financed and self-governed in order to fulfill its purposes according to the Greek Civil Law.

The purpose of the Class is the organization, development, marketing and promotion of sailing with Lightning boats in Greece by providing help to the sailors, to their parents, to the Yacht Clubs and to any other individual willing to assist Class efforts and development.

Hellenic Lightning Class will fully cooperate with the Hellenic Sailing Federation for the organization of national and district championships, so as International Regattas. As a full member of International Lightning Class, will coordinate with the national authority and Federation to govern the rules and requirements as set by the International Lightning Class Association.

Article 3 – Structure and Members

The formation of the board and members of Hellenic Lightning Class is following ILCA's requirements. The Class is formed by its members and its fleets. Hellenic Lightning Class the "Hellenic District" as per ILCA Articles.

The members are:

- A. All citizens that are eligible as per law 633/1977 (non-convicted criminals), and they are eligible to vote (>18 years of age);
- B. Honorary members, which are approved by the Board of Hellenic Lightning Class.

Article 7 – Rights and Requirements of Members and Fleets

All members can participate to the annual meetings and to any other meeting, only if the membership is active and paid.

All members (excluding honorary members) can elect and be elected after one year of membership.

All members (excluding honorary members) can vote via the election runner application prior and during the annual or any other meeting.

Fleets can elect Fleet Captains in order to communicate efficiently with the Hellenic Lightning Class.

Fleets can elect Fleet Treasurer to assure that the payments are made on time to the ILCA and to Hellenic Lightning Class.

The fleets can ask the Hellenic Lightning Class to host a national or International event. Then, Hellenic Lightning Class will communicate to ILCA the request after checking that quality of race and other requirements are met as per Article 2.

Hellenic Lightning class can ask members, owners, Yacht Clubs to provide their boats for the needs of international regattas:

- 1) Free of Charge, high quality racing boats in order to host the International Youth Championship;
- 2) At an agreed cost with each owner, to sailors that will race following the "bring yourselves and your sails, not your boat" initiative.

News from South America

Our Lightning friends have not spent too much time on the water lately, but they have certainly been keeping busy during their winter season. And, of course, there have been Zoom meetings.

In Colombia, after two trips were canceled, Nick Turney was finally able to connect with the Colombian sailors via Zoom. The two-part Lightning Lab held in May and June was well attended, with fifty sailors on each call. While Nick gave the talks in English, each slide had both English and Spanish wording. Also, a translator summarized each slide in Spanish. These recordings will be posted on the Class Website soon.

The Colombian Fleet is monitoring the National COVID restrictions closely, as they are scheduled to host the 2020 South American Championship in December. They will make an announcement in September to update participants on the status of the regatta.

From Peru Jamie Calderon reports:

We did a survey one week ago in order to know if members will sail in the remainder of 2020. This information will help us to schedule the regattas in the next months. We have been holding webinars to keep the local sailors engaged:

- Jaime Calderon – North tuning guide – APRIL/2020
- Daniel Mendoza – Trimming the boat in different wind conditions – April/2020
- Jaime Calderon – Setting, fix and improving the travel of lines without friction. Improving lines controls
- We are arranging a RRS/2021-2024 seminar for our fleet, maybe in September

In Ecuador, the Salinas Yacht Club has been busy hosting webinars for their sailors, including talks by Lightning sailors Nicolas Fracchia, Julio Velez and many others. They are also scheduled to host the second part of the 30th Anniversary Salinas Tomine Regatta sometime this fall.



Summer 2020 Boat Grant Update

Greg Fisher, Co-Chair, Boat Grant Committee

While it is unfortunate that sailing for nearly every Lightning sailor has been put on hold for 2020, the Boat Grant Program is enthused to share our updates and plans for 2021. All three of our teams were disappointed they couldn't enjoy the 2020 summer season, including the NAs in Cleveland, but all three recipients, team Lolly Vasilion from Vermont, team Julian Fraize from Cleveland and team Jack Murphy from the Rhode Island area, are enthused to pick up right where they left off in spring 2021.

As we've mentioned previously, nearly all nine of these fine sailors have either present or former college sailing experience and represent exactly the demographic we want to encourage to join our great Class! Depending on when we are all able to get back on the regatta circuit, hopefully this fall, you'll have the opportunity to meet your Boat Grant teams and give them a warm welcome!

Even with this down time the Boat Grant Committee continues to move the program forward. Our new Allen boat 15619 is nearly complete and ready for sailing soon, and another newer used boat 15475 has been added to the stable. This brings our current equipment count to three boats. All have new sails and are no more than eleven years old.

These new steps and opportunities for future Boat Grantees have only been possible through the incredible generosity of so many ILCA members. All of us on the Boat Grant Committee, Bill Fastiggi, Bill Faude, Karl Allen, Caroline Patten and fellow co-chair Matt Schon, truly appreciate your support. Your continued involvement and confidence means so much and ensures the Lightning Class will be able to make this super program available to so many young enthusiastic sailors for years to come! We thank the generous donors to the Boat Grant Program! As of June 30, 2020:

Billy Allen	Joshua Goldman	Kevin Smith
Nabeel Alsalam	William Hartis	David & Jody Starck
Robert Astrove	Wayne Knibloe	Dave Stix
David Beverstock	George Koch	Jay Taylor
William Bogardus	Jed Kwartler	Richard Thomas
Jack Borland	Owen MacDonald	Carter Utzig
Bob & Sterling Bush	Matthew Morin	John Van Voorhis
John Buziak	Georges Peter	Taylor Walker
Jeff & Vivian Coppens	Craig Pomeroy	G. Scotland Werley
Brian Cox	Charles Ritt	John & Bertie Werley
Steve & Jan Davis	William Sanders	William Ziegler
Edward Duffy	Jeffrey Schmahl	
Fleet 194	Nelson Schmitt	





Tied the Knot—Goldman & Stewart!



Westport, Connecticut

The two-year engagement of Dr. Sarah Stewart and Mr. Joshua Goldman ended in betrothal on May 20. The Judeo-Christian ceremony was presided over by Reverend Paul Whitmore of Southport Congregational Church on the South Beach of Saugatuck Island. The groom, an avid sailboat racer and commercial real estate broker with Avison Young, had a wide opening in his spring schedule due to the cancellation of all regattas due to Covid-19. The bride, a radiologist with Advanced Radiology Consultants, had an equally wide abyss due to the lack of patients seeking elective imaging in these most difficult of times.

The couple's collective four offspring from previous marriages opted for video games as opposed to attending.

Of course, the glass was broken and rum and champagne flowed in celebration.

Dr. Stewart and Mr. Goldman plan a local honeymoon in Mystic.



Just Launched—Jordan Newell!



John & Mandy Newell announce Rochester Fleet 52's newest member! Welcome, Jordan!

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

8 Bells—John R Hughes



John R. Hughes, 86 passed peacefully in his sleep following a brave battle with pulmonary fibrosis on May 21, 2020, at his home on Canobie Lake in Salem, New Hampshire. By his side were his daughter Shelley and granddaughter Chloie.

Born June 4, 1933, John was the son of Edmund J. Hughes and Anne (Bean) Hughes of Quincy, Massa-

chusetts and twin brother to June. Raised in a close-knit family on Houghs Neck in Quincy with his six siblings, John kept up with family and friends from high school and beyond until his last days.

Following a US-based stint in the Army during the Korean War, "Hugger" attended American International College in Springfield, Massachusetts, on the GI Bill. At AIC he met his soon-to-be wife of forty years, Eve Kolowrat Hughes. Brian, their first child, soon arrived, followed by Michael and Shelley. John and Eve lived in Springfield, Massachusetts, followed by Dayton, OH, and by the 1970s, Burlington, Vermont. John's career in television ad sales ultimately led him to become president of WEZF-TV and FM and a founding partner of WXXX-FM, both in Burlington.

John was a competitive sailor and summer weekends for decades were spent at regattas throughout New England, helming his Lightning Class boat. The family's recreational pursuits were centered around the Malletts Bay Boat Club, Lightning Fleet 301 and the Burlington Country Club. When winter forced them to put up the sailboat, they enjoyed weekends skiing at Glen Ellen.

By the mid-1980s, the family settled in Salem soon after John purchased the local radio station, WVNH. Sailing continued at the American Yacht Club in Newburyport, Massachusetts. After researching precisely what he desired in a racer-cruiser, he purchased the indestructible and beautifully drawn Eve, a 40' sloop which he would enjoy for over thirty years. His competitive nature was balanced by a warmth that brought him lifelong friends. The cocktail parties following the day's boat races were opportunities to discuss the wins and losses, and were where many friendships were forged.

When retirement came, he spent relaxing years cruising about Canobie Lake at cocktail hour with friends and as a snowbird walking the beach in Marco Island. He would enjoy a loving second marriage to Janet Pappathan Hughes, who predeceased him. For a few years after the age of 80, John was finally able to make the boat his cherished winter home in Marco, something that, when married, was a challenge neither of his spouses would accept. John never ceased cheering on the Boston Red Sox and New England Patriots, his Democratic values were fed by a steady diet of MSNBC, and he was always on the dance floor at parties and events.

John was predeceased by son Brian in 1997, wife Eve in 2000, wife Janet in 2010, and five of his siblings. He is survived by son Michael of Fort Lauderdale, daughter Shelley and granddaughter Chloie, both of Salem, and sister Muriel van Dommelen of Port Orange, Florida. He was a loving Uncle John to the Evans, Kolowrat, Reif, Cook, and Hughes families of Massachusetts and points beyond. John was in the very good hands of VA doctors in his final years, and we commend their compassion and care. No services are planned at this time. Notes of remembrance may be sent to:

flowergirlshelley@yahoo.com

From Bill Fastiggi, Fleet 301, NE District Commodore:

I have so many memories of John—far too many to make note of here.

John began sailing Lightnings when he first moved to Burlington, Vermont, in the early 1970s. Our families were close. Brian sailed with his dad all the time when we were kids. Michael sailed occasionally, but it wasn't a passion of his, and Shelley sailed with her dad and Brian for many years as well. Michael and I were high school classmates. John ran a TV station, started a radio station which he sold, and the family moved to Salem, New Hampshire, in the early 80s. We stayed close because we would see the Hughes family sailing all summer long. John served as commodore of the NE District. I always referred to him as "Commodore for Life." His enthusiasm was infectious. There are just so many things to say, so many stories about John, Eve, and the kids, and just so many memories.

There are just so many things you could say about John, but I think the one thing that he would most want to be remembered for was that he was the ultimate "Family Man"

Sail on Commodore...



Please share your Family News with fellow Class Members. Send a note to the Class Office with your news. Include any photos and write up. office@lightningclass.org or 727-942-7969

8 Bells—Charlie Proctor



It is with a heavy heart we share the news of Charlie Proctor's passing. On Tuesday, May 5, he was involved in a bicycle accident that took his life. Charlie was just nineteen days shy of his 28th birthday.

Charlie sailed a lot with his dad, Ched Proctor, out of the Connecticut/Rhode Island District and Cedar Point Yacht Club. Many in the Lightning Family have known him since he was born, both he and his older brother Thomas.

It wasn't until the end of Charlie's college days when we started seeing him more frequently on the Lightning race circuit. He didn't skipper that often, but he was an accomplished sailor in his own right. In 2015 he won the Connecticut Governors Cup at the helm. He enjoyed sailing with his dad, and they did very well winning many regattas. In 2018 they won the North American Championship in San Diego with fellow crew Meredith Killion.

Charlie loved adventure, the outdoors and life.

Our thoughts and prayers go out to his parents Ched and Judy, his brother Thomas, sister-in-law Sandra Voss and girlfriend Alison Piasecki.



Message from the Proctor Family:

Dear Friends

Thank you for being there for us. We are grateful for your support, and your condolences have meant so much to us. It is unimaginably painful to lose a beloved family member so long before his time. Knowing that we have such a loving and supportive community out there is strengthening for us in our grief.

In Charlie's memory, we have established the Charlie Proctor Memorial Fund with the Massachusetts Bicycle Coalition. MassBike works to improve the

safety of roadways in the Boston area and across the state of Massachusetts. We are working closely with them to enact changes to the intersection where Charlie was killed, but, unfortunately, there are countless other dangerous intersections and roadways like this one. This fund will support work to improve the safety of roads and intersections around the state before someone else dies on them, and we will work towards a future in which no other families need to suffer through the grief and terror that we have.

Because of the current pandemic situation, a traditional memorial, where we would be able to see and connect directly with our community, is not possible at this time. In lieu of that, we hope that you can contribute to this fund. Contributions can be made online at https://www.massbike.org/charlie_proctor_memorial_fund, or by mailing checks to MassBike, 50 Milk St, 16th Floor, Boston, MA 02109.

*Thank you so much for your support and love,
Judy, Ched, and Tom Proctor*

From Meredith Killion—Teammate



I was not sure how to even begin writing this, let alone what to say. It seems like there is both everything to say and yet nothing that can be said when I think about Charlie.

The sailing memories and finishes come first to mind: 2nd place at the North Americans in 2016 (our first regatta together), 4th place at the Worlds in 2017, and a win at the North Americans in 2018. Sailing with Charlie and Ched was simply the best. We got to the point where there was actually very little talking because everyone knew their jobs, could rely on each other, and be there for backup in case something unexpected happened. Our only words were short bits of information and maybe a quick discussion before the usually correct tactical decision was made by Charlie. Understated and quiet, but confident, is the best way I can describe him. In the past few weeks, I've been doing some club racing with Ched and Tom in the Lightning, and at one point going downwind in light wind and chop, I told Ched I was going to put some tension on the pole downhaul. He said sure, and when I told him Charlie used to do that a lot himself when we were sailing downwind, Ched replied, "I had no idea he was doing that." I suspect we didn't realize half of



what Charlie was doing inside and outside the boat to get us around the course.

I actually don't have a bad memory for specific races. Instead, what I remember the most is the fun we had on and off the water being part of Team Veggie Sub, including shore team member Judy. Most vividly, I remember: every picture with the three Proctors standing normally and me on my tippy toes, enduring the occasional height jab from Charlie. Our texts in the lead up to the Worlds in Ecuador, sending screenshots of our Duolingo progress as we both vowed to refresh our high school level Spanish before the trip, and then high fiving when we successfully asked one of the yacht club workers for help with the hoist with only minimal Google translate help. When we needed a little extra luck on the last day of the North Americans in San Diego in 2018, we packed our many PB+J sandwiches in Frozen, the movie, not the temperature, ziploc bags, but only after having a lengthy discussion in the supermarket about whether Frozen ziplocs would be luckier than Marvel Comic ziplocs. I don't think Ched was even aware we had Frozen ziplocs for the week, much less knew what Frozen was. We donned our loudest, speediest, yoga tights, of which Charlie was a recent convert from sailing in shorts. He always claimed that his came from the men's section at TJ Maxx, but I often reminded him that the pattern was too similar to my women's version for that to be the case. He made sure we

2015 CT Governor's Cup Champions, Charlie Proctor, Duncan Swain and Liz Keys



Judy & Ched Proctor, Meredith Killion and Charlie Proctor, 2019 Lake Erie Districts, Buffalo Canoe Club



kept them on for the trophy presentation, as he was convinced they helped us win a tacking duel up the last beat in the last race to win the regatta.

Thank you for everything, Charlie. To say I/we miss you is an immense understatement, but I'll keep packing Frozen ziplocs and wearing the loudest speed tights whenever we need a little extra luck.

From Debbi Dudas-Teammate

It is difficult to put into words what the Proctor family means to me. They are my sailing family and really are family to me. I've known Ched since the late 70s where our paths crossed in the sailing community and mainly from sailing Thistles together. And then I got to know his growing family as time went on. So much fun seeing and hearing about Thomas and Charlie growing up and Judy always there supporting. I remember them staying at my home in Annapolis during regattas. I even sailed Thistle Nationals with Ched and Judy. Ched was so proud of his family and the love was so obvious even in the heat of a sailing competition.

I had so much fun and enjoyed sailing with Ched and Charlie in the Lightning even when I got washed overboard. They were an amazing team. Thank you for letting me part of your family on and off the water. I have amazing memories, and Charlie will always be with me. I love you all.

2013 Master NA Champions - Ched, Charlie and Debbi Dudas, Nyack, NY



8 Bells—Kip Hamblet



Christopher "Kip" B. Hamblet, husband, World Champion sailor, American hero, passed away in his home on June 11 in Altamonte Springs, Florida. Though Kip was always moving in the air, on land, and on the water, in helicopters, cars, and boats, he was grounded by his love and commitment to his wife of 26 years, Ruth Hamblet.

Kip was born the second of three children in Keene, New Hampshire on January 18, 1948, to

Fred and Sophie Krupa Hamblet. Kip started sailing Lightnings in 1959, crewing with his father on #280. From this beginning on Spofford Lake, he has sailed all over the U.S. and in several World Championships. While Kip enjoyed being at the helm of his own boat, he had a talent for being an excellent middle crew. In 1991 he was part of the winning crew that won the World Championship with Dave Dellenbaugh and Hale Wolcott and the Masters' Worlds in 2003 with Jim Crane and Larry Bone. His wide network of friends included many members of the International Lightning Class Association, of which he was an active member throughout his life. He served as New England District Commodore, International Race Committee, Assistant Measurer, Chief Measurer, and, most recently, served as a trustee for the Helen Limbaugh Fund. He spent many days entertaining family and friends on his Mako powerboat "KEEPAH" at his family home on Marco Island, Florida.

After graduating from Keene High School in 1967, Kip enlisted in the Army so he could fly. He was a Chief Warrant Officer and served one year active duty in Vietnam. He was appointed Aircraft Commander following six weeks of combat experience as helicopter co-pilot. He received the Distinguished Flying Cross, Army Commendation Medal, and Air Medals with Valor. Upon completion of his tour of duty, he was a tactical helicopter flight instructor at Fort Stewart, Georgia, and was a ground school instructor at Hunter Army Airfield in Savannah, Georgia, until his discharge in 1971.

Kip subsequently earned a Bachelor's Degree in Business from University of Massachusetts. He then worked



numerous jobs both domestically and abroad, doing everything from flying helicopters to working in construction and insurance, even earning Top Salesman of the Year from Provident Mutual Insurance Company. In 1992, he decided to pursue his passion for cars (he especially loved his 1974 Yellow Pantera) and purchased an AAMCO Transmission franchise in Longwood, Florida.

Kip met the love of his life, Ruth Hamblet, while sailing. They married in 1994. His love for her, which he shared often and proudly with the world, was truly unmatched.

Though he never had children of his own, Kip gained two stepchildren, Gib and Allyson Palmer, through his marriage and through them, seven grandchildren. He was a beloved member of the family, and his endless support, gratitude, and pride for his grandchildren was rivaled only by their love and respect for him.

Kip was a kind soul, honest, straightforward, and selfless. He made the good times better and was a friend to everyone. It was an honor to know him and consider him a friend. He will be missed by many.

He is survived by the love of his life and wife of 26 years, Ruth Hamblet, sister Gail Hamblet (Keene, New Hampshire), nephew Christopher Hamblet (Keene, New Hampshire), niece Caitlin Whitehead (Framingham, Massachusetts), and Lisa Stevens (Exeter, New Hampshire), stepson Gib Palmer (Helen), (Milton, Georgia), stepdaughter Allyson Palmer Stoops (Patrick), (Mill Valley, California), and seven grandchildren.

In lieu of flowers, the family suggests contributions to the Lightning Class Limbaugh Fund to support education, training, and the promotion of Junior sailing. www.lightningclass.org Donations Tab.

From Bill Faude

In the family of people I have met sailing our beloved square boats, Kip Hamblet is the most loyal, most caring, most genuinely interested person I have yet met. I will not write about him in the past tense. Although it may be nonsensical, I feel that as long as I keep him in my memory and remember him to others, I do a small part to keep him around.

I met Kip at the 1991 World Championships in Annapolis. He still had a bit of New Hampshire accent.

I don't remember how we met, but I'm willing to bet he came up and introduced himself. I'm also willing to bet that he already knew who we were. Kip would have seen us in the parking lot and asked someone, and this was not because we were particularly distinguished. Like I said, he's just genuinely interested.

His boat was berthed near ours in the boat park. It was a beautiful tank Allen that had been his Dad's. He showed us around every inch of it. This was about 62 re-riggings and perhaps two decks ago. After every race day, he made a point of asking about our finishes. He could not have been nicer. At the end of the regatta it felt like we'd known each other for years.

A couple days after the regatta he called me. In those days, he would have had to call the Class office and ask Donna for my number. Who calls someone they just met at a regatta just to talk? Kip. He has a knack for calling at particularly significant

times. He's called me after regattas that didn't go well—regattas he has not attended--just to ask if everything was OK in my life. Maybe his calls just make those times significant.

Oh, by the way, he and Hal and Dave won that World Championship. You would never have known that as it was happening. There in the boat park he came off as just another sailor. By the way, since that day, I've not heard him say one word about that World's win. Don't get me wrong, he is very proud of that accomplishment. He just figures people are smart and they know their history. He's confident enough to not have to remind people.

Kip was the Lightning Class Chief Measurer for a good long while. During those years the Chief Measurer often became the Class President. When his logical time to do that came up, his business needed more time than trying to do both jobs would allow. I won't forget how much it hurt him to stand aside and not be President. How much it bothered him illustrates the kind of person he is. He loves the Lightning. He loves the family. He loves the hang out in the boat park during regattas. It is a very happy place for him. Other than being anywhere with Ruth or going upwind in the big breeze with Stu, I think the boat park might be his favorite place. He loves the ILCA in ways that seem old fashioned today. That's called being willing to be responsible for what you think is important. He's had that willingness, that responsibility since I've known him.

He took care of my Red Tahoe when he thought it wasn't safe to drive. He tried to get me to sell it. But he never told my wife. Then just before a Southern Circuit, he fixed it. Then when something else up 30 minutes after I'd picked it up from his shop he said, "You just won the wrong lottery." He sent a flat bed and he told me where to find the keys to another

truck in his driveway so I could hook the boat up and get to Miami. He does that. Most loyal. Most caring.

I don't claim to be the definitive authority on Kip. Ruth, Stu, Kurt, Tommy, Huf Rob and others have far more history. I just know what I know—I love Kip. Knowing him has made my life better in ways I cannot even quantify. And I am absolutely without doubt that will continue to be the case.

From Andrea Fisher: Crew member for Kip



Kip and I had an extremely close connection. He was my introduction to the Lightning Class, he was a fatherly figure who always protected and rooted for me, and he was a fantastic friend. It is difficult for me to imagine sailing a Lightning again without Kip there. We had so many laughs, failures, and triumphs that I am not prepared for our time to be over.

I recently looked back through my phone and read all the text messages between Kip and myself over the past year. I was reminded that for the people Kip cared about, he cared about them deeply. Kip always wanted to make sure everyone was taken care of and that everything was good in their world. He would do anything to help any of his friends. He was selfless and his selflessness made my life so much richer and more joyful than it would have been had he not touched it.

I love you Kip, and I will miss you. Thank you for time we had together.



Family



Kip & Ruth with grandkids



Kip with grandkids



Kip and Monica Jones, skipped the awards at the 2017 WJMs in Metedeconk to go flying!



Kip & Ruth with Anne Allen



Stu Nickerson and Kip's granddaughter Maddie sailing in Burlington, VT

Beater Boat Rehab – #12957

Paul Whitesides



While I was off at school, my hometown yacht club, CYC in Wrightsville Beach, transitioned from Fireballs and J24s to Lightnings. I have crewed in six NAs and two Worlds and was very fortunate to have met so many of the very helpful and knowledgeable experts in the Class before I started this project seven years ago. I can not thank them enough.

Factors that go into choosing a boat to buy: You need to be very careful about who was building what boats during what hull number ranges. Lippincotts are well regarded below 12000, though supposedly the best were 11000s, Allens and Nickels 14000 and up. Early glass boats were overbuilt, which is good for a project boat, but core material wasn't well understood, so many of the early glass boats absorb a LOT of water, which is the controlling factor. If you can, take a \$100 1,000-pound scale with you and weigh it.

Boards are extremely important because they are stain-less steel, and it is extremely difficult to fix even the smallest imperfections. Pull the board up and down and look at the trailing edge of the board and make sure it isn't dinged or bent. Look at the leading edge and make sure that years of salt and rain dripping haven't eaten pits into it. You can fix minor imperfections on the trailing and leading edges with files, but it takes a lot of TIME. Biggest reservation I have about mine is the board condition in it is in a refurbished state.

Take a long straight edge, say a metal yard stick 3+ feet long, and see how true the bottom is. The second biggest reservation about mine is the bottom, because it sat for a long time on the wrong kind of trailer with water in it. It bulged out and had been dragged across rocks and up on beaches. The bottom can be restored to normal, but doing anything to the bottom is a lot of TIME, filling, dying, sanding—repeat forever. The better the bottom is when you get it, the more time you get to work on fun things.

One fun thing is redoing the inside. Yes, you have to maintain the cockpit layout, seats, size, etc., but you can modernize the details and have some fun with it too. I replaced all the wood that needed to be maintained. Coosa or similar fiberglass boards are a marine plywood replacement that, while more expensive, can

be cut and bonded without much additional glass work. I highly recommend putting in a bulkhead in front of the mast to put you on a more even footing with newer boats in rougher conditions.

It is also always a good idea to keep your crew happy and protect them from injury. Get rid of sharp edges, old dangerous hardware, cover things with foam, and make them super comfortable throwing weight around in big breeze. Two of the most noticed things on my boat by crew is the foam everywhere and cooler I built into the seat!

Paul still sails in the Southeastern District but now in Charleston's Fleet 429.

Sunbrella Acrylic Covers

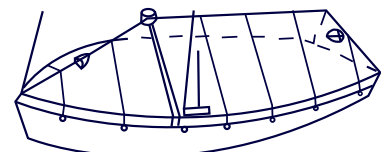
now available UV Proof Goretex thread!

- * light and easy to install
- material will not mildew, rot or shrink
- made with 1st quality Sunbrella
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- straight-stitch seams hide thread from UV
- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
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- lifetime Goretex thread – small up charge
- Visa/MC

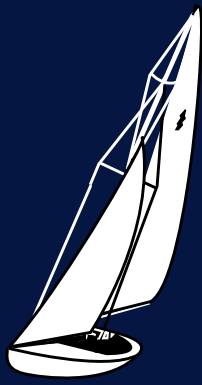
Prices	white	blue	colors
6" skirt	435	455	465
full-skirt	635	659	675
nap back rudder cover			88
sail # on cover			65

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Classic

Lightning

From the Desk of the Class Historian

Corky Gray

Our original plan for this summer's cruise was to get Lyra to Lake Champlain for the winter. In doing so I had planned to stop at places where Lightning history was made so to photograph and get a feel for those waters: Bay Head, where our first North Americans were raced, Cedarhurst on Long Island, New York, where the first Lightning race took place, Nyack on the Hudson and Mallets Bay, Vermont.

However, COVID has us stuck here in Carolina with the hope of wintering in the Chesapeake Bay.

So, we decided to do the Neuse River where Lightnings first came to North Carolina in the 1940s. The US Marine Corps would be the single largest purchaser of Lightnings in our history. Many remember the fine regattas at the Marine Base Quantico on the Potomac. The first Corps' Lightnings came from the Cortland, New York, plant of Thompson Boat Company at the north end of Skaneateles Lake. They were stationed in Edenton, North Carolina, on the Albemarle Sound (top arrow). Next, the Corps purchased Lightnings and Condors, round 19' footers, from Dunphy in Wisconsin. Some were stationed at Camp Lejeune on the New River in Jacksonville (bottom arrow) but most were stationed at Cherry Point on the Neuse.

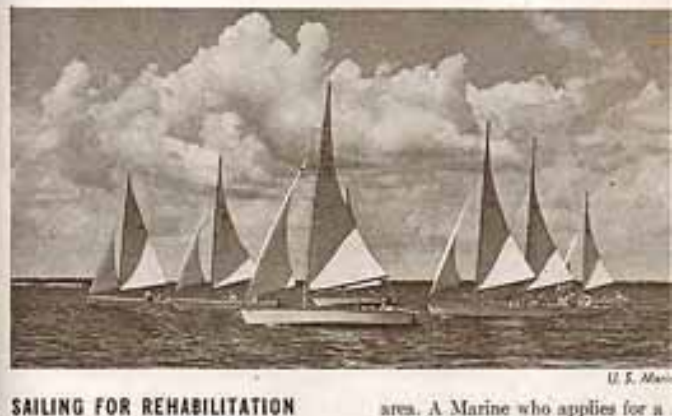


They were for R&R but the boats on the Neuse were used for rehabilitation (PTSD).



DECEMBER, 1945

As part of an extensive rehabilitation program, more than 2000 Marines have learned the rudiments of sailing at the Marine Corps' Air Station at Cherry Point, N. C. Located at the junction of Slocum Creek and the Neuse River, it has excellent sailing facilities (right). The sailing fleet consists of 25 Lightnings, 15 Condors and 10 Comets.



After the War, the Lightnings and Condors were sold to Camp Sea Gull in 1948 to form the basis of the sailboat fleet. Started by Wyatt Taylor for the Raleigh NC YMCA. The Lightning is still sailed there today. The first woodies were replaced by newer ones. One of the old boats would come to my home club on High Rock Lake to be first of many. In the sixties the woodies were replaced by glass Mobjack's, then Newport's.

In 1971 the entire fleet was replaced by Clarks built in nearby New Bern. They were rigged with metal Rhodes 19 masts. After the Clarks fell apart, Camp would go to Nickels and then Allen'. They are there today.

Camp Sea Gull in the fifties, note the big Personal Boats in the photo. Everything was war surplus.



When I was on staff and Bob Astrove a camper, the Lightnings were wet sailed, were fouled bottomed and slow. Campers wore ski belts and the boats luffed around the river. Today the Lightnings are race rigged and dry sailed. Most importantly, the Lightning is the serious trainer for both Sea Gull and the sister girls camp, Seafarer. It's nice to see boats one to four are labeled Camp Seafarer. The original Seafarer Flying Scots are now split between the two camps as wet sailed rides for the young campers.

The serious boys and girls train in Lightnings, three to a crew, and a counselor.



Now for the waters. The Corps sailed Lightnings out of Slocum Creek. Then they were sold across the river to Sea Gull at Wilkerson Point in 1948.



Here is a close up of the entrance to Slocum Creek. Note the purple "Restricted Area" encircling the shoreline. You just don't tool in uninvited to a military property, so I only have shots from outside.



Here it is today, pretty remote. As part of Croatan National Forest, most of the Base is wild.



Google shows us this overview:



Looking at the center we see a point with a bulkhead. My guess is this where the Lightnings were berthed in 1945. Here is a zoom in:



Now for pilots view of the Base airfield and the river.



Now let's putt over to Camp Sea Gull 5 miles across the River.

Bob will be surprised that the Lightnings are now sailed just like they are at BCC, Fleet 12. The Lightnings are launched daily and rigged out in rudder deep water to the west of the pier. Lyra draws 4 feet so I could only get so close.



Camp is now split into programs with the "smart" (older kids) sailing on the west side of the pier and the "Kiddies" sail Sunfish and wet sailed Flying Scots on the east side. Note, the 420s on a float behind the powerboats, and check the powerboats! T-Top whalers with big outboards. Check the big twin T-Tops—an upgrade from years past. Bob and I patrolled in rough, cheapy, open boats with 10 HP Mercurys.



COVID Camp? We asked the staff what's up this year? Seafarer is open for "family camp" for the youngest campers at camps 1 and 2, both boys and girls. A family can book an individual cabin. The waterfront is parent-directed with Sunfish and Scots.

Sea Gull? With reduced numbers attending the camp is divided into girls, Junior High, and High School ages guarded by rising high school senior/college-age girls on one side and ditto the boys on the other side.

But we were impressed with the quality of the equipment and staff.

This was a nice trip down memory lane. Know that Pam and I are hard at work!



Fleet 329 member Jon Guth dropping off his son Miles at Camp Sea Gull for an abbreviated camp this summer. Generations of Lightning sailors continue to enjoy this special place



55 years with Lightning 6039

Jim Force

"Is that your boat?" the guy next to me asks at the skippers' meeting at a Woody Lightning regatta several years ago. We turn to watch my brother drive the wrong way on the road to the launch and snag the top of the mast in an overhanging tree.

That was just the first of a several mishaps. As the breeze freshened, our jib car pulled out of its mount. Then the main out-haul broke. We limped back to the dock with an embarrassing DNF.

My wife and I acquired the boat in 1965 for \$1,150. But in owning number 6039 for 55 years, we've learned that sometimes that's the way it is. Like a pet which misbehaves occasionally, you love it and put up with it, ignoring the temptation to part company.

Nickels and Holmen replaced the deck, we painted her international orange and sailed and raced for several years with my home town Fleet 30 in South Haven, Michigan, racing occasionally in the Michigan District. We never threatened the leaders. My most vivid memory of a race on Lake St. Clair is over standing the mark so badly we ended up in the ship channel with an ore freighter closing fast.

In the mid-70s, we brought her to Wisconsin where we sail on Lake DuBay between Wausau and Stevens Point.

A woody gives you many opportunities to learn. Don't strip screw heads. Power tools are not always better than doing the task by hand. Steve Smith, with his CPES and Fill-It two-part filler, is your best friend. All wood boats leak, some just worse than others. You quickly come to appreciate the Classic Lightning chat page, coordinated by Bob Astrove.

Participants represent a vast store of Lightning knowledge. Want to know proper mast rake? How to fix a banged up skeg? How to make a replacement frame? Just ask. And we cooperate. Dave Nickels sends me a roll of excess fiberglass cloth for my deck. I send Bill Foster an extra cover for a boat he's just acquired. Shipping cost only.



Faced with a broken rudder, I decided to make my own from a slab of mahogany. "Grab your belt sander and just go for it," advised Astrove. I did, and the curves are beautiful.

Then there are the things you don't do. Up here you have to watch the freeze point in the fall. With the boat still out in the boatyard, an early November storm dislodges the cover and floods the nose with rainwater. Then it freezes. That misstep required several hours with a hair dryer. And you never shrink-wrap a woody and leave it outdoors in winter. The heat inside the covering and the dry air can cause cracks in the bottom. I learned that, as well as the art of "Dutchmanning" in new wood.

The improvement project never seems to stop. We've built the new jib car mounts inside the splash rails, replaced the troublesome sheave at the top of the mast, replaced most of the finger-snagging wire with new no-stretch line, refinished everything. But it's worth it, even though we just day sail her anymore.

In fact, I remember the last time we raced in our club's Tuesday night Portsmouth series. We were roaring up to the start line in a perfect favored-end position, our barn-door main blanketing everybody. I knew we were going to be close, and sure enough we were a second early and the committee hailed us.

"Do we really want to go around again?" I asked the crew. "Nah," we decided. We dropped below the fleet and sailed along the wooded shoreline. The late-day summer sky was turning yellow. An eagle soared above us. The only sound was the wonderful gurgling a Lightning makes when it's footing fast in a fresh breeze on flat water.

Jim Force is from Wausau, Wisconsin, and is a Life Member of the ILCA. His dedication to the Class included editing the yearbook in 1969.



In the Spotlight

Danny Lawless



When did you first start sailing Lightnings?

I bought my boat, #13929 in June of 2016. At the time I was a junior in college at Jacksonville University. Prior to this, my only experience on a Lightning was at the Carolina Yacht Club in Wrights-

ville Beach North Carolina, where I was sailing with Jim Harris, and we turtled the boat. Jim had asked me if I secured the preventer line, and I remember saying, "What?" It made for a long afternoon of righting a boat. A year later I bought one with Liam Faudree in Rochester, New York, with plans of competing at the NAs that were local that year in August.

You sail 13929 and do quite well with it. Some might call this an older boat. What have you done to make this boat work for you?

Buying 13929 was a lucky mistake. I had no idea about Lightning vintages and what was good and what was bad. When we went to go look at the boat, it was filled with leaves, uncovered, and rigged as a day sailor with a motor mount on the stern. I jumped inside of it and jumped around everywhere I could,. It was a stiff boat, and dry. I later was told by some of the guys that have been in the Class for a while that this vintage of the Nickels was a fast one, I guess that's where I was lucky.

The boat wouldn't have ever made to the starting line without the help of my dad. It got completely re-rigged, thanks to him. We stole much of the rigging layouts from the boats sitting in the dry-sail area at RYC. There have been a few more projects that have been done since then, including fairing and repainting the bottom and, most recently, replacing the deck stringers.

The boat was ugly when we got it, and the top-side and cockpit still are. It was mostly a matter of prioritizing projects along the way to get it up to speed. The boat may be old and starting to get tired, but when its dialed in, I rarely can blame a poor result on boat speed which really keeps me happy (haha).

Has anyone mentored you along the way?

I wouldn't say I have had one mentor along the way, but more like many. I was fortunate enough to be

able to sail with some pretty amazing Lightning sailors every week during the summers of 2016 and 2017. Local to our fleet in Rochester was Mark Sertl, Jimmy Barnash, and John Newell, all of whom were very helpful in getting me up to speed in the boat. Travis Odenbach, another great sailor, also jumped in the boat the summer of 2016 and helped me through the learning curve. That first season was a long summer of looking at transoms. I am certain I am leaving some people out, but I guess what I'm getting at is that I was fortunate to be able to sail against and ask questions of people like this almost every other weekend, if not every week.

What are your Lightning plans for the future? Are there any regattas you would like to do or are planning on?

I spent much of the end of last summer/fall replacing the stringers forward of the mast and replacing and selling worn sails in order to get ready for the 2020 season. With everything that has been going on and regattas getting cancelled, we look forward to 2021 with hope! Going forward I don't really have anything solid on the calendar for #13929. My favorite regattas that I like to keep on my calendar are the Wild Oyster Regatta and the Pymatuning Spring Classic. If you have not done the Spring Classic, it is a must and the best regatta of the year.

What is your favorite Lightning experience to date?

Probably surfing down the 8-foot (not sure how much I am exaggerating) rollers outside Wrightsville Beach, North Carolina, at the 2017 NAs on the last day. I am sure many remember that day of the regatta if you were there. It was a blast, always planning down the



face of a wave. We didn't produce the best results that day of the regatta, but we had a blast, and the boat stayed in one piece.

Where is your favorite place to sail?

Anywhere, I love sailing.

What fleet/area are you in?

I recently moved to Newport, Rhode Island, where we don't really have a local fleet, but the plan was to race the boat on weekends in upstate/western New York and down here in Rhode Island and Connecticut. So the boat sits in the garage for now, but I am looking forward to getting to know and race against the fleets over here in New England.

What has your involvement in the Class been?

Most of my involvement has been Laura chasing me down for my dues at regattas! Haha, just kidding, I am actually bad at remembering to renew. I love supporting this Class, and I look forward to becoming more involved in the future. One thing I can say I helped with a little is the new regatta in Jacksonville, Florida, called Kings Day hosted by the Florida Yacht Club. Jacksonville is a great stop on the way south to the Southern Circuit and a beautiful place to sail, especially in November. I really didn't do much except beg for the Class to hold a regatta there for a year or two, and who knows if that really did the trick. All the organization to make that regatta happen came from the Class and the members at FYC that so graciously invited the Lightning Class to race with the J24s at their annual Kings Day Regatta.

I noticed that you are involved in rallying a lot of college sailors for Florida regattas. Can you tell me your role in that and why this is important to you?

When I started sailing at Jacksonville University, we had about eight core members on the team. When I graduated we had thirty core members. While we did add a lot of college regattas to our schedule along the way, there were still really good sailors that didn't necessarily get to travel every weekend that wanted to. When I got involved with the Lightning Class I soon realized how many opportunities there were that were directly in our collegiate conference (SAISA). From Charleston down to St. Pete and Miami there was a winter full of opportunity for kids to go sailing just within the Lightning Class! If I was traveling to a regatta with my boat, my crew always consisted of college sailors. Sometimes I would bring an extra with me for someone else. It's kind of a win-win, people traveling from up north or out west have enough logistics to deal with in getting the boat there and figuring out storage. If we can help find them one crew member that stays remote, it makes it easier for the boat owner, while at the same time providing a new opportunity for the college sailor.

When I was in college I never passed up an opportunity to go sailing on the weekends. While much of our calendar was full of collegiate regattas, I always jumped at the opportunities outside the college circuit if I had a free weekend. My coach was worried some times it would burn me out, which most of the time I

was burned out. But I always found that after coming back from a weekend of non-college sailing I always felt refreshed. It was something different from the repetitiveness of the college style.

You work in the marine industry. Tell us about that.

After graduating college in 2017, I worked for Jacksonville University for about a year and half as the assistant coach of the sailing team. In March of 2019 I started working for the Atlantic Marketing Company, an independent marine manufacturers rep group. I always wanted to stay in sailing or the marine side of things for work, but I also wanted to put my business degree to good use! What an amazing opportunity this job has been. We get to work with manufacturers in placing new products with distributors and OEMs, all the way down to marketing our products to the end consumer. My territory covers from Rhode Island to Maine, and in Canada I have customers in Quebec, PEI, Nova Scotia, and Newfoundland. It is a big territory, and we spend lots of time on the road, but I can't complain, it's a fun job that takes me all over the northeast and around the country from time to time.

Future sailing plans?

Most recently I have been given the opportunity to skipper Etchells #1200, which I am really looking forward to. This is a Mudratz boat, and the crew will consist of the older Mudratz team members. Taylor Walker, who is also a Lightning owner, put together the schedule of training and regattas leading up to North Americans in Shelter Island. Without him, the boat would not be getting in the water this summer.

Additionally, I do enjoy crewing for other people. I think that's really how people can become better sailors quickly. Outside of the Lightning sailing where I am usually driving my boat, I do a lot of crewing on J24s and J70s. The J70 team I sail with (Very Odd 1513) is looking at the regattas they have scheduled in Texas with caution, but they are still on our radar. Lots of things are uncertain looking ahead, but I am ready to get back on the water any way possible.



Lawless was awarded the McDermott Trophy at the 2017 NAs for the most improved in the qualifying series

Time to Consider a Gap Year

By Hugh Hutchison

The COVID-19 virus has obviously upended our traditional sailing season. Regattas are cancelled, and fleet racing is on hold or using a modified format. Although we are now well into the summer season, most of our fleets across North America and elsewhere have yet to begin their normal competitive schedule. Fleet championships will not be based on the usual schedule of events, if they are awarded at all.

Despite this, the season does not and should not be discounted as a total loss. Rather, while there is a disconnect with normal expectations, there is also opportunity.

It has become fashionable for many graduating high school students to take a "gap year" before taking on the challenges of higher education. A gap year is used to recharge an individual's energy and expose them to new opportunities. It gives an individual the time to reflect on their strengths and develop new ones. It provides the time to develop new skills and interests in a neutral environment before continuing with their life.

The same concept can be applied to our Class and each of our fleets and districts. This is a year to put aside the rigors of striving for championships and apply the time to enhance the strengths of our Class. It is an opportunity to introduce new persons to experi-

ence Lightning sailing and reinvigorate the activities of existing members. Given the restrictions imposed by social distancing requirements, many fleets are sailing "two up." Use this unique time to give new sailors the helm and allow them to learn about the rhythms and balance of sailing while you man the sheets and halyards. It is an especially great opportunity to invite kids out and introduce them to the joys of just sailing, let alone racing. Each of us can support the Class by coming up with new ways to help introduce new blood to the Lightning family, which this year can be done without prejudicing your own interest in finishing at the head of the pack.

It's time for each of us to take a "gap year" to strengthen our fleets and expand the opportunities for growing our membership. We all are strong advocates for Lightnings. This is the year to focus on reaching out to others, young and old, to show them why we each feel such strong loyalty to our boat. Not only will reaching out to new participants support the future of the Class, it just sounds like fun.

We are all looking forward to the opportunity to return to our usual schedule and be able to see and compete against our sailing friends. Perhaps, when that time arrives, there will be a whole new group of sailors joining us on the course. We can each do our part to make that happen.

In the interim, stay safe and healthy.

Sheboygan Fleet 187



Hamms – Charleston



Jennifer Prining introducing a friend to Lightning sailing!



Mauk Family – the next generation!



Husband and Wife Sailing

Bob Astrove — Lightning #7603 and #15603

Astroves Day Sailing



We all know it has been an unusual year for sailing. I really miss the racing, as I am sure a lot of others do. I can't wait to get back to the race course. But I confess the situation has driven me to rediscover the pleasure of a nice daysail. I don't think I had taken any of my Lightnings out for a daysail in multiple decades. My wife, Lyda, and I have now been out five times over the past seven weeks.

To put this in perspective, this makes just seven times we have sailed together since our son, now 31 years old, was born. I note the exponential growth curve similar to COVID.

We are having a great time on these very low key sails up and down the Potomac River. She hasn't allowed me to even connect the lines to the spinnaker yet, but maybe that has made the ride more laid back and fun. A little food, some good brews, and, of course, the Washington Monument, the Jefferson, and the Capitol Dome as the backdrop make for a very nice two or three hour sail.

Bob & Lyda Sailing



Highly unlikely Lyda will be joining us on the race course any time soon (ever), but she does like going to places like Charleston, St. Pete, and the Finger Lakes.



Bob also spent time refurbishing #8581. Not long after the relaunch, a new owner was found. Congratulations to Bill Foster!

COVID Sail – #15360

Clarke Newman



COVID Therapy



COVID Safety



COVID Safety

2020 Fleet 329 Spring Series in Annapolis

Bill Cabrall – #15615

Fleet 329 has returned to the water at Severn Sailing Association (SSA). The Fleet has begun sailing Thursday nights as one fleet of J World's Thursday Night Racing (TNR) series, which also functions as our SSA Spring Series.

We are complying with and sailing under the current set of COVID restrictions, which include social distancing and masks while ashore, and limits crew to people with whom are cohabiting. As a result, most of the boats are double handing, few spinnakers are being flown, and people are retiring if the wind range gets above their double handing wind speed comfort zones.

The result (as the photo shows) is a delightful family sailing experience orientated around club level racing. The photos show both how pleasant it is, and yet how different things are at the same time. Because we are double handing in a limited RC/safety boat environment, for example, I go out with all of the gear (gloves, life jacket, mask, sunglasses, helmet, whistle, knife, etc) on regardless of the conditions.

SSA is working hard to make sailing and being at the club safe. There are few enough boats participating from SSA's dry storage yard that it is possible to comply with social distance requirements. The participating boats are spread amongst three hoists ashore and two courses on the water, making it possible to get in/out and go sailing without getting caught in a crowd. Masks are being worn, an SSA requirement and pandemic common sense, and there is plenty of hand sanitizer at the hoists. A starting line long enough for twenty J-22s, an earlier class on our course, provides more than enough room for our Lightning fleet to spread out.

The first scheduled Thursday was cancelled due to weather, but the last three weeks have provided pleasant evenings, and the sailing has been quite enjoyable. The RC is setting windward-leeward courses with the start and finish lines, on opposite sides of the RC boat, in the middle, and are rotating fleets through as fast as possible, using the three minute sound system for starts.

On June 11, five Lightnings hit the line in a light SE breeze and no rain and got two races in. Ian Moriarty once again showed us how its done. The Cabralls,



2020 COVID Casual Sailing Wear – the latest light air look!

Hurbans, Mark Maglin, and Rick Welch rounded out the group. On the 18th, a spinnaker free night, Team Cabrall took on the Hurbans and Mark Maglins father/son team in a pleasant 10-12 mph breeze. Bill and Raeyane took the first race by carefully playing the tide lines both up and down wind, while the Hurbans prevailed in Race 2.

RC work has been augmented by our newest addition to the fleet, Nell Codner, Ben Jarashow, and their two lovely daughters in their family power boat. Then Nell and Ben have purchased Hurban's Lippincott and are in the process of getting it re-rigged. Their daughters, approximate ages four and six, are delighted with the new boat and a fleet of new friends, and it is truly wonderful to hear these intrepid young ladies cheering "Yea! Lightning Boat!" every time we sail by. It turns out we go by a lot—imagine that! We are delighted to welcome them to our fleet. With their delightful addition and on-the-water participation, teaching their daughters that sailing is what Thursday nights are all about and doing RC even before their boat is rigged, this family is our kind of people! We have six teams active in the series, a very good turnout.

A Summer Sunset in Annapolis



We did not sail the week of July 4th and had our fleet augmented on the 8th by Bill Mauk, up from Florida to visit family in Virginia, and Jonathan Lang and his son.

Preliminary results for all of this fun are given below:

Sailors	Sail #	Boat Name	R1	R2	R3	R4	R5	R6	R7	Prelim Total
Gary Hurban Joan Hurban	14900	His	2	2	2	1	1	1	1	10
Bill Cabrall Raeyane Farrell	15615	Here We R	3	4	1	DNS 4	2	3	DNC 6	26
Mark Maglin	14366		DNS 4	3	3	2	DNC 6	DNC 6	DNC 6	30
Jonathan Lang			DNC 6	DNC 6	DNC 6	DNC 6	3	2	2	31
Ian Moriarty Shannon Lockwood Bryan Burke	14907	Triple Sevens	1	1	DNC 6	DNC 6	DNC 6	DNC 6	DNC 6	32
	14907	Triple Sevens	1	1	DNC 6	DNC 6	DNC 6	DNC 6	DNC 6	32
Rick Welsh		Scores contingent upon completion of entry requirements								
Bill Mauk		Scores contingent upon completion of entry requirements								

Note:

1. Results are preliminary, and subject to change based on participation and completion of entry requirements
2. Scores based on RRS Appendix A, Series Scores
3. DNS and DNC scores will be adjusted based on the total number of series entrants
4. J World fees and entry requirements must be met to be scored

The net result of all of this is Lightning sailing at its best. We are looking out for each other, voices are happy, families are on the water, the age range spans seven decades, people are volunteering, and the sailing was great. Thursdays have truly been Lightning nights.

At the same time 2020 is a unique year, and this is not a completely normal sailing experience. It takes some care, an awareness of your surroundings, and dedication to everyone's health and well being to safely get in and out of the water. It takes discipline to wear a mask, remember to use hand sanitizer, spread out in the parking lot, and be careful all the time. We miss our non-cohabitating crew and team mates, and look forward with anticipation to getting everyone back in the boat again. We grieve for our lost friends, and raise our glass to all these wonderful people not in the parking lot, the bar, or the boatyard, but back in the safety of their own home.

It's worth it, and wonderful to be back on the water. Thank you to everyone at SSA that have worked so hard to make our club a safe and great place to sail.

Wawasee Yacht Club — Fleet 154

From Jenna Probst:

The US-Canada border closure has landed our family unexpectedly in Indiana for the summer. Luckily, we still have access to Lightnings and have been kindly welcomed at Wawasee Yacht Club. We join around eight other Lightnings on Sunday mornings for racing. Having once been members, it has been very enjoyable and nostalgic racing on the familiar lake against familiar faces. This extra time sailing in Lake Wawasee's fun conditions with friendly members reminds us why we try to never miss the club's beloved Hoosier Regatta every fall!



Saginaw Bay – Fleet 216

2020 Corona Regatta

27 June 2020



Bay City Fleet canceled the regatta that was originally scheduled for June 13 at the last minute due to various reasons, most of which were because of "The Covid".

With some renewed interest and just a couple more weeks for people to become comfortable getting out and about, we rescheduled a one-day regatta on Saturday the 27th of June. Possibly the first scheduled Lightning Regatta in the country, it was decided that since we had no risk of expense, because we were too cheap to order awards, we would not charge an entry fee but only ask for a donation to offset the cost of beverages.

Six skippers with crews showed up, and each person was given a unique "Corona Regatta" face mask that was made just for the event. Social distancing was encouraged on land, with masks, hand sanitizer, boats

further apart than normal, and each crew was responsible for their own safety measures.

Notable participants: Jake Hilger (7) did his first regatta with his dad, Grant. New Lightning sailors, Eric Villadsen, with crew, borrowed a boat to come, but were picking up a new Lightning, to them, the next day and will be sailing out of PYC.

It was one of the best weather conditions we have had. The wind was 10-15 out of the west with an occasional gust to make it interesting; waves were at about one foot. Our long standing PRO Bruce Neiderer and side kick Jim Passage were on the RC platform. Glen Lomba with Christine Weber was shooting around the course on the Boston Whaler, aka "The Nugget," setting the marks and giving us comfort in the "unlikely event of a water landing."

We had five very close races, two tie breakers, with the entire fleet typically finishing within minutes. However, we did have one capsized that drew the attention of at least three pleasure boaters. The Sheriff and, of course, "The Nugget" were on station, just in case.

Always an adventure on Saginaw Bay!

After returning to the club, the sailors were offered "Corona" beers and individual snack bags—another Covid thing. Then, like every other regatta, boats were packed up, with the stories and lies flowing until the results were available.

Awards consisted of (what else): 1st place - Two 18 packs of Corona bottled beer with limes, 2nd – one pack of Corona beer with limes, and finally a 12 pack of Corona with limes.



2020 Bay City Regatta Results						
	Morin	Hilger	Klaban	Hart	Villadsen	Morley
	313	15146	14842	14933	15512	15515
Race 1	3	1	2	4	6	5
Race 2	2	3	1	5	4	6
Race 3	1	2	4	3	6	5
Race 4	3	2	1	4	6	5
Race 5	1	2	3	4	5	6
Overall Total:	10	10	11	20	27	27
Overall Pos.:	1	2	3	4	5	6



COVID Won't Stop Buffalo Canoe Club — Fleet 12

The bad news is USA/CAN border is closed until later in August. The good news is Lightning sailing is a GO!!

This summer Lightning sailing in Western New York has had to change tacks. Many of the Fleet 12 members are not able to travel to the Buffalo Canoe Club due to US/Canadian border restrictions. Thanks to the help of Fritz Dusel, Connor Godfrey and Paul Grenauer we have a new plan. We have partnered with Sandy Beach Yacht Club to offer a drysail area and the ability to race Thursday nights and Sunday afternoons throughout the summer. Many of us are sailing with family members and/or friends. Crews of two or three is OK, and we typically get ten Lightnings out to race. We are mindful of social distancing, washing hands, and wearing masks when appropriate. This is a great opportunity to enjoy our boats during this time. A huge thank you to our friends at SBYC for their accommodations.

In a way to give back for their generosity, a "SBYC Kids Day" on the Lightnings was held in late July. It was a great success. We had twelve kids out with us for racing. It was perfect weather, and everyone seemed to have fun. The SBYC Commodore and friends then hosted a delicious cookout lunch afterwards. Thank you to all of the Lake Erie District Lightning sailors and boat owners for helping make it a great day.



Frank and Maryann Gallagher — Lightning #15384

We are enjoying our annual Lightning summer cruise on the Potomac River. We have eight grandchildren, four in Atlanta and four in Northern Virginia. Every summer when the Atlanta cousins come to visit, we go sailing with grandad and GiGi in the Lightning. This year just the Northern Virginia granddaughters came sailing. The girls enjoy sailing with granddad, especially jumping off the boat and swimming around the river. They love steering the boat; however, they tend to look toward the stern, not the bow while driving. Of course, huge sailing gloves must be worn while adjusting the sails.

Some of them love when the boat heels over, others not so much, so there is a lot of screaming when the wind picks up. Anchoring the boat and throwing the kids overboard is the highlight of the sailing trip. Of course, they climb back in and demand to be thrown overboard again numerous times!

A 100-foot line with a throwable floating at the end insures the kids can swim away from the boat and still feel secure. They love seeing several of the Washington monuments from the river, especially the "pencil"—the Washington monument.

They may not all grow up to be Lightning sailors but hopefully they will all grow to be lovers of sailing.



Bow Lake Sailing—Fleet 493

Facing Coronavirus and Keeping the Fleet Together

Bob Shapiro



Team Three Bean Salad in team shirts at the 2020 ST Pete NOOD

Bow Lake is the eleventh largest lake in New Hampshire. Famed for our loons, it is actually recordings of the loons on Bow Lake that you hear in the movie "On Golden Pond." It is also famed for being the home of Lightning #2, and for having the best damn guacamole and taco bar regatta party!

Sailboat racing started on Bow Lake about fifty years ago. Racing is open to all—all types of boats and all skill levels. We do fleet races every Sunday in July and August and have the Ed Hinds Memorial One Day Lightning Flash regatta the second or third Saturday in September. Our yacht club is the basement of Ned's house, and our yacht club annex is my house. In addition to Lightning Fleet 493, we have a fleet of catamarans and the odd Laser, Sunfish, Aero, Feva, Skipper 20, JY15 and for a few years even had a Star racing. We are also the home of Lightning #2, the oldest, actively (OK it's been laid up for repairs the last couple of years) raced Lightning in the world.

We don't have a dry sailing facility or even a boat ramp of our own. We use the state-owned boat ramp shared with fishermen, jet skis, kayaks, canoes, wake boats, platform boats, etc. If you sail with us, you have a house directly on the lake and keep your boat on your mooring or shore station/boat lift next to your dock. Or, you rig and unrig and put the boat in and out at the public ramp every time you want to sail. This arrangement does limit the participation we get from off-lake boats. It also means that we have an active and engaged core of sailors and a lot of camaraderie fueled by racing and by drinks and food after racing at one of our houses.

The 2020 sailing season started with a bang. I brought #15617 to Florida for the St Pete NOOD regatta and was joined by Jeff Baker, former Bow Lake Lightning crew, Jeff's wife Stacy and Joe Ray, former Lake Massabesic Lightning skipper. Great time was had in St Pete, even though we did have to paddle in after racing all three days. And it is a LONG paddle. After the racing we left #15617 Three Bean Salad in Andy Hayward's back yard, and Jeff, Stacey and Joe flew home. I was joined by my domestic crew of Margo and Marisol for February school vacation break in Clearwater.

Next time you are in St Pete—I can't wait for regattas to resume!—don't miss the incredible Venezuelan food at 11 Chicks Yummy Creations and the amazing truffle fries at Bricks and Mortar in downtown St Pete. The cinnamon bun French toast at the Clear Sky Beachside Café in Clearwater is positively gluttonous and is

enhanced by the outdoor Bloody Mary making station while you wait for your table.

When vacation was over, we left the car in Andy Hayward's back yard—Thank you, Andy!—to wait for my return for the Southern Circuit in a few weeks. OK, my PLANNED return for the Southern Circuit. Crew for the Southern Circuit was to be Rob Donle and Jim Lerner. Rob has raced Lightnings for years at Bow Lake and around New England, but this was to be his first "big travel" regatta. Jim Lerner has raced with me off and on for 25 years, including numerous trips to Florida as well as Salinas and Espoo. Rob's wife Amy was coming along for the ride. The AirBnB's were lined up, flights were purchased, car boat and gear were already in Florida, extra sunblock was ordered, two bottles of Skin-So-Soft (for Savannah) had arrived. What could go wrong??

Well, as it turns out, a lot could go wrong. Rob and Amy flew to Florida for a cruise the week before the Southern Circuit, but with the news about stranded cruise ships growing by the day, they made the difficult decision to abandon the cruise and fly home. The Southern Circuit was cancelled. For Marisol, school was closed after March 11. Our family trip to Spain and Morocco in April was cancelled, as was our trip to Maryland for the twins Bar Mitzvah at the beginning of May. The first regatta of the season in New England in Burlington, Vermont, was cancelled, and our Districts were postponed and likely cancelled. The North Americans and North American Masters were also cancelled.

Also, my other boat, #15239 Miss Demeanor, was in Jim Lerner's garage waiting for Bob and Sterling Bush to pick it up and drive it to Florida for the Circuit. Not happening. And I didn't have my car with its trailer hitch to be able to go retrieve #15239. Two Lightnings—none available. All of my clothes and tools were in the car in Florida, not even a screwdriver to my name. With social distancing, there was no way to get our docks and shore stations back into the water for the season. They come out of the lake to avoid the hard water we get up here in winter. It takes a ton of people grunting and coughing next to each other as we go from house to house to get that work done. It's not easy to socially distance during that work.

Was there no hope in the world??? Here is where I make the disclaimer that I am incredibly lucky that sailboat racing, vacations and creature comforts are the worst impact of the coronavirus on me. Obviously, it has had a devastating impact on many peoples lives

and livelihoods, and all of this is immaterial in comparison to that.

I retired in August 2019 and could spend full time getting refunds for all the cancelled flights, AirBnBs and hotels. It's four months later, and almost all advances have been retrieved. I'm still working on a couple of things, but by the middle of April that effort was taking less time. So it was time to figure out how to go sailing this summer.

On April 15 I checked my online bank account and saw that my government stimulus check had arrived. Within an hour I had purchased a radio-controlled model Laser and posted about it on our Bow Lake Sailing Facebook page. That was Wednesday. By Friday we had a fleet of eight boats on order. Now we have ten boats in this new fleet!

Now we had to find a way to get our docks and shore stations into the water. For the first time ever we hired professionals to do it; otherwise, we would not be sailing at all this year. Getting them out in the fall will be tough. We haven't figured the plan for that out yet, but we'll find a way. It's easier to get them in than out as gravity helps you on the way in. With the docks and shore stations in, now we had a place to put our Lightnings and places to launch our model Lasers.

We don't race Lightnings on Bow Lake until July, but we decided to start early with Model Lasers. We raced model Lasers six Sundays in May and June, getting six to eight boats on the line each time and running thirty races. In July and August we're racing Lasers on Saturdays and Lightnings and other big boats on Sundays. We're planning to race model Lasers in September and October. We're racing the Lasers at different people's houses. Since we're racing at the edges of the lake, we have to choose the venue carefully based upon the wind direction. An offshore breeze is not very good right next to shore. Different venues also means that different neighbors get exposed to the racing. We hope that helps to get additional people to buy boats. In addition to spectators on land, we've had a great collection of canoers, kayakers, motorboaters and even one swimmer watching us from the water.

Model Laser Racing: John driving his Laser from a canoe



A few competitors are on the dock or shore when we race. But for social distancing, most competitors are anchored alongside the course and "driving" from the water. Race Committee—Thank you Jessica!—sits on a porch on land and yells out the starting sequence—no need for flags. Racing these things requires fanatical focus. You can't afford to look away from your boat to see the flags anyway. You might think you don't need a crash boat, but sometimes boats get rigging stuck together, they get dismasted, they smash into a dock, they run out of batteries or they run aground—all of those things have already happened to me! So Margo and Marisol have used a tandem kayak as a crash boat and also as a media boat. Now that it is summer and the water is warmer, competitors have been known to dive in and swim to rescue their boats. All of the competitors, at this point, have Lightning ties. Most are owners, some are former owners or former crew.

If you are in New Hampshire, we would love to have you join us with your model Laser. Contact me at finallyk@gmail.com if you want to know more. The boat itself is \$300 and requires only a few minutes to rig once it arrives. In North America the distributor is Intensity Sails at <https://www.intensitysails.com/racolas.html>. I suggest you also purchase a boat stand, a boat bag and the smaller C and D size sails, which will add ~ \$200 to your cost. You can't hike so you switch to smaller sails as the wind gets stronger.

The model Lasers have helped us to engage our fleet members, extend our sailing season and add a ton of fun. By the way, don't expect to be an expert on day one. These little boats are tricky—and that whole focus thing!

But what about racing Lightnings? For me personally, it started with getting my car and boat back from Florida. A HUGE thank you to Laura Jeffers, Brian Hayes and Brian Hayes, Jr. who teamed up to get my boat north. Thank You! Now, how do we hold races on crewed boats in a responsible way?

As mentioned before, our lack of a dry sailing facility impedes our ability to grow our fleet. However, this year it is probably a benefit. Since we each start and finish at our own houses, there is no chance of social distancing violations in the parking lot. And we immediately knew that we would have to cancel our after-racing drinks and food events.

For this summer—hopefully back to "normal" for next summer—we are being very conservative. No more than two people on a boat, and they are encouraged to have them both be from the same household. We aren't enforcing that but are discouraging bringing in outside ringers. That means it's usually a spouse/partner/parent/child who is not experienced as a crew. We want it to be fun for them! No spinnakers are allowed when windy, and we are considering penalty turns to be allowed to use a spinnaker even in light air. We don't want to penalize teams with inexperienced crew, but don't want to take away the fun of using a spinnaker for those who are comfortable with them. To make sure we are focused on fun more than on results, we'll have no trophies and no awards dinner.

Our Race Committee—thank you Pam and Werner for many years of being our Race Committee—uses Ned's

Automatic race starter
robot on the dock



motor boat, but that introduces some risk. So Race Committee is now by the boat owner. Thank you, Tara, for stepping up! Since there may sometimes be only one person on the Race Committee, we planned to buy an automatic race starter timer/horn. But Glenn, mentor for the high school robotics team, and a catamaran sailor, is building an auto race starter from scratch. It not only does the timing and horns, but it will also raise and lower the flags! It is expected to make its debut this Sunday, and we are all excited. During the offseason, we can use it as a medieval torture device!

The racing is awesome, the boats are great, but a huge part of sailing our little square boats is the camaraderie, the social engagement. How do we replace that? We are considering Zoom meetings on Sunday evenings to discuss the days racing, but a number of people are "Zoomed-out." We are still figuring out if we will do that or not. Every week we post pictures and videos from the racing and have lots of discussion on our Facebook Group. And with the model Lasers, we are all within shouting distance of each other. The chatter isn't always rated PG, but it is fun!

Most New England District Lightning regattas are one day. We cancelled the multi-day regattas: Burlington, Vermont spring regatta and Districts that were to be at Jubilee Yacht Club in Beverly for first time ever. We have not yet decided about holding our one day regattas. One day and close by means we can go in the morning and be home that night with no need for hotels or staying at friends houses. We could maybe use the same limitations for two people from same household and no spinnakers except in light winds, maybe no trophies which avoids getting together for the ceremony. Still TBD for most venues.

I'm looking forward to getting to a new normal for sailboat racing. We are hoping for 2021, but maybe it will be 2022. Once all the big events are being held again, I am ready to take the **Lightning Road Warrior Challenge**. OK I am throwing down the challenge gauntlet now. To win a Warrior medallion—Laura if you can get it designed, I'll cover the cost of the medallions—skipper a Lightning in a regatta, local fleet races not included, in twelve consecutive months. It can be in one calendar year or spanning two years.

This year will be different for sailboat racing at Bow Lake, as it has been for almost every aspect of life. But we will make the best of it, have a lot of fun, and hopefully learn to sail those model boats without smash-'em-ups!

Denver Sailing Association Fleet 488

Lots of action during DSA Thursday night racing with Lightning Fleet 488. New owner Dave Baker is giving us all a run for our money. Participation is down this year due to the virus but four steadfast members turn up every Thursday night for what has been a heave weather summer. Fleet 488 had nine boats on the starting line last year with two boats for sale currently to local members and to grow the fleet. Steve Davis, the fleet mentor, is always willing to help us all be better Lightning sailors.

Green Bay Fleet 112 Thursday Night Racing



Cedar Point Yacht Club – Fleet 126

Bill Bogardus



Silver Linings

So what happens when you have a bunch of eager sailors, no regional regattas to attend, and a relaxed attitude? The answer is really fun fleet racing!

After a few years of struggling at the local level, this year Cedar Point has averaged 7 boats every Saturday since we began racing in Mid-June. It truly has been a full fleet effort. Some boats have sailed with two, I sailed one week with four, and others have sailed with family members. Team Thackaberry loaned their boat to their crew and brought beer as they take a gap year for surgeries. It also doesn't hurt when a six time NA champ is there to review your tuning. The racing has been tight but relaxed, with our RCs limited to two people. We are getting interested members out on our fleet owned boat.

Maybe it takes a pandemic to rediscover our roots?



Cedar Point Yacht Club

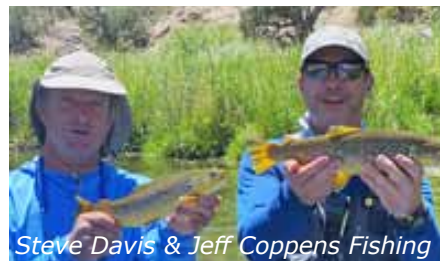


Cedar Point Team Bogardus

Fun Activities While Not Out on the Water



Colantuono Family Home Project



Steve Davis & Jeff Coppens Fishing



Zoom Calls



Rafael Melendez

Metedeconk River Yacht Club — Fleet 34

Junior Lightning Sailing

Russ Schon

The Metedeconk Junior Advanced Class that was run for many years by Jim Carson and Dave Rutter is not only continuing, it is thriving. The 2020 Season boasts a 21-student class—one of our largest ever! Mitch Hnatt and I are the organizers, and each week we bring in guest coaches to help the kids with an aspect of racing that they, the coaches, are well versed in. This formula has worked really well, giving the young racers a unique perspective from several of Metedeconk's finest racers. Many, if not all, of the instructors learned to sail Lightnings under the direction of Jim and Dave and are now giving back.

This season we have been fortunate enough to have received our fourth club Lightning. That's right FOUR! In addition to these boats, generous members like George Francis, Dick Thomas, Greg Kinzel, Keith Taboada and Mitch Hnatt have been kind enough to allow the kids to use their boats, making it possible to have all the kids out simultaneously. It's pretty unbelievable to see in action.

Although our season has been accelerated, due to a late start caused by the pandemic, we are making

great strides in getting the kids prepped for competition. We keep the teams the same each week to minimize exposure between the sailors. Once on land we follow the CDC guidelines to the best of our ability. It definitely adds a whole new dimension to what we have been doing up until now. But if that's what we have to do to get the kids on the water, so be it!

The kids are all very eager and have been intensely working with us to become better. We meet every Wednesday at 5:15 and get the boats in the water as quickly as possible. Then we review what we will be concentrating on for that night, such as starts, trim, jibes, mark roundings or perhaps roll tacks. Then they jump in the boats and away we go. Once on the water we have coaches following different boats helping them make corrections as the night goes on. Then as the sun sets, we head back in, put the boats away and have our debriefing. This just helps to drive home the points learned and is a great part of the night.

This program is all volunteer driven, which is why I think it works so well. It is undoubtedly a labor of love—a love of sailing, of competition and of Lightnings!



Metedeconk River Yacht Club Wednesday - Junior Lightning Sailing

News from Finland Training During the Pandemic



The sailing season 2020 started with uncertainty in the Finnish District. The traditional On The Rocks race on Lake Tuusula was canceled, along with other competitions and weekly training sessions.

In the spring our District held altogether eight online classes on different subjects, varying from crew communication to how to develop one's physics. The sessions were organized on Zoom, and, at the best, 20-25 persons attended the classes.

At the end of May, the national restrictions were lifted in Finland, and, therefore, it was possible to start organizing training out on the waters!

The Finnish Sailing Federation listed premade directions on how to organize training during a pandemic, including small training groups, keeping enough distance, and a strict rule not to attend exercises if one feels any

sickness. When new Corona cases were small in number, our government eased mass event restrictions.

The first competition of the season was Helsinki Regatta at the end of June. Five Lightnings, the minimum, signed up. The traditional Keitele Regatta which is a travel competition in the middle of Finland was sadly canceled for the second year in a row. So the first ranking race of the season was as late as at the beginning of July.

And what weather we received to celebrate the new sailing season! The wind was from perfect nice light breeze to a sudden storm where the highest gust peak was measured to reach 20m/s. Several boats capsized, and one mainsail was reportedly broken but everyone left home satisfied. We are looking forward to meeting in Kotka for training camp and, right afterward, none less than the Finnish National Championships!





Jyväskylä Results – 4–5.7.2020

Sijoltus	Vene	Purjenro	Seura	Kippari	Miehisto	R1	R2	R3	R4	RS	R6	Net
1	Nikea	14364	JVS	Samppa J Salminen	Tero Kotlmaki, Jarl Vanhala	3	3	(3)	2	2	2	12
2	Burgundy IV	15415	TP	Laura Pesola	Laura Bjork, Meeri Aro	1	1	7	1	3	(7)	13
3	Katrina	14530	JVS	Esko Lehtinen	Heli Lehtinen, Joonatan Holmen	4	4	2	7	1	5	16
4	Gamma	14638	TP	Matti Leppanen	Marl Leppanen, Amu Leppanen	5	2	1	5	(8)	6	19
5	Burgundy III	15331	TP	Sakari Pesola	Saara Kulsma, Sonja Niemela	2	6	(6)	4	5	4	21
6	Forte	14534	TP	Esko Aalto	Jukka Niemi, Vladimir Belov	6	5	4	6	(7)	1	22
7		15369	TP	Sari Aalto	Susanna Aro, Pauline Niemi	8	7	(11)	3	4	3	25
8	Lola	12908	JVS	Iiri Lilja	Mikko Puhalainen, Helkka Luumi	7	8	5	8	6	(8)	34
9	Litulainen	13132	TP	Petri Kokko	Jarkko Hirvonen, Nico Soukka	9	9	(11 DNF)	9	10	10	47
10	Wakan Tanka	14406	KP	Jarl Kaplas	Tiina Saavalainen, Johanna von Wonerghem	11 DNC	10	(11 DNF)	10	9	9	49

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Pacific Northwest District

The new fleet at Salt Springs Island started their group with five new members and is building from there.

Both Kitsilano Yacht Club and Salt Springs Island are in British Columbia, where the borders have been closed to recreational sailing and no regattas were held this year. Vancouver Lake Sailing Club cancelled their regatta also. All the clubs are sailing on their respective waters, but only with close friends and relatives.

We hope the sailors have enjoyed the sailing webinars put on by the ILCA and North Sails this spring and are preparing for an increase of interest in their local sport of Sailing.

Columbia Fleet #283

Anne MacDonald, Fleet Secretary

To say that COVID-19 has put a spanner in the works of the spring and summer activities of Fleet #283 is an understatement. Governors of Washington and Oregon, where our fleet members reside, have worked together and been conservative in their response to the virus, locking down recreational establishments, from national parks to sailing club facilities, and cautiously allowing incremental opening only as fast as warranted by public health data.

Our home sailing club, Vancouver Lake Sailing Club, closed in mid-March and opened to members only, with significant physical distancing and contact tracing protocols in place, on May 17. Even with the allowed limited re-opening, the required physical distancing protocols faced by us and companion sailing clubs in the US and Canadian Pacific Northwest have resulted in a cancellation of all summer regattas in which we normally participate. But that doesn't mean that fleet members have forgotten about sailing, to wit:

- We've had fleet meetings over Zoom and participated in webinars and on-line trainings
- We're attending to much needed facility maintenance with masks at the ready
- We're supporting the treatment of milfoil in Vancouver Lake
- We've had a couple of informal coaching sessions for those who can put a crew in the boat within their own families, and

- Several fleet members have taken up racing remote-controlled DF-95s.



When you can't find a crew and still meet physical distancing guidelines, there's always remote controlled racing. [Photo by Jeff Stong]

While we don't anticipate a return to pre-COVID activities soon, we are looking forward to enjoyable times on the water yet this summer with our families, as well as a lot more racing in 2021.



Moon over Mt Photo
May 6, 2020

What we're longing to return to at Columbia Fleet #283: Tuesday evening races and a great view. [Photo and editing by Bob & Sterling Bush]

Salt Springs Island

Bill Cote-13860

We had a wonderful day on the water yesterday. We had six boats racing to Moby's pub for lunch and racing home in the afternoon. Winds were light, flunky and warm. First was AZZURRO 13860, second was Tempest 14040.

Racing through the islands in the Pacific Northwest is grand. Next up Wednesday night. Fleet 527 is located on an island only accessible by boat. This natural isolation is helpful during these crazy times! Be safe!



Prestart



Through the islands



Light air finish



Vancouver Lake Sailing Club, Vancouver, Washington

Not everyone could sail under a double rainbow in early May. Awesome!!!

- Four new Lightning owners added to the VLSC Club this year.
- The VLSC Fleet owns two Lightnings. Their Status Report & Plans – Shine them up and check the rigging and get them out there sailing. Names of the boats: “Orangutan” orange hull and “Moving Van” in light blue.
- Having Lightnings at the Club has allowed new sailors to try the boat and they liked it. The fleet sold a new skipper “Natural Speed” (medium blue hull) and Paul has definitely been the fleet’s most active Lightning sailor this year, fixing/replacing some rigging and picking the right days to go sailing.

Currently (July, 2020) at VLSC, it is members only and no formal racing this year due to Covid. We have contact tracing going, masks in place, no non-family on our boats, etc.

Southampton Yacht Club – Fleet 431

Local racing is happening in Southampton on Wednesday nights and Saturdays. There are ten Lightnings at the club with nine racing at this time. Boats consist of three people on board, but they did offer a two person crew option with a resulting penalty for the weight difference. So far, everyone is sailing with three person crews. To control any issues with Covid, there is reduced social interaction pre and post racing.



The Rulli Sailing Team, Francesco (dad) and sons, Edoardo (14), Stefano (12) and Cosimo (9) sail each summer in the Southampton Yacht Club Championships for the Global Medical Relief Fund charity. The GMRF is a nonprofit organization that has helped over 400 children who lost their limbs or were disfigured, victims of war, assault or natural disaster.
www.gmrchildren.org.

Every time we compete, we donate \$10 for each race, or \$20 if we win. We also post on Facebook asking for donations and make sailing videos where we put the GMRF logo in front and center. See our work here:
<https://youtu.be/SnL61II2y2I> and <https://youtu.be/5jHNMry-TVA>. We want more people to know about this generous organization which is why we put their name wherever we can to show our support for them.

Sincerely,
 Edoardo Rulli

Boating Action during COVID

Metedeconk Thursday Nights



Day sailing



Capsize



Hiking out in the driveway!



RSTLYC Montreal Wed Night Racing





James Island Yacht Club
2020 James Island Yacht Club Regatta
June 20 - 21, 2020



Lightning Division

Place	Sail	Boat	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	15557		Leonard Krawcheck	1	2	1	1	2	7
2	USA 14636	-	Drew Lisicki	4	3	2	2	1	12
3	14701		Will Sloger	2	1	3	10/OCS	3	19
4	USA 15141	FigJam	William McKenzie	3	4	5	5	5	22
5	1475	Square Grouper	Batton Kennon	5	5	4	4	4	22
6	USA 14710	Royal Pig	Ryan Hamm	6	6	6	6	6	30
7	USA 14044	RWS	Patrick Chisum	7	7	7	3	8	32
8	14780	JIYCL	Carson Shaw	8	10/DNS	10/DNS	7	7	42
9	USA 15147	Blue Weenie	Ryan Davidson	10/DNC	10/DNS	10/DNS	10/DNS	10/DNS	50

Awesome racing. Once the seabreeze filled in Saturday, we had fabulous conditions with 8-12 knots. Three good races Saturday and two on Sunday. Team Shaw were from Coach Hamm's high school, and they loved it. They hope to compete all summer. Lenny was his usual brilliant sailor self. Charleston Regatta is up next.



Michigan District Championship

North Cape Yacht Club

July 18-19, 2020

Lake Erie District youth win at the Michigan District Championship, with the top three teams all sailing with teams under the age of 23. Tied going into the last race, Team Robinson edged out Tanner Probst and his team for the win. Abbie Probst and her team finished third, after losing a tie breaker with her brother.

PI	Sail#	Helm	Middle	Forward	R1	R2	R3	R4	R5	R6	Total	Nett
1	15382	Robert Robinson	Gunnar Grenauer	Garrett Grenauer	1	(5)	5	4	3	2	20	15
2	15582	Tanner Probst	Jenna Probst	Katherine Starck	2	1	4	6	(9)	6	28	19
3	1558X	Abbie Probst	Elizabeth Starck	Allison Carroll	4	3	(6)	5	6	1	25	19
4	15512	Mark Allen	Brian Williams	Amy Simonsen	5	(8)	7	3	1	4	28	20
5	14842	Tom Klaban	Chris Bickley	Mark Whatley	3	(12)	10	2	4	5	36	24
6	15298G	JP Starck	Bobby Starck	Brady Starck	(12)	2	2	7	7	8	38	26
7	15470	Geo Sipel	Jeff Habman	Dan Syndwiel	6	10	8	1	2	(11)	38	27
8	14867	Ernie Dieball	Jacquie Dieball	Dean Dieball	8	4	(12)	11	5	3	43	31
9	313	Matt Morin	Kevin Morin	Marcie Morin	7	(13)	13	8	8	9	58	45
10	14515	John Morley	Gary Reinheimer	Glenn Gardner	(15)	6	14	10	12	7	64	49
11	15531	Luuk Schmit	Isabel Dzuiba	Thomas Libcke	10	(14)	9	12	11	10	66	52
12	50	Sabrina Starck	Jamie Starck	David Starck	11	7	1	(18.0 DNC)	18.0 DNC	18.0 DNC	73	55
13	15513	Trey Rose	Josh Hevron	Stephanie Saville	9	16	(17)	9	10	12	73	56
14	15298W	Joe Starck	Adam Starck	Tommy Starck	14	11	3	(18.0 DNC)	18.0 DNC	18.0 DNC	82	64
15	15309	Pete McGinity	Dale Krcek	Marcus Timm	13	(15)	11	14	13	13	79	64
16	14508	Jody Kjoller	Beth Corley	Brian Goldberg	16	9	16	13	(18.0 DNS)	18.0 DNC	90	72
17	14276	Matthew Patrick	Spencer Dorr	Jose Peral	17	17	15	(18.0 DNC)	18.0 DNC	18.0 DNC	103	85



Team Robinson



Team T Probst



Team A Probst



Central New York District Championship Henderson Harbor Yacht Club – Henderson Harbor, New York

July 25, 2020

The wind and weather were perfect at the Henderson Harbor Yacht Club, which was celebrating 90 years of dinghy sailing. The original 1930 club raced International 14s and was led by Commodore John Barnes, who went on to help develop and mass produce Lightnings at his Skaneateles boat works.

To encourage participation at the CNY Districts, we had a 2-up division and a 3-up division, with the 3-up division competing for the District Championship. Jed Dodge won the Championship, followed by Tom King, Dick Hallagan, Clay Murphy and Bob Wardwell. We had three generations of Hallagans participating—Dick, Pete and Leo, with Leo taking the Junior skipper award in the 3-up division. Dick Hallagan also provided a new perpetual District trophy for 5th place. In the 2-up division, Jack Jones took honors, and Andrew Slade took the Junior skipper trophy.

Although it was a one-day regatta, everyone was happy to get out and race, many for the first time in 2020.

Everything you ever wanted to know about the regatta, including results and pictures, is on the regatta webpage here: <https://hendersonharboryc.com/Districts>



Team Hallagan

2-Up Division

Rank	Sail#	Helm	R1	R2	R3	R4	R5	Total
1	10707	Jones	1	1	1	1	1	5
2	14321	Tomlinson	2	2	2	3	3	12
3	8004	Slade	3	3	3	2	2	13

3-Up Division

Rank	Sail#	Helm	R1	R2	R3	R4	R5	Total
1	15502	Dodge	1	1	2	4	6	14
2	14444	King	2	5	1	8	1	17
3	15555	Hallagan, R.	5	4	4	2	2	17
4	14849	Murphy	7	6	3	1	4	21
5	15205	Wardwell	4	7	5	3	3	22
6	15555x	Hallagan, P.	6	2	6	6	5	25
7	15314	Seyerlein	10	3	7	7	7	34
8	14726	Knapp	3	9	9	5	9	35
9	14605	Harig	9	8	8	10	8	43
10	13933	Eagan	8	10	10	9	10	47



Team Slade - Andrew top Junior Skipper of two-person teams



2020 INDIANA LIGHTNING DISTRICT REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET	R 1	R 2	R 3	R 4	R 5	R 6	TOTAL	BOAT	RANK
1	15309	Pete McGinity Josie Forbes & Autumn Pierce	INDPLS	1	2	1	1	2	2	7	15309	1
2	9350	Joe Lutz Ben Lutz & Mark Bodine	INDPLS	2	3	5	2	1	1	9	9350	2
3	14359	Mike Franceschini Tim Franceschini & Jay Levy	INDPLS	4	1	2	5	4	4	15	14359	3
4	14020	Frank Wilder Phil Buehler	INDPLS	3	5	3	4	3	3	16	14020	4
5	14449	Dale Kreck Markus Timm & Eric Hale	INDPLS	5	4	4	3	5	5	21	14449	5
6	13721	Paul Simunek Robin Simunek & Jim	WAWASEE	DNC	DNC	DNC	DNC	DNC	DNC	35	13721	6

Upcoming Events:

- August 5-8 **CANCELLED — Women's, Juniors' and Masters' North American Championships** – Jamestown, Pennsylvania
- August 9-15 **CANCELLED — North American Championship** – Cleveland, Ohio
- August 15-16 **CANCELLED — DownBay and New Jersey States**
Beach Haven, New Jersey
- August 15-16 **Bayview One-Design Regatta** – Grosse Pointe Farms, Michigan
- August 15-16 **CANCELLED — Corn Roast Regatta** – Milwaukee, Wisconsin
- August 16 **CANCELLED — Ford Yacht Club Regatta** – Grosse Ile, Michigan
- August 16 **New Jersey Governors Cup** – Riverton, New Jersey
- August 21-23 **CANCELLED — Ohio District Championship** - Cleveland, Ohio
- August 22 **Squam Lake One Day** – Holderness, New Hampshire
- August 27 **Carson Covid Challenge** – Brick Township, New Jersey
- August 29-30 **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 **CANCELLED — New England WJMs / Ed Hinds Memorial**
Strafford, New Hampshire
- September 12 **Champagne & Classic Boat Regatta** – Hammondsport, New York
- September 12-13 **CANCELLED — Eugene Harvest Regatta** – Junction City, Oregon
- September 19-20 **CANCELLED — Bruce Goldsmith Memorial / Devils Lake YC Regatta**
Manitou Beach, Michigan
- September 19-20 **CANCELLED — Lake Massabesic Regatta** - Auburn, New Hampshire
- September 19-20 **CANCELLED — 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 / GYA Championship** – Fairhope, Alabama
- September 26-27 **CANCELLED — Red Flannels Regatta** – Chicago, Illinois
- September 26 **No Gas Regatta** – Annapolis, Maryland
- September 27 **Not So Frigid Digit** – Annapolis, Maryland
- October 3-4 **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) - CT/RI District Championship**
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 **Dixie District Championship / 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
- October 16-18 **Wild Oyster Regatta** – Charleston, South Carolina
- November 7-8 **Jubilee Regatta** – Pensacola, Florida
Come and sail where American Magic trains!
- November 21-22 **King's Day Regatta** – Jacksonville, Florida
This will be the first of 4 regattas in the 2020-2021 Florida Winter Series!
- December 2-5 **South American Championship** – Sesquillé, Cundinamarca
Announcement to be made in September.
- December 5-6 **Sanford Sailfest Regatta** – Sanford, Florida
This will be the second of 4 regattas in the 2020-2021 Florida Winter Series!

2021

- January 16-17 **Sanford New Year's Skegs Regatta** – Sanford, Florida
This will be the third of 4 regattas in the 2020-2021 Florida Winter Series!
- February 12-14 **St Pete NOOD** – St Petersburg, Florida
3 Days of Racing in St Pete. This is the fourth and final regatta in the Florida Winter Series!
- March 20-24 **Winter Championships** – St Petersburg, Florida
- March 25-27 **Deep South Regatta** – Savannah, Georgia
- May 13-22 **POSTPONED to May, 2022 — Masters Worlds & World Championships**
Wrightsville, North Carolina

Also see page 2 for 2021 major events schedule.

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.

CLASSIFIEDS

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- Log onto www.lightningclass.org. From the menu bar select "Market place" then "Classified Ads"
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- 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 (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.
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**15085 Allen**
Boats
17,900
Posted: 7/22/2020 By: Christopher K Snyder

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Boats
\$2,500
Posted: 7/21/2020 By: Hans Wawrousek

**15535 Nickels**
Boats
\$15,000
Posted: 7/18/2020 By: Tuathal Mac Colgain
Phone: 6099944318