

International

Lightning ***Flashes***

Summer 2014, Volume 74, No. 2



Youth World Champions

- **Youth World Championship**
- **European Championship**
- **Finding *Turmoil***
- **Team Scoring Concept**
- **Prologue 1928–Privileged Young Men**



Congratulations Team Brazil

2015 Yearbook Deadline!

District and Fleet reports for the 2015 Yearbook are due no later than

December 15, 2014

December 2014 Calendarpedia
Your source for calendars

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25 <small>Christmas Day</small>	26	27

NOW is the time to start working on your Fleet Reports covering events that happened this year – in 2014!! These Fleet Reports are due by **December 15th, 2014!** Reports should be emailed to:

yearbookreport@lightningclass.org

Please send reports and pictures separately (images should not be embedded in text document). Picture resolution should be a minimum of 300 dpi.



The double edition 2013/2014 ILCA Yearbook is at the printer! Please watch your mailboxes for either the hard copy, if you ordered one, or the CD version. The CD version is mailed to all Active skippers and Associate members.

YEARBOOK VOLUNTEERS WANTED!

If you would like to help out on the 2015 ILCA Yearbook, please contact ILCA Class Secretary, Laura Jeffers (727) 943-7969 or office@lightningclass.org. We are looking for volunteers to help with the following:

- Organizing and tracking Fleet Reports (via email) as they come in
- Follow up phone call to Fleet Captains that have not submitted reports
- Proof reading
- Advertising Assistance – calling to confirm ad placements, or follow up to get the ad copy.

We are not looking for one person to do all of these things. We are looking for individuals that would like to help within one area. We are looking to put a team together to help get the 2015 Yearbook out in a timely manner. The 2015 book highlights happenings from 2014. PLEASE help us continue this annual tradition and help to preserve the history of the ILCA.

International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

1528 Big Bass Drive, Tarpon Springs, Florida 34689

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www.lightningclass.org

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Attention All Country Vice Presidents It's Time to Schedule Your Country Qualifiers



**BUFFALO CANOE CLUB
ONTARIO, CANADA**

The 2015 ILCA World Championship is less than one year away (July 19–24, 2015). All country qualifiers should be completed by January 1, 2015.

There will be a lot of demand and interest in competing in the World Championship. Please schedule your qualifiers and keep Laura Jeffers at the ILCA office informed.

Canada and the US have already completed their qualifiers. Chile, Australia and Brazil have theirs scheduled (check the back cover of Flashes for the scheduled dates).

If you have any questions or comments, contact Laura:

office@lightningclass.org

or Rob Ruhlman, VP-Worlds:

rruhlman@preformed.com

Notice of Race NOW Posted!

World Championship website: <http://lightningworlds.com>



President's Message

John Faus

The European Championships have come and gone. The International Fleet Development program is working! Ian Edwards and Lauri Hemming, along with a long list of folks, have really helped with this program. George Andreadis and the members of the Yacht Club of Greece worked hand in hand with the Nautical Club of Voula and the new Greek Lightning Fleet LSA #525! This is just the beginning. Italy is the next country in Europe that the ILCA will target. We are also working on rejuvenating Fleets and Districts within the USA. Florida, California and the Midwest continue to be targets!

The Boat Grant teams have been sailing very well! If you have not had the opportunity to meet them yet, please introduce yourself! As always, we can use donations of boats, sails and general equipment. Please consider making a donation to one of our great ILCA funds as well!

Joan and Gary Hurban have been organizing various Lightning Labs! Please contact them if you have an interest in hosting a Lab. They are great ways to get both ends of your fleet engaged.

To all Lightning Enthusiasts:

I am very proud and honored to be given the opportunity to guide the Lightning Class over the next year. Relative to many of you, I am a newcomer to the Class, thirteen years, but thanks to the welcoming nature of our membership, I feel like I have known many of you for much longer, and I am certain I will be a member for life.

I have been involved in the administration of the Class for approximately seven years—first as the Boat Grant Co-chair, then as a member of the Executive Committee. Although it is important to keep this sport and organization in perspective (we are simply sailing and enjoying ourselves!), the value-add to all our lives cannot be overlooked. Our Class is strong. We are growing internationally, our numbers at many Area Championships this year greatly surpassed recent years, and the efforts of many volunteers are absolutely incredible. We have assembled a wise Executive Committee and Governing Board. Harnessing all this talent and wisdom and working with them all will be quite enjoyable.

In parting, I have to give a huge "Thank You" in appreciation of John Faus' efforts and generosity over the past two years as President, as well as prior

By now all District Championships have been sailed, (or scheduled/no races). This year's North American Championship in Sheboygan, Wisconsin was an incredible event! 107 boats in attendance was so great to see! We owe both Bill Faude and Todd Wake a huge amount of thanks for organizing this event. The ILCA wishes to extend its gratitude to all of the volunteers that made this event one to be remembered!

As always, I must thank all of the various volunteers that make the ILCA what it is! So many individuals spend countless hours working on various projects. The ILCA would not exist without all of you!

This will also be my last column as President of the ILCA. It has been an honor and a privilege to represent the membership in this capacity. Debbie Probst and the new slate of officers are prepared to continue to lead and energize this amazing One-Design Class!

See you on the water this fall!!!

Make a donation today — <https://www.lightning-class.org/membership/donations/donateForm.asp>

years on the Executive Committee. His dedication to this Class is noteworthy, and I have greatly enjoyed working with him. We all owe him a big round of applause for what he has accomplished for our organization—job well done!!

*Respectfully,
Debbie Probst*



Actions Taken During the August Meetings

Full meeting minutes will be available soon.

Governing Board: The two proposed amendments to the Document Governing All Sanctioned Lightning Class Championships were passed. The first pertained to Article VIII, Section 3, Racing Conditions and racing time limits. The second pertained to World Championships, Article V, Entries. All former World Champions are now eligible for automatic entry into future World Championships without affecting the Country Qualifying quotas.

Annual Meeting: The proposed amendment to the By-Laws, Article II Dues, passed. Dues have been increased to the following: \$30 Fleet Dues, \$55 Active Skipper, \$30 Associate. Crew dues stay the same at \$10. Increases become effective on January 1, 2015. Membership dues are good for eleven months after the month submitted. The proposed constitution amendments were postponed another time and will be re-submitted for vote at the March Meeting.

Southern Circuit Survey

[Full Results](#) are posted on the ILCA Website.

The ILCA Executive Committee has reviewed the surveys and held several meetings with the Southern Circuit Chairperson and the Association Executive Secretary. It believes the survey results clearly indicate a significant preference for the two-venue format, including both Miami and St Petersburg.

Therefore, it announces the following dates for the 2015 Southern Circuit:

March 14-21, 2015

Winter Championship – St Petersburg Yacht Club
Afternoon Registration: Saturday March 14
Racing: Sunday – Tuesday
Banquet: Tuesday night in St Petersburg

Midwinter Championship – Coral Reef Yacht Club
Evening Registration: Wednesday, March 18
Racing: Thursday – Saturday
Awards: Immediately following racing

CALL FOR BIDS

The ILCA is currently seeking bids to host the following regattas:

- **2016 ILCA Youth World Championship** (South American Country)
- **2016 ILCA North American Championships**
- **2016 ILCA Women's, Juniors' and Masters' North American Championships**

Bid on hosting the events back to back or bid on a stand-alone regatta separately. The only requirement is that the WJMs must be held during the beginning of August. The 2016 NAs will be the US qualifier for the 2017 World Championship that is slated to be held in South America.

- **2017 ILCA International Masters' and World Championships** (South American Country)

Please contact the [Class Office](#) for a copy of the Request for Proposal, which outlines more details and requirements pertaining to each regatta.

Deadline for bids:

October 1, 2014: 2016 ILCA Youth World Championship. Winning bid will be announced by December 31, 2014

December 31, 2014: 2016 ILCA North American Championships. Winning bid will be announced by March 1, 2015

February 1, 2015: 2017 ILCA International Master and World Championships. Winning bid will be announced by April 1, 2015

For more information please contact:

Laura Jeffers: office@lightningclass.org

Ian Jones VP-Youth Worlds: iwjones42@gmail.com

Rob Ruhlman VP-Worlds: ruhlman@preformed.com

Josh Goldman VP-North American Championships: joshua.goldman@cushwake.com

How Can You Support the ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

- **The ILCA Fund**
- **The Boat Grant Program**
- **The Limbaugh Fund**
- **The Mary Huntsman History Fund**
- **Annual Operations Support**

The ILCA Fund

Charter of the Fund

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

The ILCA Fund supports the US Sailing award winning Lightning Boat Grant Program and the International Fleet Development Initiative.

Fund Directors: [Steve Davis](#), [Bill Fastiggi](#), [Todd Wake](#), [John Bennett](#), [David Starck](#)

The Boat Grant Program

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

The Limbaugh Fund

Charter of the Fund

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

Use of the Fund

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

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

The Mary Huntsman History Fund

Charter of the Fund

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

Use of the Fund

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

Fund Directors: [Clayton Gray](#), [Rob Ruhlman](#), [Brian Hayes](#)

Annual Operations Support

Use of the Support

Donations help out the day to day operations of the Class. Helps support the historical recorded keeping, communication with the nearly 1,800 members and 150 fleets world-wide, the maintenance of the website and the ability to service the membership and respond to new inquiries about the Class while keeping the Annual Membership Dues affordable.

The laws of the U.S. permit its citizens to choose how to dispose of possessions at death. The ILCA has been granted status as a 501(c)3 charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from US income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

Donate to the International Lightning Class Association!

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

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

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

* Card Number:

* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

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

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

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

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

How may Gifts be Made During Your Lifetime?

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

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

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

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

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

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Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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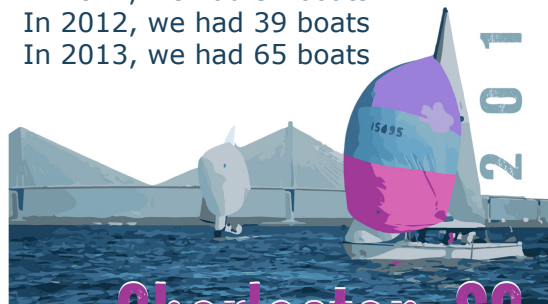
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Wild Oyster Regatta

In 2011, we had 37 boats

In 2012, we had 39 boats

In 2013, we had 65 boats



Charleston, SC

October 25 & 26

Come join us for another great Wild
Oyster Lightning Regatta

Beautiful all year long, Charleston is especially nice in October. Come join the fun and excellent racing. Plus, there's a Greg Fisher sailing clinic on Friday and a fabulous shrimp boil and oyster roast on Saturday night.

See [Who's Coming](#) or sign up on the
[Who's Coming List](#)



TORONTO 2015

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

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

2014 South American Championship	3	Salinas Yacht Club, Ecuador, December 4–7
2014 North American Championship	3	August 9–15, countries qualified: USA, Brazil, Chile
Host Country (Canada)	1	
TOTAL 7 Boats / 21 Sailors		

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

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



Lightning Family News

Bob's Mom, Carolyn Sengstacken



We took mom out in Sunday's race in the Lucky Dog Lightning. It was a lucky day for all of us. She had a blast! She hadn't raced in thirty-five years. It was pretty windy and a bit rough. It was blowing 17-20+ knots, a pretty stiff breeze! She was grinning from ear to ear, even as the waves made spray that hit her. She was thrilled that we won.



Photo by Daniel Zitin

Lange Wedding – July 18



Pictured above are Julia, her sister Alex and dad Philip. Julia Lange married Mark Minutaglio at the Skaneateles Country Club. They live in Manhattan. Her father brought his new boat, #15546, for the special occasion!

Ryan Flack and Daughter Mady



8 Bells

Richard Norman Fastiggi – May 1

It is with great sadness that we report the passing of Richard Norman Fastiggi from Burlington, Vermont, Fleet 301 on May 1, 2014 following a brief illness.

Dick was a competitive Lightning sailor. He joined the Malletts Bay Boat Club in 1966, serving several years on the Afterguard and as Master in 1975 and 1976. He was made an Honorary Member in 2012. He won the New England Masters' Championship in 2010. He was a key organizer of the 2001 Lightning North American Championship Regatta and the 2009 World Championship Regatta, held at MBBC. He retired from competitive sailboat racing after the 2011 season.

Dick is survived by his wife, Pat; his brothers, Robert of Palm Harbor, Florida, and Raymond (Jane) of Mamaroneck; sons, Bill (Suzy Coburn) and Rick (Rebecca Sidway); and daughters, Beth (Patrick Standen), Kathy (Eric Stengel) and their children, Corey, Kate and Christopher, and Barbara (Kurt Bosselman) and their children, Alex and Jemma; as well as numerous nieces and nephews.

In honor of Dick, the Annual Malletts Bay Spring Regatta has been renamed the Dick Fastiggi Memorial Spring Regatta. It was held on May 31–June 1 at the Malletts Bay Boat Club.

Four breezy (15+) races were sailed on Saturday that left everyone bruised and tired—and wet for some!—and three light and shifty races on Sunday that left everyone frustrated and sunburned!

As noted at the skippers' meeting on Saturday by Bill Fastiggi, "It would not be a Spring Regatta if my father didn't flip during the course of the weekend." Bill said this in the lieu of the fact that the breeze on Saturday was a steady 15 with gusts to 20. He cautioned that someone had to uphold that tradition. Little did he know that it was going to be himself that flipped on Saturday. Nonetheless, Bill, Suzy and Elly still managed a 2nd place overall, despite the fact they went swimming.



Jamie Allen and team were the most consistent and came away with the gold.

A perpetual trophy was crafted by Don Brush out of some old parts from previous Lightnings owned by Dick Fastiggi. The winner of this trophy was voted on by all skippers who participated in the regatta. They were to choose one person, skipper or crew, who exemplified good sportsmanship, both on and off the water over the weekend.

We wanted to make sure the winner of the trophy exemplified the characteristics of Dick Fastiggi. The trophy was awarded to Don Brush who then awarded it to Kika Bronger. Brush and Bronger, photo above, with Bill Fastiggi, Bill's sister Beth Fastiggi and Fleet 301 Captain, Bretton Gardner.

David K. Bull – May 4

It is with great sadness we share the passing of David K. Bull. He died Sunday, May 4. Dave was an active member of Fleet 164. He was in good spirits and participated in their fleet meeting just two weeks before. The following Tuesday he played bridge, where he and his partner WON! So in a sense, his passing might have been anticipated but it was unexpected so soon. He has been the Race Committee for the Fleet's invitational Lightning regattas for a very long time. Before that, he skippered the "Bullship" on Lake Cazenovia. There was more than one "Bullship" over the years. Dick Tuttle says it best, "I see it now. In that race to heaven, Dave got a good start at the boat end, tacked to port, banged the right corner and crossed the fleet to the mark—Dave did it again."

Donald R. Humphrey, Sr. – July 17

It is with a heavy heart we share the passing of Donald R. Humphrey, Sr on Thursday July 17. He rebuilt his first Lightning hull #2012 in the garage of his home in Jackson, Mississippi, when his young son, Joel was just eight years old. The family raced first on Clark Lake outside Jackson, and then with Fleet 189 in Marblehead, Massachusetts, just four years later. His older son, Donald R. Humphrey, Jr, is now the sole member of Marblehead Fleet 189. Years ago he inherited the family boat, hull #12706, a blown foam Allen. It is long since gone, having been parted out and the hull chain-sawed by Brian Nickels. 12706's centerboard lives on in Mark Allen's old boat hull, #14567. Donald, Sr. was a graduate of the University of Mississippi's school of Architecture class of 1950. He eventually gave up the helm, first to Joel and later to Donald, Jr. He became a member of the Marblehead Race Committee and was instrumental in ushering in a change to inflatable marks and GPS use for placement. He was a member of the Lightning Class for many years and always loved the Lightning.



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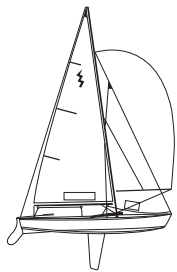
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office@lightningclass.org

Building a Fleet One Boat at a Time



Pete Denton's Personal Boat Grant Program

Pete Denton has been sponsoring a personal boat grant program for over ten years, and quite successfully at that! In the mid 1980s Pete started crewing on J-24s at the Riverton Yacht Club in New Jersey. He had been racing larger boats in and around Newport, Rhode Island, when he lived in that area but had not done one-design racing before joining Riverton Yacht Club.

In 1990, the Lightning fleet in Riverton was restarted by Mark Schneider (major kudos to Mark and his wife Cindi for getting that done!). Pete bought a used Lightning and sailed it marginally at best, with great help and teaching from Bob Bush and his now wife Sterling. By the late 1990s, Pete had purchased a new Nickels and was sailing better, not great, but was spending most of the summer in Newport, Rhode Island. John Townsend, a recent Drexel grad and captain of the school's sailing team, was consistently crewing with Pete, and crewing very well.

Since Pete was not in New Jersey for at least half the sailing season, he made a deal with John. John would do everything necessary to take care of the boat, *Ultimate Pressure II*, including getting it ready in the spring, putting it away in the fall, keeping it in repair and top notch condition, etc. Pete would write the checks. When Pete was in town, he would hop on the boat "rock star style" (Oh, how he wishes!), and he and John and the third crew, recruited and trained by John, would go have fun. In 2008, Pete bought his third Lightning from Allen Boat Company, and John took care of selling the second one.

This arrangement worked well for as much as ten years, but then John's career took him to the Washington, DC area. With help from John and others at the club, Pete recruited Bill Martin to replace John and run the boat. Same deal as before. Bill makes sure the boat is in great shape and available, Pete writes the checks. Bill, as did John, takes the boat to away regattas two or three times a year—sometimes with Pete, but usually not—and keeps the boat on the water and competing. Pete continues to spend most of the summer and fall in Newport racing his Shields, Viper, and now a Marstrom 32 catamaran, with partners.

Pete strongly urges other Lightning owners that don't have the time to sail their boats as much as they might like to recruit a "working partner" to keep their boat on the water. Once you buy a Lightning, it doesn't cost much to keep it on the water. Keeping the boat competing and giving young sailors the opportunity and responsibility to have

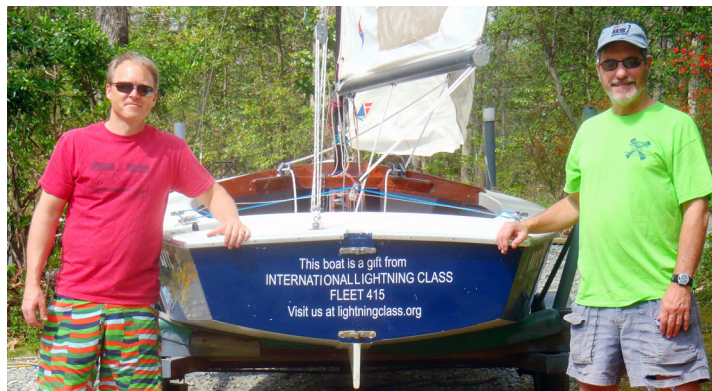


their (almost) own boat is a great feeling. For Pete it has also been a chance to work with great young sailors. And most importantly, he has a tuned up Lightning ready for him whenever he is in New Jersey on a Wednesday night!

Some owners might be concerned about damage to their boat, but that is why we all have insurance. My experience is that good young sailors will take absolutely great care of a "loaner, free" boat. If someone did this with a sailor under eighteen, I would have his or her parents sign a consent form; otherwise, any adult clearly knows what they are getting themselves into.

This year Bill Martin has spent the spring in Boston working for the Boston University Sailing team, so we have recruited our third partner, Pat Curran, a young but very experienced local sailor. Between, Bill, Pat and Pete, *Ultimate Pressure* will be on the water and very competitive again in 2014.

Lake Townsend Yacht Club Opportunity



Commodore Alan Taylor (R) and Club Boatwright Dalton Cox (L) of Lake Townsend Yacht Club in Greensboro, North Carolina taking possession of Lightning Class sloop #10722. The boat was prepared by members of Fleet #415. Lake Townsend Yacht Club is sponsored by the Greensboro Parks & Recreation and sails on the city reservoir at Bryant Park. The Club provides eight weeks of early evening sailing instruction at the beginner and intermediate levels. The classes are arranged for children and adults and are open to the public for modest fee. This boat will be used for intermediate instruction. At other times the boat will be available to Club members to race in the monthly scheduled regattas. LTYC has races scheduled year round. Weekend events run from April through October; Saturday Frostbite races run from November through March.

Spring Classic Team Event 2014

Ryan Ruhlman

There has been a great deal of talk over the last few years concerning participation. The concerns are justified. Numbers are down, maybe not at historically drastic levels, particularly in some areas, but there is no doubt that there isn't that same feel there used to be regarding the number of boats at certain events. So, what do we do? How do we get the pendulum to swing the other way?

Well, generally, we discuss lots and lots of different options, using examples from other classes and even other sports. Usually, this tends to happen during regattas, whether in the parking lot, the meeting room, or a more normal setting for such discussion, the bar. However, this conversation occurred over email, probably because there weren't any regattas, and it was an April that still felt like February. A number of influential ILCA members contributed to the discussion over a few days, each providing their ideas, their points, and, of course, their counter points.

Many different ideas were thrown out there, including, but not limited to, handicaps, different courses, self seeding, and team racing, among others. One idea stuck out more than the others to me, and it was because, in my opinion, it had the best of both worlds. It created a unique opportunity for people to engage with other regatta goers they may not have engaged with normally AND it did not directly change the normal racing procedures.

We decided to give the team racing version a try at our Spring Classic, which takes place at Pymatuning Yacht Club every May. This event has been as big as fifty plus boats and has probably averaged in the forties for some time. More recently it has been more in the low to mid thirties. This event also has a very wide collection of sailors from a talent level and that provided a great opportunity for a team-based event.

The teams were created by a committee early on Saturday morning which took into account talent level and also familiarity with the other teams.

We had thirty-six boats register (PYC is Fleet 36, coincidence?) for the event, so we ended up with twelve teams of three. The goal was to make sure one team was not "stacked" and to make sure that people had the opportunity to meet sailors they may not have met in the past.

I spoke at the skippers' meeting to announce the teams, the goal of the event, and that this was in no way team racing in the true sense. The goal was not to go out and hammer other boats so your team could do better. The goal was to engage the fleet as a whole. Everyone had a couple minutes to meet their team and talk about the day if they chose to, and most teams did. There was a level of excitement to this blind partner format.

Now, mother nature had to get in the way and let this ground breaking event get off one very interesting, and very confusing, true PYC race. That was it. All we got. One race. So that left us a bit empty in our ability to discuss much, and it didn't give teams much of a chance to take advantage of the advice they had been given. However, that didn't stop the teams from chatting.

The party that night was full of talk about the format, the goals, the ideas exchanged, and most importantly, I heard a lot of people talking about how they could easily do this at their events. That's the idea right?

Congratulations to Jimmy Barnash, Patrick Huntley, and Dean Caley for winning the inaugural PYC Spring Classic Team Event. Also congratulations to Dave Werley, Greg Maras, and Natalie Maras for winning the Spring Classic overall. Nice Sailing.

Time will tell if this, or any of the other ideas, get more people into sailing, or at a minimum keep people sailing, but I know it caused a lot of conversation. In the end, that's a good thing in itself.

Thanks to all that helped make the Spring Classic a great event once again. If you haven't been you should come out next year.

Team Results

				R1	R2	R3	Total
12	Jimmy Barnash	Patrick Huntley	Dean Caley	9	6	14	29
4	Tom Allen	Jack Jones	Hurbans	2	15	25	42
6	Jamie Allen	Greg Kelly	Robert Thompson	13	33	4	50
2	Matt Fisher	Jack Jamison	Dave Werley	16	35	1	52
8	Rob Ruhlman	Tanner Probst	Jack Mueller	8	28	20	56
10	Ernie Dieball	Dave Fedlak	Jonathon Lutz	3	32	21	56
7	Matt Frymier	Maggie MacDonald	James Taylor	7	26	24	57
1	Skip Dieball	Jim Beard	Mike Holly	5	23	30	58
11	George Sipel	Julian Fraize	Tim Werley	10	31	18	59
9	Ryan Ruhlman	Julianne MacDonald	Jed Dodge	29	19	12	60
5	Todd Wake	Pete Gomy	David Sprague	11	37	22	70
3	Jenna Probst	Mike Bloomstine	John Werley	27	34	17	78

Team Scoring Concept 2.0

Kevin Morin

Following the great response from the competitors at the Spring Classic, the Michigan District decided to give it a try at the Bayview One-Design Regatta that was held in June.

Here is what I learned from coordinating it for BOD:

- » I bought super cheap black numbers that represented each team: http://www.amazon.com/dp/B0027687PU/ref=pe_385040_30332200_TE_item. We put them on the aft part of the hull right before the transom so they wouldn't be confused as being official identifying numbers
- » I didn't ask permission in scoring the regatta the new way and didn't ask the planning committee if they thought it was a good idea. I didn't want this to be seen as optional and didn't want to create a long-winded discussion. This approach actually worked. Not a single person questioned that we were going to have team scoring. Everyone accepted it.
- » BOD has preregistration. So, I knew the day before exactly who was participating. This made the process of assigning teams much easier than what Bertie had to deal with.
- » I gave a subjective rating to each skipper based on my knowledge of the skippers. That rating was 1 for the top guys to 6 for the bottom guys. I didn't show anyone that rating.
- » I added up all the skippers' ratings and then divided that number by the number of teams. It came out to 10.5. I then started randomly assigning people taking in to account their ratings to come up with nine teams that had ten or eleven rating points combined. After I was done with the first draft, I then tried to alter the teams to get people paired that wouldn't normally hang out with each other.
- » We scored the regatta officially with the regular scoring mechanism. We then gave different awards for the team scoring. I manually calculated the team score, which took about thirty minutes each night.
- » BOD is complicated because the regatta is run by a club ten miles from the club we sail out of. So, I couldn't hand out numbers at registration because someone else does registration at BYC.

- » I walked from boat to boat on Saturday to install the team numbers. It took about an hour to walk the grounds, which was less than ideal.
- » I received only positive feedback for this. Matt Fisher gave a strong shout out thanking everyone for getting involved. So, I am sure everyone will want to do it again.

I will do it differently next year in the following ways:

- Bayview has agreed to allow us to handle registration at CSYC for the future. I will hand out team stickers at registration.
- I am going to slot a thirty-minute team kickoff meeting on Saturday morning. I will introduce the teams to each other and ask them to start talking about themselves and their plans for the day.

Dieball Sailing wins
2014 Southern Circuit

Bill Faude's Team
with 2 race wins in
St. Pete

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- Dieball XC Jib
- MAX-O Spinnaker

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Photo: Bill Calusen

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Marine Artist



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2015 Marks the Boat Grant Program's 9th Season



To date 82 young adults have experienced the Lightning Class through the Boat Grant Program. 8 are now boat owners and nearly half are still active in the Class! Thank you to the generous ILCA Members for making this program possible. **Applications for the 2015 program are due by 12/31/14.**

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

Help us spread the word!

What is the Lightning Boat Grant Program?

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

For more information, about the Boat Grant Program

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



ILCA Boat Grant Program

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Top-selling caps:



Eco-Trucker Organic/
Recycled Cap Pacific
blue/oyster mesh —\$20



Surfer Trucker Cap
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Lightning Boat Cap
Coal —\$20



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70% cotton, 30% polyester preshrunk blend fleece,
crew neck. Safety Orange, Safari, Cyber pink Carolina
blue. Adult and youth sizes. —\$25



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



Half zipper, embroidered fleece.
Navy or Tweed —\$40

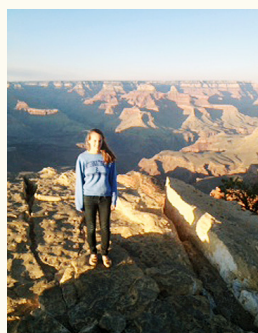


Lightning Key Ring —\$5



Lightning D-Ring or Leather
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Lightning gear
in action...



Abbie took hers to
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Brazil Team, Felipe Rondina, Jose Afonso Hackerott, Thomas Sylvestre, Wins Youth World Championship

It was like a dream to have the opportunity to represent my country in a World Championship. When I found out that we were going to Canada, I felt a little worried. We had one month to prepare ourselves for this tournament, and we had not yet sailed together. Each one of us arrived from a different place and different sailing backgrounds, and it was extremely exciting to be part of this amazing event. It caught our attention how organized everything was, how each team had a wonderful place to stay, how all the boats were in great condition and, especially, how beautiful the Buffalo Canoe Club area is.

One of the most striking things was the cooperation between the athletes and the teams. The level of sportsmanship between each and every competitor was outstanding—which is rare to see, since most people just want to favor and benefit themselves. We could see that attitude from the small little things, like helping each other put the boat down in the water, to help folding the sails at the end of the day. These small details make a great event like this so unique and unforgettable.

Even though we weren't one of the favorite teams, we approached the Worlds with confidence because of the coaching and preparation for the tournament. Two coaches that played great part in our learning and training, Claudio Biekarck, eight-time Pan-American medalist, and João Hackerott, national champion. It was a great opportunity to put into practice everything we learned from them.

We also really appreciate the work of CBVela (Brazilian Sailing Confederation) who sponsored a clinic for all the Brazilian sailors who were competing internationally, with a National Youth Clinic held at my home club (YCSA) which was essential in our

preparation for this championship twenty days prior to the regatta.

Before the first race we felt a bit apprehensive. It is hard to put into words the feeling of representing your country. After tacking right off the start to port tack, we were able to cross the whole fleet, which put us in a more comfortable spot, relieving most of the nervousness and fear and leading us to winning the first race.

All of the races were very exciting, yet the last one was the best! After shifting back and forth between second and first place with team USA (Lutz) at the second weather mark, he had passed us but had to put a boat in between us for the win. So he held us off passed and the windward gate, while more than ten boats passed us. It was a crazy battle, and as soon as I saw all those boats sail right past us, I thought to myself, "We lost the championship, to recover will be almost impossible." We fought to shoot our spinnaker up, and finally we were able to get it flying in clean air. We rounded the leeward mark, and had about ten boats ahead of us, so we thought to ourselves it was all or nothing.

I never adjusted the backstay and traveller so much in my life. We trimmed everything we could in the boat, traveller, backstay, jib wire, jib and main sheet according to every single gust of wind so we could have as much boat speed possible. We hit three or four good puffs, and after an intense battle, we won the race, which put us in first place for the championship.

After crossing the finish line in the last race, we exploded in joy and thanked God for giving us the opportunity to glorify Him and honour us after the six races. The dream finally turned into reality. We want

to thank each and everyone who participated in the regatta or helped organize in any way. It was a fantastic event and for the great friendships that we will for sure carry on and keep in touch during the years to come.

I especially want to thank Ian and Monica Jones for hosting me a few days before the regatta and making me feel so welcomed and part of the family. They made me feel at home and were the best hosts anyone could ever ask for, treating me with so much love and kindness as if I was part of their family. It made such a big difference in my mood, comfort and emotions.

I also would like to thank the Starck/Swanson family for hosting me and my team. It was a blessing to be together at a great home with great loving people. There is nothing better than being inside a house that everywhere you look there are boats, sailboats, portraits of sailboats and all sorts of things that we sailors enjoy. Having the opportunity to be under the same roof of the current world champions and being a part of their beautiful family for the week was a great experience.

Thomas Sulvestre



Sportsmanship Award



Members of Fleet 12 at the Buffalo Canoe Club determined a perpetual Sportsmanship Award would be an appropriate addition to the Youth World Championship. Who better exemplifies sportsmanship than Tom Allen Jr.? Thus, the trophy was named. Tom's mother, Anne, graciously donated the silver bowl that her husband, Tom Allen Sr., won for his first World Lightning Championship, and now the trophy had a name and a physical presence. The inscription:

"Tom Allen Jr. Lightning Youth Worlds Sportsmanship Award. Tom Allen Jr. is a true champion in every sense of the word. His dedication to family, friends and the Lightning Class are unparalleled. He exemplifies fairness, ethics, talent and a sense of fellowship with all ILCA competitors. These characteristics have earned him tremendous respect among all his peers. The honor of this award goes to the team who best demonstrates these qualities during the regatta, as voted on by the competitors."

After a regatta, which gave all competitors plenty of time to interact on shore as well as on the water, ballots were distributed, and the overwhelming majority chose the team of Maggie MacDonald, Meredith Ryan and Caroline Dunbar. Congratulations, girls!!

Youth World



Team Tougas



Team Berger



Team Robinson



Team A Probst

Pos	Country	Sail#	Team
1	BRA	15333	Felipe Rondina, Jose Afonso Hackerott, Thomas Sylvestre
2	USA	15166	Jonathan Lutz, Alexandra Jones, Nicholas Sertl
3	CHI	11011	Cristobal Molina Lorca, Jens Kuhlenthal Pfeffer, Pedro Andres Vera Carrera
4	USA	15467	Rebecca Huyard, Sam Adelhelm, Liem McCarthy
5	USA	15276	Sam Jones, Leeanne Jones, Kendra Jones
6	USA	14543	Julian Fraize, Nate Ross, Anna Heuschmann
7	USA	15251	Tanner Probst, Maya Webber, Robert Sawyer
8	CAN	15499	Frederique Tougas, Cameron Sawyer, Benjamin Strickland
9	CAN	14567	Nathan Lafrance Berger, Antoine Pacarar, Julien Brunet
10	CAN	4870	Robbie Robinson, Paige Robinson, Dan Robinson
11	USA	15208	Abbie Probst, Max Cahn, Katie Braungat
12	FIN	14534	Matti Aalto, Pyry Aalto, Lauri Virtanen
13	USA	14875	Benjamin Folds, Joseph Tomczak, Mikayla Ward
14	FIN	15415	Laura Pesola, Laura Bjork, Meeri Aro
15	USA	15464	Chris Schon, Haley Kardek, Aaron Husak
16	CAN	14895	Julianne MacDonald, Abby Bennett, Kevin Wiersma
17	FIN	15281	Rosemarie Hartman, Pirita Aromaa, Paulus Saari
18	USA	14502	John Tomczak, Jenna Probst, Grace Tomczak
19	USA	15319	Ben Yannelli, Vince Yannelli, Tom Talbot
20	USA	14672	Leah Trow, Rebecca Jordan, Joe Egloff
21	USA	14321	Knox Wolaver III, Elizabeth Wolaver, Abi Light
22	USA	15417	Kayleigh Godfrey, Erin Godfrey, Clifford Russel
23	FIN	15369	Elsa Hemming, Rosabella Hartman, Eeva Hemming
24	CAN	15495	Maggie MacDonald, Meredith Ryan, Caroline Dunbar



Champions: Felipe Rondina, Jose Afonso Hackerott, Thomas Sylvestre



Runner-Ups: Jonathan Lutz, Alexandra Jones, Nicholas Sertl



3rd Place: Cristobal Lorca, Jens Pfeffer, Pedro Carrera



Team Huyard



Team S Jones



Team Fraize



Team T Probst

Championship



<https://www.flickr.com/photos/125154754@N06/sets/72157644615088139/>



	R1	R2	R3	R4	R5	R6	T
1	1	1	[8]	1	5	1	
3	2	2	1	6	3	[10]	15
2	3	[15]	4	10	5		24
6	[13]	2	5	1	11		25
5	[12]	9	2	2	7		25
[12]	7	4	8	8	3		30
11	5	3	3	[15]	13		35
17	4	5	[18]	7	9		42
10	[15]	7	13	6	6		42
7	6	6	12	[17]	12		43
16	9	[17]	9	11	2		47
9	11	10	[14]	4	14		48
[19]	17	11	11	12	4		55
13	8	12	7	[18]	17		57
15	[19]	13	16	9	8		61
4	10	[22]	17	21	22		74
8	16	19	[20]	16	15		74
18	[23]	16	10	14	18		76
[21]	18	14	19	13	19		83
[22]	20	18	15	20	16		89
14	14	21	22	22	[DNF]		93
20	21	20	[23]	19	20		100
24	24	23	24	[DNS]	7		102
23	22	[24]	21	23	21		110

My favorite part about the 2014 Lightning Youth World Championship was?

I love meeting new people, so it was really cool to make new friends from all around the world. I can't wait to connect with them again in upcoming regattas. When you meet someone who sails, it's like you already know them. It felt like an automatic connection between all of us. By the end, we were a close-knit group that I had felt like I knew forever!

Allie Jones

Tykkään litistä koska sitä voi purjehtia ystäviensä kanssa, ja se on hyvä haaste uudelle purjehtialle. (I like the Lightning because you can sail it with your friends. And it is a good challenge to a new sailor.)

Elsa Hemming



Team Aalto



Team Folds



Team Pesola



Team Schon



Team J MacDonald



Team Hartman



Team Tomczak



Team Yannelli



Team Trow



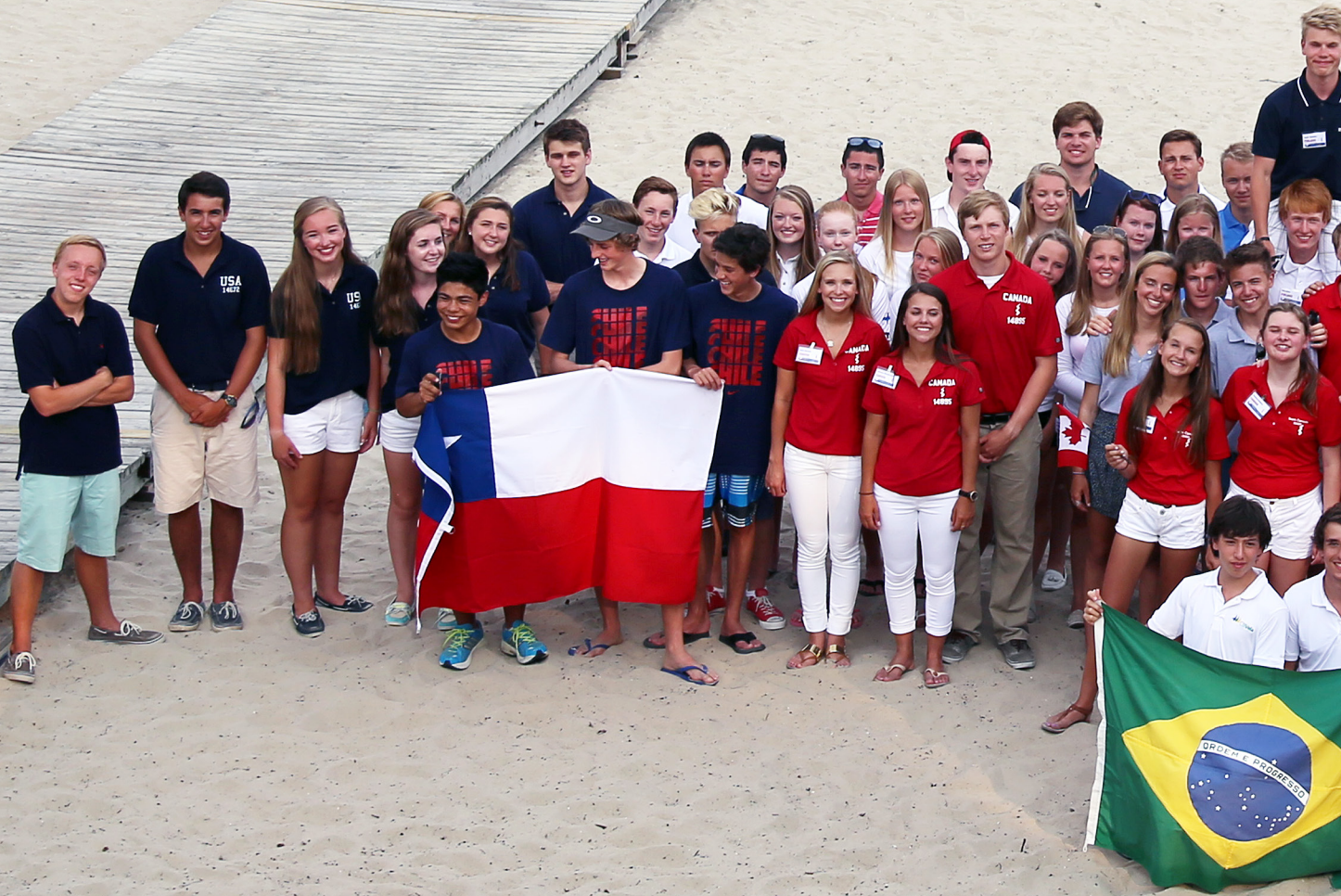
Team Wolaver



Team Godfrey



Team Hemming



Brazil, Canada, Chile,

**Matti Aalto, Pyry Aalto, Sam Adelhelm, Meeri Aro, Pirita Aromaa, Abby Bennett,
Pedro Andres Vera Carrera, Caroline Dunbar, Joe Egloff, Benjamin Folds, Julian F
Rosemarie Hartman, Elsa Hemming, Eeva Hemming, Anna Heubschmann, Aaron H
Rebecca Jordan, Haley Kardek, Abi Light, Cristobal Molina Lorca, Jonathan Lutz, Juli
Jens Kuhlenthal Pfeffer, Abbie Probst, Jenna Probst, Tanner Probst, Dan Robins
Meredith Ryan, Paulus Saari, Cameron Sawyer, Robert Sawyer, Chris Schon, Nic
John Tomczak, Joseph Tomczak, Frederique Tougas, Leah Trow, Lauri Virtanen, M
Ben Yannelli,**



Finland, United States

Nathan Lafrance Berger, Laura Bjork, Katie Braungat, Julien Brunet, Max Cahn, Braize, Erin Godfrey, Kayleigh Godfrey, Jose Afonso Hackerott, Rosabella Hartman, Usak, Rebecca Huyard, Alexandra Jones, Kendra Jones, Leeanne Jones, Sam Jones, Anne MacDonald, Maggie MacDonald, Liem McCarthy, Antoine Pacarar, Laura Pesola, on, Paige Robinson, Robbie Robinson, Felipe Rondina, Nate Ross, Clifford Russel, holas Sertl, Benjamin Strickland, Thomas Sylvestre, Tom Talbot, Grace Tomczak, ikayla Ward, Maya Webber, Kevin Wiersma, Elizabeth Wolaver, Knox Wolaver III, Vince Yannelli

Buffalo Canoe Club



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Photo Bill Clausen



European Open and Masters' Championships

Voula, Greece
13 - 18 July 2014

An Interview with Nick Vazakas
Fleet Captain — #525



This regatta was co-hosted by NAOV and YCG. How important was that to the Greek District?

This was very important for the Greek District because it marked the collaboration between the two clubs that have the most activity in the Lightning Class. It is far better to have a team that has joined efforts rather than trying it on your own. Because of this event, there was a lot of interest for the Lightning Class in Greece by members of the two clubs and, generally, in the Greek sailing community. A lot of athletes that have stopped their "Olympic carriers" showed a lot of interest, as they do not sail in dinghies any more. After the event there was a lot of talking about more regattas over the year, as people saw how fun it is to sail the Lightning. I must say that I feel with this event that Lightning Class in Greece changed page in its history and got back on a growing trajectory.



You helped many LSA sailors put together teams for this Championship. Please tell us about some of these competitors. How many first timers? Women skippers? Age range?

From our fleet we had seven boats competing. The general statistics are: age range from thirteen years old to sixty, two woman skippers, and, out of twenty-one athletes, fifteen were first timers! Most



of the first timers were off shore sailors that only recently have had their first experience in sailing with Lightnings and dinghies, in general, and it was their first time in one-design racing as well. This shows the trend that off shore sailors have a lot to learn from dinghy sailing and have more fun doing so. This means that a lot of potential Lightning sailors are out there that can join our fleet.

What are some of the next steps to keep this excitement in Lightning sailing growing in Greece?

To keep the excitement in Greece we have a plan that has three pillars:

1. The first pillar is the sailing school. We will continue promoting the Lightning Sailing Academy so we can attract more sailors, novice or experienced, at any age and teach them how to sail with a Lightning. That way we will increase the number of Lightning sailors in our team.
2. The second pillar is organizing, more often, club racing. Having more club racing will keep the interest of the members of our fleet and will attract more. This was not possible last year as we





had only two boats available. Now we have nine and that makes us the largest fleet in Greece!

3. The third pillar is organizing regattas with other clubs, and if we manage to overcome some obstacles, we will revive the national championship. Also, it will be very interesting to organize a circuit to keep the interest all year around. It is very important to have more regattas between the clubs to attract experienced sailors that used to sail Lightnings. Evidence of that is their participation in the Europeans this year. I am certain when the sailing community sees activity through racing, the Lightning will be self advertised. To give you an example, in May we had a regatta organized by the Greek Navy where we had twelve boats competing, six of those were in Fleet 525. In October we will have another regatta and our fleet will probably participate with nine boats, a 30% increase, and easily we could have fifteen boats at the starting line—a good way to continue the momentum!

Please tell us about this experience.

Organizing and participating to this event was very interesting to say the least. From the athletic point of view, you would fight till the finish line, as the boats were very close to each other—sometimes times just half boat length apart. Also bear in mind that in this regatta there was a very high level of competitors. We had, if I am not mistaken, at least four former European Champions, thus, former runner ups and second runner ups. From the organizing point of view, our club had organized international regattas in the past, but this was the first time to

co-host the Lightning European Championship. We had a lot of comments that the regatta was very well organized, and that gives us a lot of confidence for future events. I think that the most important achievement was that the participants, the organizers and the members of the co-hosting clubs really enjoyed it. Now I am contemplating how the next event will be even better.

Please include any additional comments.

I have been a Lightning sailor since 1994, and in 2002 I created the Lightning Sailing Academy with a lot of help from many people. This year I realized that team effort, patience and hard work will eventually pay off. If it were not for the ILCA support, our club and our students all of these years wouldn't have made it this far. The numbers speak for themselves. For eleven years most of the time we had only two boats, making it very hard to have club racing and to promote our sailing school, let alone participating in regattas. Now the Lightning Sailing Academy has seven boats plus another two owned by students. Then with the European Championship a lot of people got involved. Subsequently, they got excited and want to contribute so that the Lightning Class will keep growing.

Lastly, I would like to thank again everybody who has played a roll in this joined effort and be sure that the story is just beginning...



European Open and Masters



European Open and Masters' Championships

Voula, Greece
13 - 18 July 2014



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Open Division														
Pos	Nat	Sail#	Mast	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	Ttl	Nett
1	GRE	12007		P. Verginadis	E. Polykandriotis	J. Adamopoulos	2	1	3	2	(4)	3	15	11
2	GRE	14088		A. Vasilas	E. Kafetzidakis	G. Vasilas	(5)	4	2	1	1	5	18	13
3	GRE	14544		Th. Tsoulfas	Ch. Papamichail	N. Paparizos	4	2	1	(11)	3	4	25	14
4	GRE	14791		I. Manolakis	I. Manolakis	V. Papadakis	3	(23./OCS)	5	5	5	1	42	19
5	GRE	15241	Masters	A. Bountouris	A. Danezi	B. Lebessis	1	6	4	(8)	7	2	28	20
6	GRE	14313		P. Charnpilas	G. Panagiotidis	M. Moraitou	(23./OCS)	3	6	3	6	6	47	24
7	GRE	14361	Masters	I. Pangakis	K. Petroulopoulos	A. Stamatopoulos	7	10	8	10	2	(12)	49	37
8	FIN	15415		S. Pesola	T. Lipas	L. Bjork	8	5	(13)	7	12	8	53	40
9	GRE	11811		D. Stathopoulos	E. Dedes	A. Tolis	6	8	(12)	9	8	10	53	41
10	AUS	15510	Masters	I. Edwards	L. Edwards	L. Jeffers	12	13	10	4	11	(18)	68	50
12	ITA	14554		D. Sepiacci	S. Meciani	T. Putignano	11	11	9	(14)	14	7	66	52
13	GRE	15245		N. Vazakas	A. Hasapi	N. Anastasiou	9	7	11	(17)	15	11	70	53
14	FIN	15369		E. Hemming	E. Hemming	L. Hemming	14	(15)	15	15	9	9	77	62
15	FIN	14958		K. Aromaa	M. Aromaa	P. Bollstrom	(19)	9	14	16	17	14	89	70
16	GRE	14334		Y. Tsubanas	K. Xenakis	S. Tsitzilioni	15	16	16	12	(21)	15	95	74
17	GRE	14008		K. Venetsanos	D. Kinnik	M. Mandros	10	18	17	13	19	(21)	98	77
18	GRE	15312	Masters	A. Kalpakas	P. Papageorgopoulos	K. Adam	17	12	(20)	19	16	13	97	77
19	GRE	14817		E. Saketou	A. Serris	N. Vasilopoulou	18	14	19	18	(20)	19	108	88
20	GRE	14096		N. Fotiadou	G. Calpakas	V. Kontanas	16	20	18	(21)	18	17	110	89
21	GRE	14727		D. Lada	F. Georgaki	N. Charalabopoulos	20	17	(21)	20	13	20	111	90
22	GRE	15533	Masters	G. Andreadis	D. Gerontaris	A. Kypraios	(23./DNC)	23./DNC	23./DNC	23./DNC	23./DNC	23./DNC	138	115

Masters' Division													
Pos	Nat	Sail#	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	Total	Nett
1	GRE	15241	A. Bountouris	T. Danezi	B. Lebessis	1	1	1	(2)	2	1	8	6
2	GRE	14361	I. Pangakis	K. Petroulopoulos	A. Stamatopoulos	2	2	2	(3)	1	2	12	9
3	AUS	15510	I. Edwards	L. Edwards	L. Jeffers	3	(4)	3	1	3	4	18	14
4	GRE	15312	A. Kalpakas	P. Papageorgopoulos	K. Adam	(4)	3	4	4	4	3	22	18
5	GRE	15533	G. Andreadis	D. Gerontaris	A. Kypraios	(6.0 DNC)	6.0 / DNC	6.0 / DNC	6.0 / DNC	6.0 / DNC	6.0 / DNC	36	30



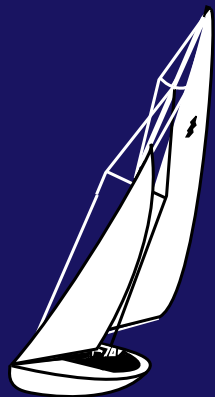
Open Champions: P. Verginadis,
E. Polykandriotis, J. Adamopoulos



Masters' Champions: A. Bountouris,
T. Danezi, B. Legessis



Second place overall with family members



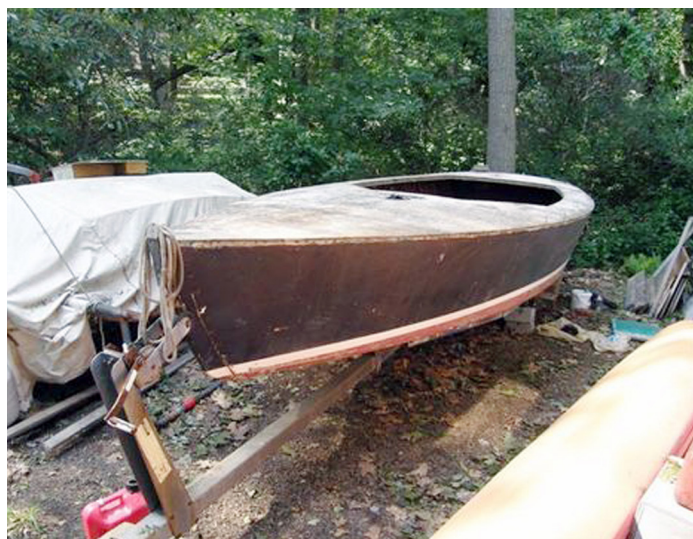
Classic Lightning

Bob Astrove — astrove@hotmail.com

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

#6852 Sails Once Again!

Steve Toteda



We finally launched our Old Saybrook built woody in mid June! She was built in the 50s at the Saybrook Yacht Yards, where Fred Sturges and his company built Lightnings and Blue Jays for over thirty years.

The boat needed quite a bit of work after being out of the water for what appeared to be years. The biggest challenge was cutting out the old rusty centerboard that had expanded in place and was simply not going to budge. Quite a few deck ribs were also replaced, along with the wooden bracing around the mast step at the deck level. A new plywood deck and canvas were fitted in place of the old one. The hull planking was sound, so I opted to try the old fashioned "cotton caulking" method of filling the seams that opened up. After launching, she was water tight after only a day or so!

I can't claim to be a craftsman and never tackled something like this before. So, my thanks go out to everyone on the Wooden Lightning Forum who contributed their input as I worked through the restoration. But, above all I thank Bob Astrove for his never ending encouragement, along with his old centerboard. This was a very satisfying project!

I still have a lot of work to do, but here is a picture of the boat at rest in Essex, Connecticut. What a delight to sail!!



Classic Lightning “Get Together”

June 28–29, 2014

Bob Astrove

This year’s Classic Lightning “Get Together” was held June 28–29 and sailed as part of the annual Champagne Regatta on Lake Keuka in Hammond-sport, New York. It was sailed concurrently with the Central New York District Championships with ten classic and sixteen modern boats.

The winds were light and challenging, classic lake sailing in the prettiest setting of any place I have ever sailed. I can say without reservation that everyone in the classic fleet will return next year for another great weekend at the Keuka Yacht Club. If you’ve never sailed the Champagne Regatta, modern boat or old boat, put it on your list of must-attend regattas. It’s just a comfortable, laid-back place to spend a weekend sailing. It’s a great small town with wineries and two great museums—a nice place to spend a few extra days as well.

Sailing two fleets of the same boats but performing somewhat differently was a challenge met brilliantly by Bill Topping, our PRO. The fleets had separate starts and sailed four leg windward/lee-ward courses. Bill’s trick to make this work was to set two windward marks. The classic boats sailed to a mark about $\frac{3}{4}$ the length of the modern fleet mark. This worked perfectly to get all the boats finished at about the same time, and there were no conflicts or interference between

the two fleets.

The sailing itself was perfect for the old boats—light breeze, but no flat calm. Ten classic boats attended, nine woodies ranging from hull #167 to #10113. The one classic glass boat was # 9235. Doug Axtell’s just-restored boat, which is also the very first glass Lippincott-built boat, added a historical twist to the event.

The oldest boat was #167, owned by the Finger Lakes Boating Museum, located in Hammond-sport, New York. Friday evening we had a pre-grand opening tour of their brand new facility, located in the old Taylor Wine facilities, where you can see beautifully restored sail and powerboats all from the Finger Lakes region. Check out their website at www.flbm.org, and if you are ever in the area, stop by for a tour.

Our most special award for restoration work went to David and Judy Teller and #5836. This is a Lippincott built woody that David has restored and maintained for many years in spectacular condition.

Doug Axtell received our highest finishing, first-time attendee award, finishing fifth in his first ever Lightning race.

The race results reflect one of our closer regattas, with just four points separating second and fourth place.



From the Desk of the Class Historian

Prologue 1928

Privileged Young Men

The roots of the story of the Lightning are found in the late nineteenth and early twentieth century. The first sail racing was much like horse racing. Wealthy owners commissioned expensive yachts, often extreme in size, and a sail area that was sailed by professional sailors. There often were significant wagers on the outcomes of the races. The only rule was winner takes all. Yachtsmen were rarely involved with the hands on of sailing the boats themselves. Yacht Clubs were exclusive affairs for the well-heeled.

Racing for the working man was in the hugely over-canvased, thirty-foot centerboarders with movable ballast, the 'Sandbaggers.' Crewed by waterfront roughnecks, they were bet on by onlookers from shore or ferry boats. Amateur racing in modest boats, like our Lightning, was unheard of.

By the 1880s, the beginning of more modest, but still relatively expensive sail racing, developed with the concept of the 'Corinthian' yacht club, a club where owners actively participated in the management and sailing of their yachts. The first of these clubs was the Seawanhaka Corinthian Yacht Club in New York. The idea soon spread country wide and today is the model for most yacht clubs where Lightnings are raced. Some vintage clubs still carry the name like Chicago Corinthian Yacht Club home, to Fleet #5, and Dallas Corinthian Sailing Club, home to Fleet #35.

The first truly organized small boat racing is found in sailing canoes. The American Canoe Association, founded in 1880, first promoted class racing to rules for various types of sailing canoes. These early boats were little 'yachts,' finely crafted and fairly expensive. Canoe Clubs sprang up to promote this racing. Today we still have the name in our



George Smith

venerable Buffalo Canoe Club, home to Fleet #12. Many builders turned out these fine little craft, including, and most important to us, the Bowditch Manufacturing Company, founded in 1879 in Skaneateles New York, which was purchased by two em-

ployees, George Smith and James Ruth, in 1893. The partners renamed it Skaneateles Boat and Canoe Company. This company built a lapstreak fourteen-foot Canadian dingy for John Barns, who wound soon, with his brother George, buy the company and help develop the Lightning.

By the late nineteenth century the need for class rules to limit extreme, dangerous sailboats and to provide for more fair competition was understood. Again SCYC took the lead with the establishment of the Seawanhaka rule, leading to the development of more conservative designs based on this rule. Soon Nathaniel Herreshoff developed more refined rules, one of which was the Long Island Sound Thirty Foot Class. This development rule dictated thirty feet on the water line and allowed bulb keels and spade rudders. These were day racers generally designed with expensive-to-build round hulls. An exception was an arced bottom hard chine boat, designed by William Gardner in 1895, appropriately named *Departure*. Here we find the Lightning's progenitor.

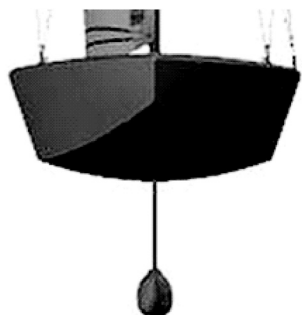


Photo by J. S. Johnston.

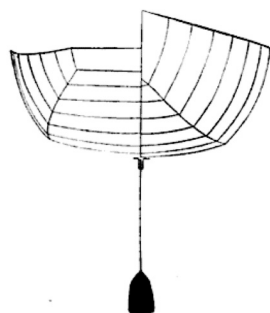
DEPARTURE.

Gardner, like Olin Stephens, designed winning ocean racers. Most famously was the huge three-mast schooner *Atlantic*, the Kiser Cup trans-Atlantic winner and the America's Cup contender *Vantie*. Like Sparkman & Stevens, his office employed young draftsmen who would be called upon to draw plans for smaller boats, as was the Lightning. One called the Bug Class, a nineteen footer, drawn for Mr. George Cory, was based on *Departure's* lines.

In 1910 Cory returned to Gardner's office for a larger boat of the same concept, one that was hard-chined so as to be inexpensive to build. These boats would be for club racing on Long Island Sound. The result was the Star, the first of the 'box' boats that would give the world affordable racing sailboats. In time, the Snipe, our Lightning and the Optimist Prams would become America's contribution to international class small boat racing.



International Star Class



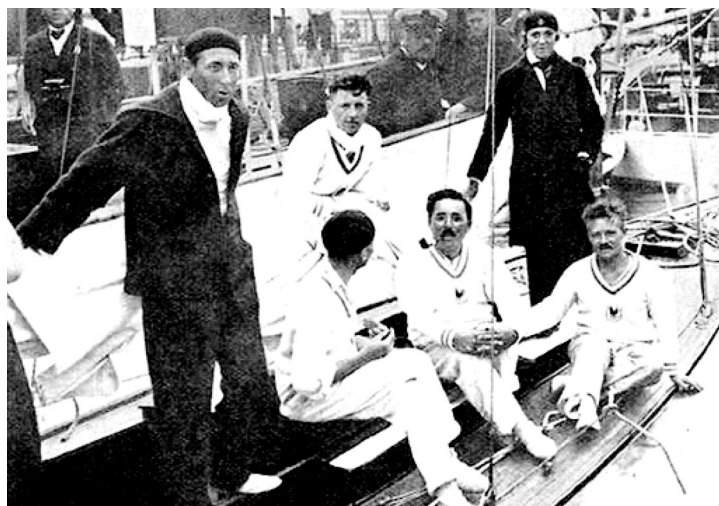
CROSS SECTION. GARDNER BOAT, "DEPARTURE."

(a nod to Mr. Rod Mincher for digging this up on Departure)

By 1928 America had developed a class of comfortably wealthy families who could provide their young men with small sailboats for pleasure and competition. A small boat at that time is typified by the thirty-foot Atlantic Class designed for youngsters to sail. A smallish cruising boat would be around fifty feet. Large boats by today's standards, they were dwarfed by the huge racing boats of the Gilded Age. Yacht clubs had considered anything under a hundred feet trifling. 1928 found many of the young men that would impact the story of the Lightning in their formative years.

One of these young men was Owen Churchill of Los Angeles, who would become one of our first Olympic gold medalist. A scion of gold rush wealth, he was given a fifty-three-foot sailboat after graduating from Stanford in 1919. In 1928, he was captain of the US Olympic sailing team in Holland, sailing in the fifty-foot-long Eight Meter Class. Notable among his crew was the young Manfred Curry, who would go on to apply the modern theory of aerodynamics to sailing.

Churchill would go on to be the captain of two more Olympic teams, and, most importantly to us, he sponsored the first US Olympic Summer Games in Los Angeles in 1932, where the first hardchined boats were included. He would later make his own money developing the rubber swim fin for scuba diving, Churchill Fins.



Owen Churchill (left) & crew—1928 Olympic Games in Amsterdam

In New York City in 1928, the son of an accomplished American Canoe Association sailing canoe sailor was himself learning to master the challenging ACA 16' X 30" (box rule) decked sailing canoe. Gordon "Sandy" Douglas learned to sail at an early age in the St. Lawrence River at the annual ACA Sugar Island Meet. His father was the manager of the exclusive Dakota Hotel in New York City. He grew up living in a luxurious apartment there. Along with the Meet, the family spent summers on Lake Hopatcong nearby in New Jersey. Self-described as a "son of privilege," his experience was that of many young men in the 1920s. He was given an expensive sailboat and taken to the best places to sail in the summers. Douglas would in time meet and race against Uffa Fox, an Englishman, who was instrumental in developing the modern racing dinghy in what would become the International 14 Class. Sandy would become a boat builder, specializing in the 14. He would take the plywood method of hull construction, developed by George Barns at the Skaneateles Boat Co., and use it to build the Thistle, based on the Fox 14. His pioneering of production round hulls would have a significant impact on the story of the Lightning.

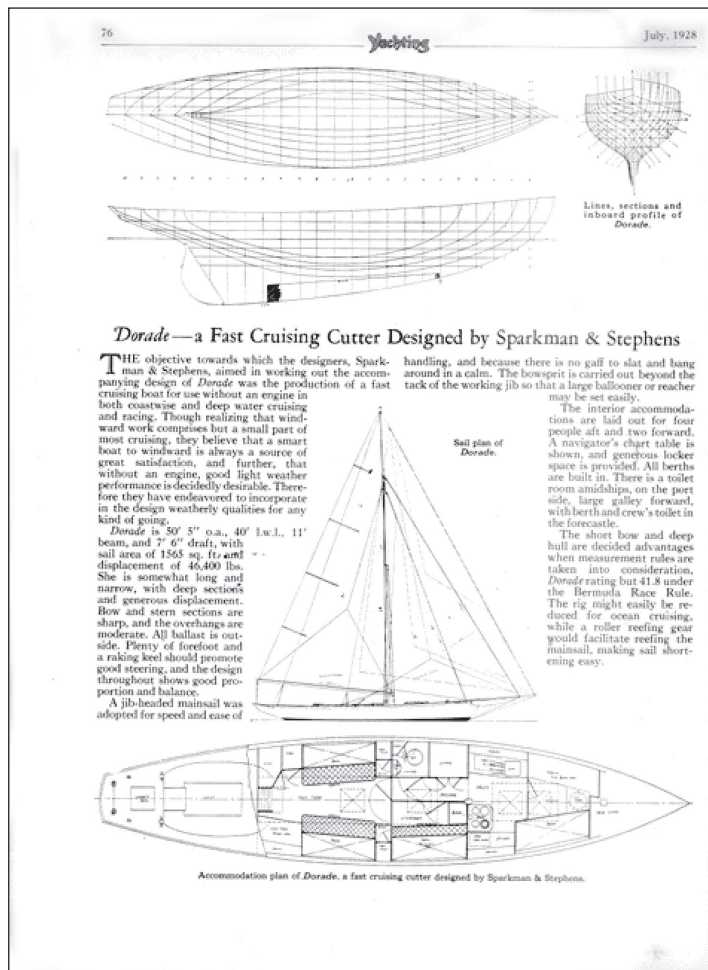
ACA 16 x 30 Sailing Canoe



Also in 1928 the young Olin Stephens, whose family had become wealthy selling anthracite coal in the City, was beginning his professional career. He had learned to sail first in the Adirondacks, then on Cape Cod and the islands where the family would spend the summers. His father would buy increasingly large sailboats each year for him and his brother Rod. By 1928, they were sailing a 6 Meter keelboat. The 6 would be his first love. His first exposure to sailboat racing was crewing the 6 at Seawanhanka Y C. The summer of 1928 he had the opportunity to sail his first ocean race, the Bermuda Race crewing for the famous designer John Alden on the schooner Malabar. It is well documented both in his biography (Kenny, *You Are First*, 1978)

and auto biography that his first published design was an amateur effort, a 6 Meter in the 1928 January issue of Yachting Magazine. The first S&S was the Sound Junior Class one design. The plans are lettered "design No. 1, Sparkman and Stevens, Naval Architects" and dated "July 1929." Also both note that the firm was formed when Stevens reached his majority in October of that year. His famous Dorade was commissioned that year by his father to support the fledgling firm when the stock market crashed and business dried up. (Interestingly your Historian is holding in his hands a copy of the 1928 July issue of Yachting opened to page 76. Examining original materials has turned up several inconsistencies and revealed many interesting aspects of the Lightning's history.)

1928 was the last year of the genteel world sail racing. Events would soon overwhelm this order. These young men and many others would soon be forced by these events to create a new order which would prove to be more open to sailors of modest means. Sail racing would become truly accessible, where merit would determine the best sailors in the world. The time of the great one-design classes was at hand, with the Lightning being among the best. I will share with you in the next six columns our history and how the Lightning has become a Corinthian Classic.





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Finding *Turmoil*

Geoff Beitner



My sailing career began on Long Island Sound on or about 1950 at age two in #1184, a 1938 Skaneateles. We did a few Block Island races and mostly cruised. My Dad built a Snipe, and we cruised for most of my childhood out of Southport Harbor, Connecticut.

In July, 1963, Tom Allen completed #8730 in eleven days, in time for him to win the Erie Districts.

She was then purchased by my dad, Fred Beitner. We drove from Lake Geneva, Wisconsin, where we were racing in Fleet 345, now defunct, to Buffalo to pick up this boat. When we arrived, she was bottom up while Tom was finishing her bottom, which later proved to be the most valuable bottom of any boat we sailed.

After settling for \$3,275 (the equivalent of \$35-40,000 today), we returned to Wisconsin, where she was christened "*Turmoil*," appropriate, given the amount of frenzy for racing in our family. Outfitted with Murphy & Nye working sails out of Chicago, a reaching Sobstad spinnaker called the "Tiger" and a big M&N chute, we began our series in 1963 and continued for three seasons.

Turmoil proved to be almost unbeatable by the best out there, including boats by Eichenlaub, Lippencott, Stamm, Nichols, and more. Even I, at age thirteen, was able to tally a 5-1 record in one series. Allen was a genius with some of his modifications, rigging, expansive controls, bottom work, and even automatic bailers, etc., while all within the parameters of Class measurements. He was surely ahead of his time, evidenced by his record, and now his son's record, while continuing the family boat building/racing tradition.

If you reference the 1965 yearbook, Fleet 345, you will see a picture of me and my parents and our booty for that season. We attended the Sheboygan

festival annually and a few outside regattas but never hit the Circuit. Probably the greatest feature of this boat was her uncanny ability to ghost along with virtually no wind.

In 1966 I ventured off to college in Virginia. My parents sold the boat to a friend/competitor for \$1,975, or approximately \$15-20,000 today, and moved home to Connecticut. Our friend continued winning but eventually sold her to another sailor in Wisconsin when the trail came to an end in terms of contact.

I continued to sail but not a Lightning and not in a formalized program. I built a scale model of *Turmoil* and had plenty of pictures in memory, and thought often of our "glory days." I continued my sailing career in cruising sloops, including Morgans, Tartans, Nassaus, etc. and did some handicapping in the lower Chesapeake Bay and also did some fairly long-range cruising. I served as co-founder and commodore of Salt Ponds Yacht Club in Hampton, Virginia.

On or about 2002, I was on business in Wisconsin and visiting my best friend in Lake Geneva who had crewed with me on #8730. We were talking about the old days and wondering what ever happened to *Turmoil*. It had been thirty-six years since our separation. After a few beers and more sailing stories, my friend challenged me to find her. I figured she was firewood by now, but after some thought, my curiosity got the best of me. I contacted the ILCA the next day and inquired as to her whereabouts. I was told they would look into the registries and see.

The next day I headed back to Virginia. in my car and thought about *Turmoil*, my parents and racing, all the way back to Norfolk. When I arrived home, there was a message from the ILCA on my phone. I replied, and would you believe that they had located a name and phone number on an inactive registry.

I couldn't imagine that perhaps Turmoil might still be alive and well somewhere out there. I called the contact and opened the conversation, nervously, as to his knowledge of her location. He advised me that he had retired her some years before but that she was in his barn. My jaw dropped to the floor. I called my friend, and he drove to Fond du Lac, which was only forty or so miles from where we were standing that night. He took pics and emailed them to me, and, sure enough, she was there. That did it. I called the owner back and told him "that the boat belonged to me and I wanted her back." Of course, it was my excitement that restricted my communication at this point, and he found it rather comical. We struck a deal and agreed upon roughly what that last sale price was in 1966. I jumped back in the car and drove twenty-four hours straight back to Wisconsin.

With no sleep, food, rest. I made my way to the Stokely farm and met the owner. He had rolled her out and secured the trailer and boat for me. I was spellbound when I got out of the car. It had been almost forty years, since my last race at age sixteen on Lake Geneva. She was in great shape having been covered up, just severely dried out. Being a wooden boat enthusiast and builder, I knew this was cosmetic. Upon inspection of the interior, I found the old original Sobstad reaching spinnaker, as well as many of my dad's sailing inventions and his files. Everything looked the same! Could this really be happening? *Turmoil*, now named *White Lightning*, was on her way home. When I asked about her record, Stokely informed me that he had to try hard to lose. So, it appeared that Tom Allen's boat had been winning since 1963 with three owners. This was one of the most memorable occasions of my life. I wanted so badly to call my parents, but, sadly, they had passed years before.

Vack in the car for another twenty-four hours to Virginia. Upon arriving, I began some basic screening and dismantling activity, but I was in the midst of also preparing for my retirement move to Florida, so her restoration was on hold for a little while. I finally arrived in Key West in December of 2008, only to find that I was the only Lightning in town. After a year and a half of restoration, I joined a local sailing club and engaged in some handicap racing. So, as my last race was at age sixteen, forty-five years prior, my first restart race was at age sixty-one. I, of course, changed her name back to *Turmoil* and built a mahogany/teak pram as a tender for cruising, just like we had back on Long Island Sound and named her *Turmoil Too*. She proved to be quite agile and fast, as usual, and even with time adjustments was winning regularly.

I would have given anything for my parents to have witnessed this event. My two boys, who are avid sailors, would have enjoyed it also. Nevertheless, my life had changed. This beautiful work of art was my obsession the early days of my life, and now she was back and all mine.

As they say, things happen for a reason, and now I understand that as the pieces come together. I am so proud of her, and the comments are plentiful and complimentary. During the restoration process, I completely disassembled every part of the boat. All hardware was broken down, cleaned and lubed. It is all Racelite and original. I replaced the running rigging, stripped and refinished all the wood and put a mirror finish on the hull. As a matter of interest, I don't think this had been done in forty-five years.

The bottom that Tom Allen had carefully finished back in 1963 was still original, as everyone was afraid to touch it. Now it was time for a new career and a new bottom. I also replaced the canvas deck. It amazed me how tight she was after all these years. The original boom is still in place, but an aluminum mast had been installed with an adjustable back stay. However, the original mast, which we broke in a race, was returned and, I plan to repair and reinstall that. The cedar planking yielded a small crack along the aft keelson, which I repaired.

She takes on very little water, which is amazing given that she is dry sailed. The original trailer was sandblasted and painted as well. The stainless steel slot fasteners were buffed and replaced, but I have been converting to phillips head with longer and sized-up screws.

I can say without a doubt that Tom Allen knew how to build a boat. All hardware is original, as well as standing rigging. I am using upgraded North and Foster working sails at the moment. With a new cockpit cover, she looks like gold sitting in the driveway.

As mentioned, racing experience thus far has been club handicap, with which we have done well. Most recently I raced twice in the 47th and 49th annual Key West Wrecker's series. We placed 7th out of fifty-five in 2012 and won the classic division this year.

Point of interest. In the last race a new J24 matched me and tried to enter into a luffing match about two miles from the finish line and failed. I was able to maintain 6-8 knots, nose in the wind in 10-15 and 2-3 chop and literally left the J24 in the dust—it's on film BTW. Last year I was caught in a squall, bore off to ride with it and went into a 15-20 knot plane. Nothing broke, and we survived. *Turmoil* con-



tinues to amaze me and is reminding me that some things get better with age.

At this point I feel compelled to add some aesthetic and spiritual factors to my story. To sailors out there, these observations and sensations will come as no surprise. To those wooden boat enthusiasts, the meaning of these comments will be enhanced dramatically. I was taught early on that wooden boats are still living and that if God had intended there to be glass boats, he would have supplied us with fiberglass trees. I have sailed both and can attest to the unique feel of the wooden boat. The way it moves through the water, the handling, its responsiveness and natural affinity towards the water give one a feeling of connection with the elements and a oneness with the boat itself, to the extent of anticipation of the boat's movement and reactions.

Now here's the strange part. The boat is just as aware of you and your characteristics, movements, and intentions. I always felt this connection with *Turmoil*. That is why I could single hand her at the age of thirteen, set all the sails, including the spinnaker, and sail her with virtually no effort. I did this often so as not to lose touch with the special relationship we had. With our relationship renewed, and our first time out after forty-five years, and continued sailing for the last five years, it has occurred to me that nothing has changed. *Turmoil* and I were bound in 1963, and that bond still exists as if we

had never separated. I experience the exact same feelings now as I did then. The have the same feeling as I hold the tiller, look up the mast, trim the jib, operate various control lines, and, most of all, when we glide through the water. I know how she will react when I make a move, as does she with me at the helm. Not unlike a small trained dog on a leash that depends on its master for guidance while the dog responds appropriately and returns the love given. If you think this to be rather farfetched, then I challenge you to have a fifty-year relationship with a wooden boat.

The next challenge involves my greatest aspiration at this time, which is to match *Turmoil* with other Lightnings of the same vintage or otherwise. With consistent measurements in this Class, I would expect all Lightnings to be competitive, given tuning and sails are current. I plan to attend our first regatta since 1966 at Lake Monroe out of Orlando, sponsored by Fleet 226, on May31-June 1 of 2014. Currently, I am making crew arrangements and planning for some training. I am feeling those same butterflies as when I was sixteen. My curiosity as to her competitive stature is really at a high. I shall give her everything I have, and I know it will be returned. No matter how we fair, it is with *Turmoil* and the spirits of my parents that we will prevail, no matter what our final position. Of course, the sequel to this story is forthcoming following this event.



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

15225 Nickles Lightning. White with light gray non-skid, no dings dents scratches or fiberglass repair. Glass head rudder, newer mast and rig (1 1/2 years old) with handi-lock lowers, carbo blocks. Proven fast boat and a regatta winner. Includes North Fisher main and jib with Shore spinnaker and trailer and mooring covers. Always dry sailed and stored indoors during the winter.\$12,000. Call Chris Jacobson at 989-293-5303. Photos available.

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

14912 - Allen. White hull & deck. Good condition. Sail: main, jib, spinnaker. Galvanized trailer, mooring cover travel cover. Located at Point Abino, Ontario or Buffalo, New York. Pricea \$10,200. Contact George Allen (716) 693-6209 or allensell1@msn.com. Photos

14824 Nickels 1997. White hull, deck and rub-rail. Three North mainsails, two North jibs, brand-new Doyle main and jib used in only one regatta, one spinnaker. Labeled dual side controls with color coded lines. Manually adjustable lowers. Main, jib and spinnaker halyards new this season. Christie compass. Nickels galvanized trailer with spare tire, mast stand and light bar. Mast stand has winch to facilitate putting on the travel cover. Fabriccraft one-piece travel cover, two mast-up mooring covers (one skirted), padded rudder cover, mast cover new this season. Boat sailed at Mansfield Sailing Club, OH. Always dry sailed and stored inside in winter. Acknowledged in the Ohio district to be a fast boat but not with me at the helm lately. \$8,000. Located in north-central Ohio. Hewitt boat lift also available for \$500. Contact Chris Clarke at 419-522-5906 or 419-210-0400 or e-mail at chrisclarke1946@hotmail.com

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

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

14643 Nickels. White with teal trim, non skid deck. Hull in near perfect condition. Always dry sailed. One new set of sails, never used: North Fisher Main and Jib and R-2 Spinnaker. Two sets of practice sails. Dual side controls with color coded lines mounted under deck. Mooring cover and covers for rudder, mast, and spars. Compass and all gear included. Nickels galvanized trailer, mast stand, light bar, and spare tire. \$9,100. Located in SW Michigan. Call 269-350-1076 for pictures and more info.

14637 Nickels. White hull and deck with a blue stripe at waterline and deck. Proven fast boat is ready to race. Winner of the 2013 Charleston Cup, the top overall Charleston boat for the 5 harbor regattas. Full re-rig last year with all new high-tech control lines and sheets. 2 sets of Fisher North main, jib, and spin. 2 spinnaker poles. Includes traveling top and bottom covers, mooring cover, mast cover, and rudder cover. Galvanized Nickels trailer in good condition. Located in Charleston, SC. \$7,900. Contact Jeff at Irvine.jeff1@gmail.com or 843-619-9930

14600 Nickels. Light gray hull, deck & Interior with green stripe & black rub rails. North Fisher main, jib & R-2 Spinnaker Plus almost new North Fisher Main. Dual side controls with color coded lines and manually adjustable lowers.. Nickels galvanized trailer with 2 spare tires, mast stand and

light bar. Travel cover and mast up full sided deck cover. This is an Indiana boat currently located in South Texas. Has always been stored indoors Price \$6500.00. Contact Jimmie Ankele 361-205-9001 or cessna5498h@aol.com

14434 Nickels. Boat is fast. New mast 2011. 3 sets of sails. One only used one light season. Recently replaced control lines and rigging. VSP yard cover as well as traveling, mast and rudder covers. Well maintained boat with a nickels trailer (new bunks 2011). Boat Located in NJ. \$6,900 Contact Rob; robuffus@yahoo.com

14419 Nickels. Very good condition. Two owner boat with White hull and white deck. Finished 5th 2013 CT/RI District Championships. 4 mains, 3 jibs, 3 spinnakers, one set in good condition. Dual side controls with color coded lines & manually adjustable lowers. Has only been used a few times in the last 3 years and has always been dry sailed and stored indoors. Nickels Galvanized Trailer with 1 Spare Tire, mast stand & Light Bar. Boat sailed out of Niantic Bay Yacht Club, CT. Price \$5,575.00 Contact Paul 860-304-9308 v6070@yahoo.com

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

14108 Lack of crew forces sale. Last raced with Fleet 1 at Skaneateles in the 2008 70th Anniversary race against international competition. Original certification certificate. Weight certified many times. Always dry sailed. Dark blue hull, white deck and waterline, proper rigging with all lines clearly marked. Trailer with new tires, refinished wheels. Three sets North sails: practice, light air, racing (never used) - worth \$3,000 alone. Two spinnakers. Blue matching cover. A bargain at \$5,200. FOB NH. Contact Ken Jones, kenjones1414@me.com. Phone 603-524-9615 or 603-673-9504.

14037 Nickels 1985, in good condition. 703 lbs. Hull is dark blue with white top, white and red stripes at water line. SS centerboard. Dual side controls; centerboard line cleats from either side; new vang line and fittings. Almost new spinnaker halyard. Handlocks on each shroud. Jib leads extended inboard. Boat has been kept on trailer and sailed in fresh water for 20 years. No damage to bottom hull. Replaced main/jib halyards and forestay. Light bar. Danforth anchor and line. Two wood rudders. One in excellent condition with wood tiller/ harken extender; and second with aluminum oval tiller. 2ndwood rudder needs some rebuilding with filler material. Three hiking straps and quick release Windex wind vane. Ritchie compass and Loos Standard Gauge; padded rudder bag. Three sail sets—main, jib, spinnaker and I extra Seidelman jib. 1st set MF2 main with very little use, JF2 jib and North R2 radial spinnaker good for fleet racing. 2nd set North M5 and 5A+ jib, North spinnaker heavy use. 3rd set Fisher main, Shore jib and Seidelman spinnaker; a few taped holes. Good for day sailing. 6 Brummel hooks. Red/green spinnaker sheets. Full mooring 2009 Rooke acrylic mast-up blue cover in excellent condition—no tears, holes or damage. Traveling cover good—tears have been taped. Winter outside storage tarp with on-boat support system. Allen wide ride trailer with 13" wheels and long leaf springs. Both bunks and supporting steel beams have been replaced. Race and bearings for both wheels have been replaced. Trailered very little so almost all tread left on both wheels. All tie down lines for trailering. Other: extra Harken single block and triple block with becket. One long handle aluminum paddle. Have measurement certificate and ALL documents supporting repairs/improvements. \$4,500. Contact Joe Warren, 703-820-4024; N. Virginia. Email: Warrenj@erols.com

13991 Nickels. Grey hull and deck with blue trim. Special offer to build fleet in Mission Bay, CA -- Asking only \$4,750! Includes boat, North sails and galvanized trailer. Price only good for people intending to race in Mission Bay. Boat located in San Diego. Contact Bob Martin at 760-310-3303 or romartin@arrow.com. Photos

12724 Nickels and Holman (Fenton, MI) in 1975. Yellow fiberglass hull with yellow deck, stainless steel centerboard and rudder, wooden spare rudder, spinnaker pole, 2 mains (1 North Sails), jib, spinnaker. Many extras including bumpers, anchors, life jackets, compass, sun tent, and spare parts. Sailed lightly, only in fresh water. Trailer has relatively new tires. Located in Lakeland, Florida. Asking \$5,500. Contact Tracy at 863-682-2983

12015 Classic cedar plank and mahogany. Built in 1975 by a gentleman in Ohio - an inch-thick file folder is included including the original S&S plans and "How to Build a Lightning" booklet. A light restoration was performed in 2013. The transom was finished in 12 coats of varnish; topsides have 5 coats of Interlux Sea Green; it's not glass-smooth, but it's very close. The rub rails were sanded and varnished - only 3 coats. Very lightly used North main in excellent condition, two jibs in good condition, older North main in average condition; Haarstick spinnaker in good condition. Newer bailers. Standing rigging is in excellent shape and may not be original, although it could be. Painted steel centerboard; 9/10 mahogany rudder; running rigging is average. Hardware is all circa 1975. Custom aluminum trailer with newer tires and good bearings. Average condition Sunbrella full deck cover. Frame and winter covers. A black aluminum mast and boom are included at full asking price, or may be available for purchase separately. This boat is absolutely gorgeous. However, it's far from perfect. The interior varnish shows some typical wear on edges but overall is in very good shape. The sitka spruce mast and boom need to be refinished as the varnish is flaking off in places. Some of the seams have opened and been reglued with G-Flex. You'd have no problem enjoying her as is, or doing some additional work this winter to bring the boat from an 8.5 to a 10. Overall this boat appears to have been lightly used. This boat has no rot whatsoever. We are selling her because she's the only woodie in Colorado and would like to be able to compete with the plastic boats. She needs to be with other classic boats. May be open to a trade. Willing to deliver up to 500 miles. Serious inquiries only. Additional images available by request. REDUCED! Asking \$3,990 or best offer. tobyhamer@hotmail.com 303 725 9676

10957 - 1968 Lippincott Lightning. Very solid early fiberglass hull. Boat is complete and ready to sail, though could use some TLC to return mahogany seats, combings, and rub rail to pristine condition. Newer aluminum mast and boom. Standing and running rigging is in great shape. Boat comes with 2 mains, 2 jibs, 2 spinnakers (all older but serviceable). Steel centerboard is currently out and in need of preservation, but is serviceable. Boat sits on a solid galvanized trailer in my garage, comes with taller highway tires and smaller yard/ramp tires. Has bottom paint and mooring cover. Asking \$1,300 OBO. Looking to downsize to a smaller racing dinghy. Norfolk, VA. 757-748-3204 or Ethan.m.rule@gmail.com

10254 Allen with trailer, two jibs and two mains much newer than boat, two spinnakers and storage cover. Have original measurement certificates. \$1500 or best offer. Phone 603-903-4196 or e-mail terrypindell@yahoo.com

10201 Siddons & Sindle Lightning. Project Boat. Mostly complete-NO MAST or rigging. Hull in decent shape. Has 2 wooden booms, nice wooden rudder, and mahogany seats. Sitting on tilt-trailer (also a project). Pretty much any offer accepted. Located in Portsmouth, VA. Please e-mail Russ with any questions. rchandler5@cox.net

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

9398-Lippincott. Don't let the hull number fool you, this is a competitive and fast boat that

has won plenty of races. It is in exceptionally good shape for a boat this vintage. The boat was completely retrofitted in the early 2000s by Tom Schroder and Bob Harkrider. Original deck has been replaced with new Nickels deck to allow for current rigging—all controls to the side decks and foredeck. Spinnaker halyard run aft to the skipper. Various upgrades over the years we have sailed it. New mast in 2006. Chain plates are in original location, but the boat is easy to tune using Greg Fisher's guide. Great boat to get into the class at a lower cost. Boat will sell with 2 sets of Fisher Norths (MJS), Rooke Day cover (good shape), Sailor's Tailor traveling covers (fair shape), Nickels trailer. \$5000. Jay Taylor (919) 422-9482 or jay.taylor@svn.com

9369 Glass Lippincott, great condition - looks like a brand new boat! Blue hull, off-white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. I am a yacht builder. Replaced chainplates, all halyards, all shrouds, and stays in 2013. Mahogany trim refinished. 1990 custom galvanized trailer with custom cross bunks and extended tongue. Three jibs and two main sails. Cover for boat and boom tent. Asking \$1,800, firm. Boat located in RI. Rick (401) 678-0196 - ad updated 5/19/14.

8690 Built by Saybrook Yacht Yard in 1965. In storage for over the last 15 years; Allen Boat Works low-bunk trailer; metal mast and boom, Fisher sails plus second set; updated hardware and lines. Great wood boat in great condition. \$2,900 obo. Boat located in Pennsylvania. 617-834-8535 or marklkeene@gmail.com

7678 Single-planked Cedar; ca 1960 David Beaton & Sons. Good to excellent condition, fully restored w/ additional FWD struts. Teak flooring + 1/2" King blank. Mahogany Seats & Coamings. Sails: New, renumbered (except Neil Pryde Spinnaker) + Full rigging and parts. Spars- SITKA Spruce, original and in Excellent Condition. (No trailering-gallows yet available.) Includes: title; new 2010 trailer, 2011 Sunbrella Cover, work log copy and documentation, all fittings bronze & stainless, extra parts. May require proper jib rigging @ Bow. She sails beautifully after putting \$2,500.00 and 160 hours into this beautiful craft. "COSETTE" presently sits on transverse bunks, on trailer, but did not leave the driveway, this year. I would like my best restoration, ever, to have a good home, and to be sailed. I will be sorry to see her go, but I fear I would not have the time to give to her sailing deservence. Please feel free to make your best offer, knowing the price of spars, best provisions and fittings are accumulatively worth over \$6,000.00. Boat located in Toms River, NJ. David M. Olney 732-664-2294

7606 Probably the fastest wood Lightning available. Eichenlaub built in 1961, sister to his Bull I, 1 of 4 "outlawed" boats, but legal. Trailer, alum. spars, cover, 2 suits of sails, newer North main & jib, PCC, NWD, champ, top 10 in NA's in '63 & '64, countless wins & places over the years. I was original owner, sold in '70s and re acquired in the mid 90's. Restoration 1 year old. \$4,500.00 or BO takes. Located in San Diego. Howard Macken 575-937-2810 or htmacken@gmail.com

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7312 - 1959 Wooden (Nickles & Holman). Its wooden parts include hull, mast, boom, spinnaker pole and rudder. The sails include: 1 main sail, one spinnaker that are both in good condition and 2 two jibs that need work, they are made of fabric that some animals got into to. A Custom made trailer. It comes with life vests and a couple of paddles. The boat has been primarily dry sailed at Keuka Lake in New York since 1977 when I purchased it. It has also been sailed on the Chesapeake Bay and off the coast of Maine in the 1980s. It is between good and is in fair condition. It needs some clean up and painting and it will be ready to

sail. Everything is structurally sound. It was last sailed on Keuka Lake in 2006 and has been stored inside except for the 2013- 2014 winter. Where it was stored outside covered. The asking price is \$1500 for everything. Located in Branchport, NY. Contact Peter Gamba -315 595 8899, pgamba1007@aol.com

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

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

4173 Wooden Lightning. Built in Toronto (builder unknown). Boat is in very good condition. 80% restored. Ribs are oak; the hull is wide-board clear cedar (gaps between planks have been routed and cedar shims epoxied in place to form a very stable and strong uni-hull). The hull has been West System epoxied; the mast and boom are sitka spruce - fully refinished; the stern, rudder and centreboard trunk are Honduran mahogany and have been refinished; new floorboards have been made of cedar. The cockpit coaming, deck canvas, seats and rigging have yet to be finished - many original parts, original cotton sails (very good condition) and newer main, and new wide deck canvas are included but no trailer. Located in Ottawa, Ontario Asking \$800. Contact Alan: 613 839-2991 or jowett@rogers.com

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

unknown number - Wooden Lightning, cedar plank over mahogany. Woodwork is all intact- no rot whatsoever. Entire boat restored in 2007 and sailed in freshwater only and stored under cover since. It is not perfect or in restored condition and will need paint and refinishing to bring it back to snuff. Boat comes with Harken aluminum mast and rigging, complete and in good shape, North sails in excellent condition, 2 spinnakers and pole (I've never used them) and comes on a magic tilt trailer, also in excellent condition with no rust, solid springs, hubs and bearings and brand new tires. Boat is located in central Florida- delivery may be negotiated. Asking \$1500. Adam, cell# 863-443-0630 email, apeterson@tnc.org

unknown number - 1964 wooden lightning. \$2000 with 5hp motor or \$1500 without. Includes 2 wooden masts and booms. All bronze hardware. Needs some deck work. Includes trailer. Email for more info. jimfoyardier@aol.com

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.

2014 Champions

Nigerian Nationals



Deep South Regatta

Savannah Yacht Club – Savannah, GA
Eric Oetgen, Kelly Oetgen, Charlie Usher

Midwinter Championship

Coral Reef Yacht Club/Fleet 226 – Miami, FL
David Starck, Joe Starck, Neal Fowler

South American Games

Club de Yates Higuierillas
Alberto Gonzalez Mas, Cristian Marcos Herman Sanhuez,
Trinidad Gonzalez Parro

Winter Masters' Championship

St Petersburg Yacht Club/Fleet 109 – St Petersburg, FL
Greg Fisher, Jo Ann Fisher, Jeff Eiber

Winter Championship

St Petersburg Yacht Club/Fleet 109 – St Petersburg, FL
Allan Terhune, Jr, Katie Terhune, Sarah Chin

Southern Circuit

Coral Reef Yacht Club – St Petersburg Yacht Club
Skip Dieball, Jody Starck, Ian Jones



Texas District Championship & Annual Elissa Regatta

Houston Yacht Club/Fleet 521 – Shoreacres, TX
Larry Frost, Chance Miller, Paul Barnes

3rd Annual Moonshine Regatta

Virginia Island Sailing Association /Fleet 509 – Moneta, VA
Larry Frost, Chance Miller, Paul Barnes

Midcontinent Regatta

Carlyle Sailing Association/Fleet 266 – Carlyle, IL
Todd Wake, Kristine Wake, Doug Wake

Long John Regatta

Monmouth Boat Club/Fleet 70 – Red Bank, NJ
Rob Crane, Will Jeffers, Laura Jeffers

Brazilian National Championship

Claudio Bieckarck, Gunnar Ficker, Maria Hackerott

San Isidro Labrador

Club Nautico San Isidro, Argentina
Alejandro Cloos, Maria Eugenia Zarama, Joaquin Busquet

Burl Harmon Memorial Indiana Open

Indianapolis Sailing Club/Fleet 270 – Indianapolis, IN
Ernie Dieball, Jacqueline Dieball, Bryan Bahler

On The Rocks Regatta

Finland
Matti Aalto, Pyry Aalto, Lauri Virtanen

Doc Gilbert Potomac Cup

Fleet 50 – Leesylvania State Park, Virginia
Steve Constants, Mike Constants, Lisbet Kugler

No Gas Regatta

Seyvern Sailing Association/Fleet 329 – Annapolis, MD
Caroline Patten, John Faus, Ian Sanderson

Pastrikakia

Greece
Angelos Vassilas, Evangelos Kafetzidakis, Giorgos Vassilas

Early Bird Regatta

Cedar Point Yacht Club/Fleet 126 – Cedar Point, CT
Josh Goldman, Adam Westerman, Eva Burpee

30th Annual Spring Classic - Team Division

Pymatuning Yacht Club/Fleet 36 – Jamestown, PA
Teams skippered by Jimmy Barnash, Patrick Huntley, Dean Caley

30th Annual Spring Classic

Pymatuning Yacht Club/Fleet 36 – Jamestown, PA
Dave Werley, Greg Maras, Natalie Maras

Lyhytrata LM 2014 - Tulokset

Finland
Kimmo Aromaa, Mika Aromaa, Pekka Bollström

Oriental Regatta

Oriental Dinghy Club/Midvette Street Boat Ramp – Oriental, NC
Henry McCray



Casseli Race 2014 Lightning

Lahti, Suomi

Matti Aalto, Pyry Aalto, Lauri Virtanen

Nigerian National Championship

Lagos Yacht Club/Fleet 510 – Lagos, Nigeria

Mike Barnes, Lynn Obray, Sam Coombes

Amanda Argentina Championship

Buenos Aires, Argentina/Fleet 447

Mario Fumagallo



Lighthouse Regatta

Fond du Lac Yacht Club-Fleet 442/Fond du Lac, – WI

Richard Walsh, Alex Cox, Chris Straton

Florida District Championship

Lake Monroe Sailing Association/Fleet 502 – Sanford, FL

Steve Hayden, Jeffrey Hayden, Bill Holstein

California District Championship

Mission Bay Yacht Club/Fleet 194 – San Diego, CA

Jeff Coppens, Evan Hoffmann, Megan Six



Bayview One Design Regatta

Bayview Yacht Club, Detroit, MI

Matt Fisher, Dan Moriarty, Tobi Moriarty

Dick Fastiggi Memorial Spring Regatta

Malletts By Boat Club/Fleet 301 – Colchester, VT

Jamie Allen

Celebration of Spring Regatta

Newport Yacht Club/Fleet 77 – Rochester, NY

Mark Sertl



Magnus Pederson Regatta

Nyack Boat Club/Fleet 75 – Nyack, NY

Justin Coplan

Southeastern District Championship

Carolina Yacht Club/Fleet 511 – Wrightsville Beach, NC

Pierce Barden

Dixie District Championship

Susquehanna Yacht Club/Fleet 253 – Wrightsville, PA

Geoff Becker

Bay City Invitational Regatta

Bay City Yacht Club/Fleet 216 – Bay City, MI

Rob Linden, Casey Ray, Meghan Linden



Metropolitan District Championship

Monmouth Boat Club/Fleet 70 – Red Bank, NJ

Jack Huntsman

Connecticut/Rhode Island District Championship

Noroton Yacht Club/Fleet 135 – Noroton, CT

Rob Crane, Brenda Crane, Doug Herling

Mississippi Valley District Championship

Delta Sailing Association/Fleet 274 – Hernando, MI

Ian Schillebeeckx, Marc Schillebeeckx, Roselyne Schillebeeckx

Southern District Championship

Buccaneer Yacht Club – Mobile, AL

Larry Frost

James Island Yacht Club Regatta

James Island, SC

Eric Oetgen

Lake Erie District Championship

Buffalo Canoe Club/Fleet 12 – Point Abino, Ontario, Canada

Mark Sertl

Michigan District Championship

Boyne City Yacht Club/Fleet 512 – Boyne City, MI

Ernie Dieball

Indiana District Championship

Indianapolis Sailing Club/Fleet 270 – Indianapolis, IN

Mike Thomas, Bill Thomas, John Obrien

Ohio District Championship

Mansfield Yacht Club/Fleet 150 – Mansfield, OH

Tom Varley, Jon Varley, Bucky Buchanan

New England District Championship

Malletts Bay Boat Club/Fleet 301 – Colchester, VT

Michael Sonnenberg, Michael Booker, Adam Ceely

Champagne Classic Regatta

Keuka Yacht Club Fleet/252 – Hammondsport, NY

Bob Astrove, Doug Dixon, Emily Slade

Champagne Regatta/Central New York District Championship

Keuka Yacht Club/Fleet/252 – Hammondsport, NY
Bob King, Sarah King, Owen McDonald



Youth World Championship

Buffalo Canoe Club/Fleet 12 - Point Abino, Ontario, Canada
Rondina / Hackerott / Sylvestre - BRA

Colombian District Championship

Club Nautico el Portillo/Fleet 501 – Bogota, Colombia
Camilo Salcedo



Long Island District Championship

Southampton Yacht Club/Fleet 431 – Southampton, NY
George Koch

Great Lakes Championship

North Cape Yacht Club/Fleet 42 – LaSalle, MI
David, Jody Starck, Sarah Paisley

Stump Buster

Indian Lake Yacht Club/Fleet 23 – Russels Point, OH
James Taylor, George Auer, Nate Ireland

Canadian Open Championship

Temple Reef Sailing Club/Fleet 279 – Thunder Bay, Ontario, CA
Todd Wake, Kristine Wake, Doug Wake

European Masters' Championship

NOAV/Fleet 525 – Voula, Greece
A. Bountouris, T. Danezi, B. Lebessis

European Championship

NOAV/Fleet 525 – Voula, Greece
P. Verginadis, J. Adamopolis, E. Polykandriotis

NJ Junior State Championship

Surf City Yacht Club/Fleet 196 – Surf City, NJ
Chris Schon, Haley Kardek, Aaron Hasak



Higgins Lake Regatta

Higgins Lake Boat Club/Fleet 110 – Roscommon, MI
Rob Linden, Meghan Linder, Casey Ray

Atlantic Coast Championship

New Bedford Yacht Club
Rob Crane

Finnish National Championship

Oulun Pursiseura – Finland
Matti Leppänen

Down Bay Regatta

Little Egg Harbor Yacht Club/Fleet 26 – Beach Haven, NJ
Michael Hnatt

Women's North American Championship

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
Laura Jeffers, Johanna Schon, Pauli Kaiser

Masters' North American Championship

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
Alberto Gonzalez, Trini Gonzalez, Cristian Herman

Juniors' North American Championship

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
Tanner Probst, Jenna Probst, Maya Weber

North American Championship – Qualifying Series

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
Alberto Gonzalez, Trini Gonzalez, Cristian Herman

North American Championship – Governor's Cup

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
Peter Jones, Leanne Jones, Kendra Jones

North American Championship – President's Cup

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
William Brown, John Faus, Matty Schon

North American Championship – Championship Division

Sheboygan Yacht Club/Fleet 187 – Sheboygan, WI
Greg Fisher, Jo Ann Fisher, Zeke Horowitz

Watch for full reports from the North American Championships in the next issue of Flashes.



Midwest Districts fogged in
Shore activities – no racing



CAD Districts–no wind=no races



Moonshine Regatta



Florida District Champs



Florida Masters' Champ getting his green jacket



South American Games



CAD Down Bay regatta



First Regatta of the year in Finland! It showed!



South American Woody Hanging out at the beach!



Long John



Dick Fastiggi Memorial Spring Regatta



San Isidro Labrador Championship ARG, Ale Cloos, Maria Zamara, Juaco Busquet



Indiana Districts



International Lightning Class Association

1528 Big Bass Dr
Tarpon Springs, Florida 34689 USA

Salinas Yacht Club



St Petersburg Yacht Club



Buffalo
Canoe
Club



Tawas Bay
Yacht Club



Upcoming Championship Regattas

South American Championship

Salinas Yacht Club

Salinas, Ecuador – December 3–7, 2014

Chilean Nationals & 2015 Pan Am and World Championship Qualifier

Pucon, Chile – December 28–31, 2015

Australian Worlds Qualifiers

Sydney, Australia – January 24–26

Brazil 2015 Panam Games & Worlds Qualifier

Sao Paulo, Brazil – February 14–21, 2015

Winter Championship

St Petersburg Yacht Club

St Petersburg, FL — March 14–17, 2015

*US Trials for the Pan American Games will also be held during the Winter Championship

Midwinter Championship

Coral Reef Yacht Club

Miami, FL — March 18–21, 2015

Pan American Games

Toronto, Canada — July, 2015

International Masters' and Canadian Open Championships

Buffalo Canoe Club

Ridgeway, Ontario, Canada — July 15–19, 2015

World Championship

Buffalo Canoe Club

Ridgeway, Ontario, Canada — July 19–25, 2015

Women's, Juniors' and Masters' North American Championships

Tawas Bay Yacht Club

Michigan August 7–9, 2015

North American Championships

Southern Yacht Club

New Orleans, LA — October, 8–10, 2015

Chile



São Paulo



Coral Reef Yacht Club



Southern Yacht Club

