



International

Lightning* *Flashes

Fall/Winter 2014, Volume 74, No. 3

**North American Championships
Announcing the Past President's Challenge
Skanateles Part I – Change 1929-1932
Finnish Nationals**

Chris Gribble Photography

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

LAST CALL for 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.



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

Phone: 727-942-7969 • Fax: 727-942-0173 • E-Mail: office@lightningclass.org

www.lightningclass.org

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Chris Gribble, Photographer

With a long-history of sailing, a love of the water and a passion for regatta photography, Chris launched KnotJustRacing Photography in 2011:

<http://knotjustracing.smugmug.com/>

Always ready to catch the moment, Chris loves being able to give people the ability to see themselves in action on the water. She specializes in capturing on-the-water shots and has taken over 500,000 pictures on sunny days, windy & wavy days, foggy days, and rainy days.

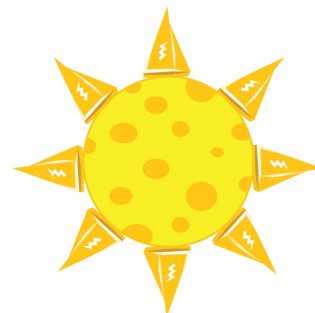
Her work has been published in Sailing Magazine and in Saving Sailing (a book written by Nicholas Hayes). Chris grew up in Fox Point on the north side of Milwaukee.

If interested in having Chris join you at your next sailboat racing event please call (414) 916-7677 or send an email inquiry to:

cegthing3@me.com.

Cover photo:

Doug Steffenson's Mermaid #14857 with Brandon Holton and Jonas Andersson at the 2014 North American Championships. Photo courtesy of Chris Gribble Photography. More of her on the water photos can be seen on pages 18–37 or on line at: <http://knotjustracing.smugmug.com/> or the Sail Sheboygan Flickr page.





President's Message

Debbie Probst

Roughly two months into my term as ILCA President and I am very proud to report that things are going well. With some new members on the Executive Committee, Jim Crane and Todd Wake join myself, Victor Lobos and Bill Clausen, we are given the opportunity to examine our business with new perspective. I anticipate very good things from this group.

Over the past few years I have been quite impressed by the volunteerism that abounds in our Class. The efforts and dedication of some have been publicized and, hopefully, well-recognized by all Class members.

However, there are many, many hours dedicated by more Lightning enthusiasts than we could ever recognize adequately. Regatta chairpersons, their committees, Race Committees, our Governing Board, boat builders, sail makers and reps, party hosts, etc. From writing the Notice of Race to organizing the post-race refreshments to helping a fellow-sailor tune his rig—our Class is an impressive display of generosity and good-will. I truly hope you all feel the return on your efforts is worth it. I certainly do!

As we look to 2015, we have much to anticipate. The list of regattas to choose from is large and varied.

I hope you schedule at least a few events into your year.

In North America we have the Southern Circuit, the Masters Worlds, the World Championship, the Women's/Juniors'/Masters' and the North Americans, along with plenty of regional events. There is something for everyone. Please review the calendar and read your Flashes and Flash Blasts carefully, as some events will not be held at their typical location on the calendar.

Around the globe we are continuing to see growth in South America, Europe and Australia! These are very exciting times, and I am encouraged by the growing interest in the Lightning around the world. Dedication to our Class is not limited to North America. In fact, some of our strongest advocates hail from the areas mentioned above. I, and the entire ILCA, thank you ALL!!

As the Southern Hemisphere's sailing season is ramping up, those with our boats in winter storage can follow regatta reports and pictures as we make our crew and travel arrangements for 2015. Let's make 2015 another great year!

5th Executive Committee Member



The ILCA Governing Board has elected Todd Wake to serve as the 5th member of the Executive Committee for the 2014–2015 term. Todd and his wife Kristine bought their first Lightning in 2001 and have been active in the Class ever since. Their third crew is usually their son Douglas or "grandpa" Neal Fowler. This year their youngest son Ben sailed his first regatta.

Todd believes the greatest strength of Lightning Class is that it allows friends, families, young and old, big and small, to sail together and compete at as high a level as they choose. Making friends in the Class from around the country and the world has been the greatest reward for him. He sees serving on the Executive Committee as a way to give back and help others enjoy the same experience.

Todd has been instrumental on the Governing Board and ILCA Fund Committee for many years. This past year he was Co-chair of the 2014 North American Championships that were held at his home club of Sheboygan Yacht Club in Sheboygan, Wisconsin.

Sharon McIntosh

Marine Artist



(912) 713 4267

www.sharonmcintosh.com



Originals
Giclee Prints
Commissions

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 (deadline extended to **December 31, 2014**. Winner will be announced in the spring of 2015): 2016 ILCA Youth World Championship.

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

The ILCA Announces the Past President's Challenge

Maintain Vitality and Visibility through Philanthropy



Dear Lightning Sailors:

In the past five years the ILCA has been one of the most innovative one-design sailboat racing class associations through our very unique and award-winning "Boat Grant Program," along with our International Development Program. These two programs help to both

maintain and increase our long-term viability and vitality. They also help support the mission of our association.

Many youth sailors have been introduced to the Lightning Class through the "Boat Grant Program," and our International Development Program has helped to strengthen our international standing by rebuilding and growing fleets in both South America and Europe. Several containers of refurbished Lightnings have been sent in the past few years to both Chile and Greece. In addition to these exciting programs, we also operate a first-class administrative office based in Tampa, Florida. Laura Jeffers has been more than capable in handling this job.

All of these programs and services require significant financial outlays. We ask that you answer the call with a contribution to help fund our mission to promote and develop sailboat racing in the finest one-design sailing class in the world, the International Lightning. Please accept the challenge and make a donation to the ILCA today!

Sincerely,
John Faus, ILCA Past President

International Lightning Class Sailor from Greece

I started sailing in the Lightning Class from a very young age with friends and have continued racing in the Class for the past fifty-nine years.

The reason that I contribute money to the ILCA is because I feel the Class does an excellent job promoting itself in the best possible way. Lightning Class sailors go out of their way to be friendly, and I enjoy the high level of competition which has motivated me to compete in many European and World Championships.

The Greek Lightning community is incredibly grateful to the ILCA for its very generous offer and arrangement to prepare and send several Lightnings to Greece. They will be used primarily for our youth programs and generally to promote the Class and recruit Lightning sailors of every age.

I feel that visits from time to time of the best sailors, mainly at important events, but also in other organized ways, such as Lightning Labs, show that the level of Lightning sailing can be kept very high. I sincerely appreciate all that the ILCA does to promote sailboat racing on the international level.

George Andreadis



International Development Initiative

The revitalization of Lightning sailing outside North America has been a substantial focus for the ILCA over the past few years. As a result, Chile, Australia, Finland and Greece have all experienced significant growth. The Fleet Development Initiative is working! Boats on the line at the Chilean Nationals have gone from single digits to now over thirty! The 2014 European Championships had the most European participation in nearly ten years, and there were the most Greek boats participating in this regatta in over fifteen years! The excitement and demand for boats continues to grow. Programs like these help to keep the Class strong and a leader amongst other one-design sailing classes.

ILCA Boat Grant Program

The ILCA supports youth sailing and encourages younger sailors to try the Lightning. The Boat Grant Program allows young teams to experience Lightning sailing at its best by lending highly competitive equipment and providing financial support to selected individuals. The success of this program is clearly illustrated by the large number of these sailors who choose to remain connected to the class after their grant concludes.

To date, 26 teams or over 81 young sailors have been introduced to the Lightning Class. Eight recipients have purchased their own Lightning. These numbers will continue to grow as these young teams get older.

It is wonderful to see many of these fine young sailors competing at the top of the fleet at many regattas. Last year during the 2013 World Championship after the first day of competition, three Boat Grant Alumni were all in the top ten: Justin Coplan (2008), Will Brown (2008) and Jamie Simmons (2012). Coplan and his team went on to finish second overall!

George, "Gidge" P. Glenn, III Lifelong Lightning Sailor



I was recently asked by a close friend if I would contribute to the ILCA Fund. In so doing, I was further requested to write why I would wish to make such a donation and why the Class is important to me. In pondering what to write, I decided to share a short story of how the Lightning Class has influenced my family and my life. Although my mother and father, who introduced me to the Lightning, have since passed, the memories, experiences and fun will forever be ingrained

in my mind. My father introduced us to sailing when he built his first Sailfish in our small basement. With all the love, as well as the tender and nimble fingers of a surgeon, he meticulously built and completed it. One problem, he never thought how to get it out. So, instead of giving up, he decided to take out a section of the foundation while my mother was away.

It was that lone passion that drew the family to the Lightning Class, Fleet #99, Ocean City, New Jersey, during the early 60s and then onto Fleet #430 at the Ocean City Yacht Club with family and cousins.

Over the years, our participation waned at times, but our love for the Class never faded. With the rekindling of an old friendship, we embarked on a venture together, along with my brother who would take us to the Worlds in both Chile and Greece. The experience along with the regattas leading up to it, were incredible! It was there that the international friendships that we happened upon lit the fire to expand our horizons with other cultures who shared our passion for sailing and, more importantly, friendship.

Though you may never see us rank among the top ten, we have an international group of friends in Chile, Greece, Finland, Ecuador, Canada, etc., that allow us to be us, international ambassadors of friendship. To this I say, "thank you for a great ride and many more to come."

Mr. Pinky



John Faus, Past President of the ILCA

My dad got me started sailing in the Lightning Class on a Helms #10823. We sailed out of Fleet #335, which is the Barnegat Light Yacht Club in Harvey Cedars, New Jersey, on Long Beach Island,

aka: part of the Jersey Shore. My dad passed away this year, but his spirit stays with me through our time of sailing together.

I was encouraged to join the Governing Board of the ILCA by Past President, Steve Davis. After I witnessed how dedicated people were, I wanted to see if I too could help by volunteering some of my time to the Class. The Board voted me in as the fifth member of the Executive Committee, and I continued through the offices to become the President from 2012–2014.

Not too long ago, I won a J-70 in a raffle while down in Charleston, South Carolina. After some careful thought and deliberation, I decided to make a meaningful donation by giving the J-70 to the ILCA. This is something I've always wanted to do, and now my dream has come true! The money from the sale of the boat will go to the Lightning Boat Grant Program.

To me this program represents a great opportunity for us to transition youth sailors into our Class and help them become the nucleus of future generations of Lightning sailors.

We need your support to meet this challenge. Make your gift today!

Giving Back to Move Ahead

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](#), [John Faus](#)

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.

Please renew your membership in the

International Lightning Class Association!

Don't miss any of the Action! MEMBERSHIP DUES as of 1/1/2015

Memberships are good for 11 months after the month you join!

Example: Join in July and your membership is good through June of the following year.

<input type="checkbox"/>	Active Membership with e-Flashes (3 issues/year), Flash-Blasts, & Annual Yearbook on CD	\$55
<input type="checkbox"/>	Associate Membership (non-Boat owners) with e-Flashes, Flash-Blasts & Yearbook on CD	\$30
<input type="checkbox"/>	Crew Membership with e- Flashes & Flash-Blasts	\$10
<input type="checkbox"/>	Printed Flashes (3 issues – Spring, Summer, Fall/Winter)	\$25
<input type="checkbox"/>	# Printed Yearbooks _____ \$25.00 each	_____
<input type="checkbox"/>	Undesignated crew: _____ \$10.00 each	_____

* Name: _____
* City: _____ State: _____
* Home Telephone: _____
Fax Number: _____
Boat #: _____
District: _____

* Address: _____
* Zip Code: _____ * Country: _____
Work Telephone: _____
* Email: _____
Boat Name: _____
Fleet#/Sailing Waters: _____

ADDITIONAL MEMBERSHIPS

Name: _____
Address: _____
Zip Code: _____ Country: _____
Work Telephone: _____
District: _____
Name: _____
Address: _____
Zip Code: _____ Country: _____
Work Telephone: _____
District: _____

Membership Type: _____ \$ _____
City: _____ State: _____
Home Telephone: _____
Email: _____
Fleet#/Sailing Waters: _____
Membership Type: _____ \$ _____
City: _____ State: _____
Home Telephone: _____
Email: _____
Fleet#/Sailing Waters: _____

Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ _____
Donate to the **Limbaugh Fund** \$ _____
Donate to the **Annual Operating Fund** \$ _____

Donate to the **Boat Grant Program** \$ _____
Donate to the **Huntsman History Fund** \$ _____

* Card Number:

* Expiration Date: / ☐ Repeat this order – sign me up for automatic renewal

* Name on Card: _____ * Required for credit card processing.

Join online, fax your completed form to the number below or mail your membership form and check to:

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

Phone: 727-942-7969 Fax: 727-942-0173 Email: office@lightningclass.org www.lightningclass.org

Your membership directly supports the daily communication between 150 Fleets and nearly 1,800 members spread out over ten different countries. This includes maintaining and developing the Class web site, newsletters, the annual yearbook and all historical records. Active participants include recreational sailors and seasoned racers of ALL ages!

REMINDER!

The membership voted in favor of a small dues increase in August 2014, effective January 1, 2015.

NEW 2015 Dues Rates (in USD):

Active Skipper/Boat Owner: **\$55.00**

Associate/Non-Boat owner (can skipper in sanctioned regattas): **\$30.00**

Crew: **\$10.00**

Fleet Dues **\$30.00**

Thank you for supporting the ILCA



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

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

Please send ads in color format. The electronic version is published in full color. The printed version is published in a combination of color and black/white.

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

office@lightningclass.org

Boat Grant – 2014 Team Spector



We would like to thank the International Lightning Class for being selected for the Boat Grant Program. Over the past months we have learned an incredible amount about sailing the boat and have seen just how competitive Lightning Class is.

We are now approaching the end of our time as “the boat grant guys” and are already making plans to continue our efforts in the Class. Below are a few of things we will take away from our experience in the program.

We learned the value of effective communication, the importance of having generous mentors, and also about the camaraderie within a highly talented fleet.

Having stepped out of collegiate dinghies and away from the organization of a varsity program into the Lightning, our team soon found ourselves negotiating work and graduate school schedules to line-up practices and event logistics. We began with a master calendar that was tweaked and altered until we felt we struck a balance between adequate practice time and not over-stepping our welcome at yacht clubs in the area. With our plans in place we leaned heavily on our mentors in the Class to help us get up to speed with the fleet.

We would be remiss if we did not mention the efforts of Chris and Terry Hamilton, Greg and Jo Ann Fisher, Lenny Krawcheck, Mitch Hall, and Laura Jeffers, who were instrumental in making sure our boat was up and running and that any rigging or tuning issues were not overlooked. We are so grateful for these few and so many more who really



took great care of us over the summer. Chris and his crews took time to two-boat test with us after work on many evenings. Greg and Jo Ann took lots of time away from their own practice to chase us around looking at our mast. Jo Ann often hopped in our boat to show us how to better trim the jib and fine tune our boat handling.

Above all else that we experienced with the Boat Grant, we learned just how much fun the Lightning fleet has! The teams race hard and are serious on the water, but they are just as serious about cracking smiles and beverages once the racing is over and it’s time to share the day’s stories. There was no greater pleasure than conversing with former World champions, North American champions, and Olympians while waiting out a wind delay, or having a few bratwursts at the Sheboygan Yacht Club.

The Lightning Class treats it’s members, whether blue fleet or yellow fleet, with equal respect, and we were so impressed by how many members approached our boat daily at the North Americans simply to lend a hand or offer advice to us. We truly look forward to giving back to the Class and guiding future boat grant recipients. Again, we thank everyone who has had an impact on us over the summer, and we cannot wait to join the rest of the Team USA at the 2015 World Championships.

Many thanks,

Ben Spector, Jeff Aschieris, and Sam Stokes
“White Lightning” USA 15387



NOW ACCEPTING 2015 Boat Grant Applications!

For full details see:

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

Applicants must be at least 19 years of age.

Application are due by December 31, 2014.

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

2015 ILCA International Masters and World Championships

July 15–25, 2015

Buffalo Canoe Club

REMINDER: January 1, 2015 is the deadline for each national class association or national authority to inform the ILCA class office of the number of teams that country intends to enter in the 2015 ILCA WORLD CHAMPIONSHIP. According to the Document Governing All Sanctioned Lightning Class Championships. World Championship Entries, Article V, the following allocation has been made:



North America (22):

Canada - 2 + 2 additional as host country: 4 Confirmed
Mexico - 2
United States - 18: 18 Confirmed;
additional slots requested

South America (17):

Argentina - 2*
Brazil - 4: Confirmed at least one
Chile - 5
Colombia - 3
Ecuador - 3*

Europe (17):

Finland - 8
Greece - 4*
Italy - 3*
Switzerland - 2*

Asia/Africa/Oceania (6):

Australia - 3
Nigeria - 3: Anticipate 3 to confirm,
with one additional requested

***Fleet Dues need to be current for these Countries to confirm entry slots.**

Area VPs must confirm with VP World Championship Rob Ruhlman or ILCA Secretary Laura Jeffers the number of spots, and, if possible, skipper names, by December 31, 2014. After that time, unconfirmed slots will be reallocated to other areas that have requested additional slots.

International Masters' Championship is an OPEN Event for any skipper age 55 or over as of 12/31/2015 with a total combined crew age of 130 or more as of 12/31/2015.

These events are not to be missed:

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



- **World class sight-seeing destinations close to the BCC:** Niagara Falls (25 minutes), Niagara Gorge (35 minutes), Buffalo New York (20 minutes), Niagara-on-the-Lake and Niagara Wine Region (35 minutes), Toronto (1 hour 30 minutes), Port Colborne and Welland Canal (20 minutes), Fort Erie (15 minutes), Fort George (45 minutes). Click here for more detail on many more tourist destinations within 30 minutes of the BCC: [Niagara Region Tourism](#)

Toronto, Ontario (90 minutes from the Buffalo Canoe Club)



- **Race course:** The race course will be approximately two kilometers south of the BCC on the open and fresh waters of Lake Erie—one of the best places to sail Lightnings in the World! Click on the following link for an aerial view of the BCC and the racing area: [Buffalo Canoe Club on Google Maps](#).
- **Transportation to the BCC:** The BCC is located in close proximity to two international airports: Toronto Pearson International Airport (YYZ) is a 90 minute drive from the BCC. Toronto offers many daily, direct flights from most South American and European cities. Buffalo/Niagara International Airport (BUF) is a 45-minute drive from the BCC and is serviced by all of the major U.S. airlines. International competitors not wishing to have both a US and Canadian visa should consider flying into Toronto. Rental cars and shuttle services can be hired from either airport.
- **Notice of Race:** Please click here for the [Notice of Race](#) which provides more detail on the Championships.
- **Schedule:**

International Masters Championship:

July 15: Registration & Measurement
 July 16: Registration & Measurement and Welcome Party
 July 17: Racing Begins
 July 19: Racing Finishes. Awards on East Lawn

World Championship:

July 18: Registration & Measurement
 July 19: Registration & Measurement and Opening Ceremony
 July 20: Practice Race & ILCA Meetings
 July 21: Racing Begins
 July 25: Racing Finishes. Awards Banquet at BCC.

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

- Robert Ruhlman: ruhlman@preformed.com – ILCA V.P. in charge of World Championships
- Carol Starck: jcstarck@yahoo.com – Housing & Rentals
- Tom Allen Jr: tomallenjr@juno.com – Boat Charters
- Buffalo Canoe Club: office@buffalocc.on.ca
- Laura Jeffers, Executive Secretary, ILCA Class Office: office@lightningclass.org



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Lightning Family News

Welcome New Member Ken Corsig



I am excited to rejoin the Lightning Fleet again after a 25 year hiatus. I grew up sailing Lightnings on Barnegat Bay. We had a great mix of sailors, young and old, and I learned so much from the experience. The best part was the time I spent sailing with my dad, memories that have lasted a lifetime.

I went on to sail for Georgetown University, graduating in 1989. Not unlike many young sailors, I sold my Lightning soon after graduating from college and took a 15 year break from competitive sailing. After finally settling down in Charlotte, I joined Lake Norman Yacht Club in 2005 and have been actively competing in the J80 and J70 classes.

There are several reasons why I'm rejoining the Lightning class after all these years, including the great fleet in the South East and the fact that the class is not made up of all "professionals". But what attracts me the most is to have the chance to experience lightning sailing again, this time with my wife and son, and to see all of my old friends with their families out on the water. You can't beat that, no matter how you finish.

Welcome New Member Chris Hubbell

Just wanted to share the news that I was able to successfully acquire Lightning #10242, a 1967 Lipencott, from its prior owner in Skaneateles, New York, over the weekend. She's parked in my back yard now ready to begin her restoration. I'm still working through the survey and project plan to see where I'm at, but I have a start...

I have a bunch of glass work to do repairing old hardware holes that weren't done right over the years. At least one stringer needs replacement, fortunately in a convenient location aft of the seats, as well. The bailer in the floor and on the transom need to be rebuilt. The floor boards and seats will be built new, using the old ones as templates. Most of the Harken hardware is in decent shape, with only two cam cleats needing replacement. There is some minor fairing to do on the topsides, which will be quick. I have some work to do around the mast partners, as I don't think it had proper blocking for the past few years, and the mast banged up the opening. I will need to replace a good chunk of the running rigging, but that's to be expected. Standing rigging is serviceable, but I expect I'll replace it for peace of mind and because the turnbuckles are banged up.

Her name will be Anyela, after the vineyard just up the street from where we bought her. They have a killer Reisling which we hope to enjoy aboard once she's back on the water. I sent in my ILCA membership application this morning and am looking forward to this next step of the journey.

Below is a picture of me (grey shirt on the right) with the prior owners right before we hit the road on Sunday.



Emma Reiser hard at work helping her Dad put the boat away for the season!

Welcome New Member Steve Zabarylo



After years of listening to me whine about wanting to do a little dingy sailing, my spouse found a used Lightning, hull #12311 by Allen, as a birthday gift for me this summer.

To this point my sailing experience includes three summers of training on Albacores and Lasers on the Ottawa River and two Mediterranean holidays aboard a 42-foot Beneteau. I last "helmed" in 2008 through the Dodecanese Islands out of Leros on the Beneteau.

My Lightning will not be back on the water until next spring, giving me time to source some missing and some unserviceable parts. I'll spend the winter assembling a crew and reading everything I can find on sailing, especially pertaining to rigging the Lightning. Then I'll be launching from Barnet Park onto Calabogie Lake to sail within yards of my new home.



Jake Faude at the helm of his Dad's Lightning two weeks after finishing the Kids Sail Camp at the NAs! He wanted to go sailing again...

Lightning Artwork



Shortly after the NAs, this photo appeared in my in box. This is not uncommon; I get photos all the time of Lightnings sailing, kids hanging out in them, new paint jobs, new and improved "upgrades." You name it, most likely someone has done it with a Lightning. Like many of the others, this project

was cool too! Here is an interview with sailor turned artist—Fleet 12 member and current Junior North American Champion Tanner Probst.

What made you decide to do this? What was your inspiration?

Maggie MacDonald, some other people and I were bored near the end of summer, so we decided to see if we could paint sails. I thought the Stars and Stripes would be cool, so we went with that.

What kind of paint did you use?

We just used house paint I found in Larry MacDonald's basement to paint them, using disposable brushes.

Did it flake off after you sailed with it?

We've used them several times in medium to heavy air, and there have been no signs of flaking or damage to the sail.

Did you paint both sides of the sail or just one side?

We painted both sides of the sail, and it does not negatively affect the speed of a boat.

Are you available for hire if someone is in the market for some custom artwork?

If people want their old sails painted, I'd definitely be interested. A couple people have already asked me, but we could do various designs and colors.

More Lightning Artwork...



You certainly know a Lightning sailor lives here! Custom artwork at its finest!

Junior North Americans

Tanner Probst



Little was I expecting to be wearing a ski hat with six layers of sweatshirts, spray tops, and dry-fits during a sailing event in the middle of August, but with water temperatures under 55 degrees and winds gusting over twenty mph one day at the 2014 Lightning North Americans in Sheboygan, Wisconsin, it was very cold. This regatta was unique in that the weather was always changing. For example, that same day that the wind was blowing, we got towed in due to no wind. Despite the challenging conditions, the event was a huge success, due to the friendly, family-like attitude of the Lightning Class and the high level of organization that came from hours of work from many volunteers.

The week of North Americans Juniors', the most wind we saw was maybe five knots. Coming from the Buffalo Canoe Club in Ontario, where the wind typically blows quite a bit, this was a challenge. Luckily, the Lightning Class consists of a lot of fantastic sailors that are willing to help out those just getting into the boat and juniors like myself. One of the contributing factors to our win was that we asked a lot of questions and were constantly trying to get better, even at the event.

The current North American champion, Greg Fisher, and his brother Matt, who won Lightning Worlds a couple years ago, were a huge help to us at Juniors' NAs. Both of them gave me advice on tuning, and Greg was able to coach us and the other juniors on the water while we weren't racing. If I had one piece of advice to give to other juniors and those not yet at the top level, it would be to ask questions and talk to the top sailors in the Lightning Class. I've learned everything I know from talking to sailors like Larry MacDonald, David and Jody Starck, and my mom Debbie Probst. You'll find they're very nice and willing to help you.

One thing I learned was that all the little things add up in the light air. We found it helpful to pull the backstay a little more than just taut in the light air with chop in order to stabilize the rig. Also, by sailing the boat a lot flatter than Lightning sailors normally do, we were able to balance the boat to remove helm and point slightly higher. On the downwind legs, we would get the boat tracking, give it a little leeward heel and then pull the board all the way up, leaving nothing in the water. As long as the boat is not side slipping and is still tracking forward, this reduced the drag and made the boat go noticeably faster.

While all these little things matter, without a doubt, the main reason we were able to pull off a victory was the countless hours I spent with Maya Weber and Jenna Probst out on the water this year. In my opinion, no amount of coaching or reading on sailing can compare to time on the water. If you can get

around the race course going just as fast as everyone else without letting boat handling mistakes slow you down, you're most of the way there.

The next week at the North American Championship the breeze was a lot windier at times. We managed to string together a decent qualifying series to make it into the championship fleet, and it was fun to race against the best Lightning sailors in the world. I felt our boat speed was pretty good against most of those guys, even though I know a lot less about sailing than most in the top fleet.

We use the Fisher cut from North sails and find them very easy to use and adjust. You never change the shroud tension or the mast blocks after tuning. One thing I found about our sails was that pulling an extreme amount of jib wire when it got windy was beneficial. This allowed me to pull more backstay on and depower the main by flattening it out more. This was especially useful, because my team weighs in at less than 400 pounds. It was a lot of fun sailing in the rare windy races at Sheboygan and was a great experience with long races in a competitive fleet.

The thing that really made this regatta was not the racing, although the RC did a fantastic job of getting so many races in, but the socializing and after-sailing events. The dinners were all delicious as well (I think I finally cut myself off at seven tacos one night)! Everyone in the Lightning Class is so friendly, and everyone knows each other from being together at regattas every few months. They are also welcoming to the new sailors and like making new friends. Big events in our Class are just as much about the time off the water as the time spent racing.

I want to give a huge thank you to all the volunteers and organizers, including Bill Faude and Todd Wake, who helped make this regatta such a success, with 107 boats and very fun competitive racing. The 2015 North Americans are being held in New Orleans, and it sounds like they will be a lot of fun. Everyone should go and help make it another high-quality event.





2014 Lightning Class Women's, Juniors' and Masters' North American Championships Sail Sheboygan :: August 7-10, 2014



Lightning – Juniors'

Pos	Bow#	Sail#	Boat Name	Skipper/Crew	R1	R2	R3	R4	Total
1	54	USA 15251	Mom's the Best	Tanner Probst Jenna Probst Maya Weber	1	1	6	1	9
2	53	USA 15208	Debbie's the Best	Abbie Probst Becca Jordan Katie Braungart	2	2	5	4	13
3	87	CAN 14895	JAA	Julianne MacDonald Abby Bennett Allie Jones	3	3	2	6	14
4	22	USA 14875	Duma	Benjamin Folds Joe Tomczak Mikayla Ward	4	5	1	8	18
5	103	USA 15276		Sam Jones Leeanne Jones Kendra Jones	6	4	7	5	22
6	92	USA 4870		Rob Robinson Paige Robinson Gunnar Grenauer	9	10	3	2	24
7	41	USA 15464		Chris Schon Aaron Husak Julian Fraize	11	6	4	3	24
8	57	CAN 15495		Maggie MacDonald Carline Dunbar Meredith Ryan	5	11	11	7	34
9	14	USA 14502	Lightning	John Tomczak Grace Tomczak Dan Robinson	7	7	9	12	35
10	62	USA	Pauw 2.5	Teddy Schon Harry Forbes Parker Colantuono	10	8	8	9	35
11	40	USA 15543	Nickels Boat Works	Douglas Wake Andrew Kue Noah Bartelt	8	13	12	11	44
12	75	USA 14880	Pegasus	Erik Elliott Abbey Pomeroy Lars Osell	12	9	13	10	44
13	3	USA 14672	BCC Grant Boat	Leah Trow Max Balanevsky Grace Gould	13	12	10	13	48
14	26	USA 14084	Laura Lee	Philip DeTrana Sergio Pulido Emily Butler	14	15/ DNS	15/ DNS	15/ DNS	59



**Champions: Tanner Probst
Jenna Probst, Maya Weber**



**Runner-ups: Abbie Probst,
Becca Jordan, Katie Braungart**



**2nd Runner-ups: Julianne MacDonald
Abby Bennett, Allie Jones**



2014 Lightning Class Women's, Juniors' and Masters' North American Championships Sail Sheboygan :: August 7-10, 2014



Lightning – Women's

Pos	Bow#	Sail#	Boat Name	Skipper/Crew	R1	R2	R3	R4	Ttl
1	10	USA 14777		Laura Jeffers Johanna Schon Pauli Kaiser	1	2	1	1	5
2	104	USA 15406	Zazu	Whitney Kent Megan McMahon Katie Hall	2	1	2	6	11
3	13	USA 15301	Stone Cold	Kathy Lindgren Denise Cornell Kim Orlebeke	3	5	3	3	14
4	27	USA 14176	Rudi	Mandy Hofmeister Jacqueline Dieball Becca Hofmeister	4	6	4	2	16
5	98	USA 15075	WTF	Maegan Ruhlman Abby Ruhlman Tesse Ruhlman	5	3	6	4	18
6	18	USA 15515	Scars and Scrapes	Jennifer Princing Jaime Vanderhovel Kalyn Froeschle	6	4	7	5	22
7	7	USA 15000	Jack's Boat	Kaitlyn Werley Shelby Allen Samantha Maras	7	7	5	7	26
8	25	USA 14890	First of Two	Mary Keppel Katie Park Ginny Mangan	8	8	8	8	32



**Champions: Laura Jeffers
Johanna Schon, Pauli Kaiser**



**Runner-ups: Whitney Kent
Megan McMahon, Katie Hall**



**2nd Runner-ups: Kathy Lindgren
Denise Cornell, Kim Orlebeke**



Team Hofmeister



Team Ruhlman



Team Princing

Women's North Americans

Laura Jeffers

After last year's disappointment of not having enough women competitors to have a fleet in Nyack, we were excited that eight teams come to this year's Women's North Americans to race!

The conditions in Sheboygan were very light and challenging, and my team of Johanna Schon and Pauli Kaiser did a great job of keeping our boat moving and looking for wind! Johanna sailed with me in the Women's in 2012 in Houston and has sailed Lightnings for many years. Pauli is new to Lightning sailing but has been practicing with the well-experienced Hayden family on Lake Monroe in Sanford, Florida. It was fun to have a mix of old and new excitement on the boat. Thank you to Johanna and Pauli for sailing with me and to my husband Will for getting the boat ready and for always being there to help.

It was great to see many of the veteran women's teams come out! It was wonderful to have Katie Werley take the helm and Whitney Kent, one of this year's boat grant recipients out with us. Jacqueline Dieball got her boat out on the line with Mandy Hofmeister at the helm. Next year it's her turn to drive!

The Women's NAs is a great opportunity to take a first step in taking the helm, calling tactics or learning how to use all of the fine tune controls. This regatta is fun, low key, and, even though we are all out to do well, it's not all about winning. This is a unique learning opportunity. It is about sailing against other women's teams and encouraging growth as sailors in a fun and relaxed environment.

Historically, you can see that the Women's NAs has typically has averaged 5.5 women's boats over the past twelve years. The Junior fleet has held pretty steady, averaging about fourteen boats per regatta. The Masters' fleet has averaged about twenty-two boats, but has grown to about thirty boats over the past two years.

The Lightning Class already does a really good job with fielding women sailors in our regular regattas, but that doesn't mean we shouldn't help to cultivate more! Please help encourage at least one women's team from your area to attend next year's Championship in Tawas, Michigan! The timing of the WJM's is slightly different next year. Racing will take place on Friday, August 7 through Sunday, August 9. The regatta is also a stand-alone event and will not be held back to back with the NAs. Hopefully, the shortened format over a long weekend will allow for more participation all around!

Year	Club	Town	State	District	Women	Junior	Master	Total WJM
2014	Sheboygan Yacht Club	Sheboygan	WI	MW	8	14	31	53
2013	Nyack Boat Club	Nyack	NY	MET	0	21	32	53
2012	Houston Yacht Club	Houston	TX	C	4	8	16	28
2011	North Cape YC	LaSalle	MI	MI	4	11	21	36
2010	Metedeconk River YC	Brick	NJ	CAD	6	17	19	42
2009	Sodus Bay YC	Sodus Point	NY	CNY	0	16	23	39
2008	Sail Newport	Newport	RI	CT/RI	5	18	24	47
2007	Leesylvania Park	Woodbridge	VA	DIX	8	16	24	48
2006	Mission Bay Yacht Club	San Diego	CA	CA	5	3	16	24
2005	Milwaukee	Milwaukee	WI	MW	7	14	11	32
2004	Buffalo Canoe Club	Ridgeway	ON	LE	11	18	26	55
2003	Niantic Bay Yacht Club	Niantic	CT	CT/RI	4	14	19	37
2002	North Cape Yacht Club	LaSalle	MI	MI	10	4	21	35
Average participants over the past 12 years					5.5	13.4	21.7	40.6



2014 Lightning Class Women's, Juniors' and Masters' North American Championships Sail Sheboygan :: August 7-10, 2014



Lightning – Masters'

						R1	R2	R3	Total
1	71	CHI 11011	ojo de lince	Alberto Gonzalez Trini Gonzalez / Cristian Herman		6	1	1	8
2	52	BRA 15333	CBVM	Claudio Biekarck Gunnar Ficker / Eduardo Melchert		5	2	2	9
3	45	USA 15445		Matt Fisher Tobi Moriarty / Dan Moriarty		2	3	4	9
4	1	USA 15390		Neal Fowler Todd Wake / Kristine Wake		1	4	11	16
5	49	USA 15556	None	Jim Crane Larry Bone / Pete Bone		3	7	9/ ZFP	19
6	50	USA 15507	Veggie sub	Ched Proctor Clark Trow / Debbie Dudas		10	5	7	22
7	73	USA 14860		Jack Mueller Jay Mueller / Jeanne Ehrenberg		4	11	9	24
8	6	USA 15457	Spaceman Spiff	Rob Ruhlman Dave Werley / Nick Turney		8	6	18	32
9	72	CAN 15493	Daily affirmations	Brian Cox Richard Walsh / Tina Walsh		9	19	8	36
10	15	USA 14417	Imp Baby	Donald Barrett Donna Barrett / Adrienne Barrett		12	10	16	38
11	9	USA 14834	Yeti	Matt Burridge Patrick Burridge / Terry Burke		14	8	19	41
12	11	USA 15078	Pandamonium	Bruce Richards John McCree / Duane Hatch		11	14	17	42
13	43	USA 15309		Edward B. Wagnon Bryan Bahler / Dave Corcoran		22	22	6	50
14	46	USA 15119	Squito	Eric R. Larson Eric Larson / Lori Jost		7	18	26/ ZFP	51
15	8	USA 15042	Ellie B	Michael Elmergreen Sue Dorscheid / Bill Faude		20	21/ ZFP	10	51
16	16	USA 14866	Something Good	Bill Mauk Jim England / Robert Merritt		27	12	13	52
17	17	USA 15546		Philip Lange Alister Thomson / Alexandra Lange		15	23	15	53
18	77	USA 15206	Los Ninos de la Luna	William Hofmeister Ernie Dieball / Mike Osborne		30	13	11/ ZFP	54
19	24	USA 15131	Nigh Uncatchable	Brian Phelan Patrick Phelan / Barb Hill		21	16	18/ ZFP	55
20	82	USA 15130	Vann Bros	Chris Vann Tim Millhiser / Karen Park		13	27	21	61
21	2	USA 14748		Fisk Hayden Steve Hayden / Jeffrey Hayden		29	9	29/ ZFP	67
22	12	USA 15015	sLitely Cantakerous	John Werley Bertie Werley / Lisa Fisher		17	23/ ZFP	28/ ZFP	68
23	4	USA 15064		Kip Hamblet Jason Bemis / Caiti Dust		31	25	14	70
24	70	USA 15364	Legs	Gerry Paoli Sue Paoli / Ian Moriarty		18	20	32/ DNS	70
25	101	USA 15257	Joan Hurban	Joan Hurban Gary Hurban / Gary Hoffer		16	32/ ZFP	29	77
26	5	USA 14688	Mouette	Georges Peter C.H. Ritt / Eva Burpee		19	30/ ZFP	28	77
27	21	USA 15005		Doug Olson Dave Wickert / Steve Wickert		26	26	25	77
28	19	MEX 15450		Aroldo de Rienzo Joaquin Bargalló / María Vivas		28	21	30/ ZFP	79
29	33	USA 11307	Puzzle	Jim Hopkins Mike Merkatoris / Jim Kemmerling		23	30	30	83
30	42	USA 15315	Quest	William Cabrall Raeyane Farrell / Christine Merritt		24	32/ OCS	27	83
31	23	USA 14933	Hartbeat	Terry Hart Jim Schofield / Kristin Schultes		25	32/ ZFP	26	83

North American Masters'



Champions: Alberto Gonzalez, Trini Gonzalez, Cristian Herman



Runner-ups: Claudio Biekarck, Gunnar Ficker, Eduardo Melchert



**2nd Runner-ups: Matt Fisher, Tobi Moriarty, Dan Moriarty
Recipient of the North American Old Salts Trophy**



4th Place: Neal Fowler, Todd Wake, Kristine Wake



5th Place: Jim Crane, Larry Bone, Pete Bone



North American Championship

Greg Fisher



Anyone who has ever been involved with organizing and managing a major regatta appreciates all the challenges in ensuring that the event is a success. When the fleet is 107 boats with more than 400 sailors and support staff on hand, the task seems pretty challenging.

There is no question that the NAs, hosted by Sail Sheboygan and Sheboygan Yacht Club, was one of the smoothest and seamless major regattas we all have ever enjoyed. From the amazing job of launching and retrieving all 107 boats in usually under an hour, to providing the parties and dinner for the incredible mass of people, managing the typical Lightning measurement process for the huge fleet in just two days, figuring out where all the cars will park, setting up a spectacular kids camp so parents could enjoy all the sailing and parties, thanks Denise Cornell, providing an impressive number of quality races in some exceptionally difficult conditions and all after having run a second batch of regattas just the week before (actually the Thistle Nationals was even hosted by Sheboygan just two weeks before the Masters'/Juniors' and Women's!) is nothing less than incredible. Congratulations and thanks again to Todd Wake, Bill Faude, their committees and their families for all their tremendous and unending efforts. Thanks, too, to Race Committee Chair Rich

Reichelsdorfer who was dealt a set of tough conditions with too little and too much wind, and mix in a little current that made just the task of setting a race course a major challenge. In retrospect, managing to hold six races in the Championship and four qualifying races was amazing—and appreciated by all. Thank you again to Rich's race management team and everyone who made the 2014 North Americans such a great event!

Speaking of teams to thank, it would be my teammates, my wife Jo Ann and Zeke Horowitz, who made our NAs win possible. In my opinion, this regatta demanded the most focus and determination of any I've recently sailed. Boat handling in light, choppy conditions is always tough and places a premium on managing the choreography in the boat. Managing the tactical/strategic game plan was near impossible. The emotional roller coaster, as race positions turn inside out, even on a single leg, are equally tough to handle, but Jo Ann and Zeke did a superb job keeping the races and results in perspective.

Jo Ann and I haven't missed sailing a major championship together in over thirteen years. She is an incredible sailor in her own right—3rd in the NAs in 2003—and monitors our conservative, consistent tactics that we feel are so important. Fortunately, she has an incredible sense of humor that is greatly beneficial to our sailing, as well as our marriage!

Zeke Horowitz is new to our team and, in fact, this was our first regatta together and his first in a Lightning. However, I have long known Zeke's talents, as he I watched him perform on our sailing team as the team captain at the College of Charleston. Under his leadership, the team won the Team Race Nationals in 2012 and the Fowle Trophy for the best all-around team in the country. It was never surprising that Zeke was elected captain by his fellow team mates and, obviously, in the tough, trying conditions in Sheboygan, maintaining the morale when the going got tough was key.

What was really impressive was how Zeke and JoAnn worked so well together and shared a respect for each other's abilities that led to strong tactical moves based on decision by committee. It was clear we sailed best when I focused on boat speed and relied totally on Jo Ann and Zeke for direction.

This North Americans Fleet had to field the deepest level of talent of any recent one-design class championship. Zeke counted a total of nineteen North American Champions, sixteen World Champions, three Rolex Yachtsmen/Yachtswomen of the year and four Olympians. Armed with that knowledge, it was a little easier to accept some of the trials and tribulations of the tricky sailing since there were

always great sailors around wherever you looked!

At the first weather mark in the first race, in some pretty light sailing, we dipped our good friends Jody and Jay Lutz as we approached the starboard lay line. Jody leaned under the boom and said, "Congratulations, you are officially in last place!" It took all of Jo Ann and Zeke's humor and morale building to pull us out in that race back to a thirteen, but certainly those types of events underscored the story of the regatta for everyone. It was so easy to fall into "bad luck," ending up stuck on the wrong corner or on the wrong side of a huge puff or shift. It was all about sailing as consistent as possible and trying, and "trying" is the key word, to avoid the big scores. Frankly, we recognize and appreciate our good fortune in avoiding those pitfalls, and that is what ultimately led to our overall win. It was interesting that our best race was only a 5th but our throw out was a 14th. Consistency was crucial. What really highlights the tough conditions are some of the following statistics:

- The boat who finished last in the first race, won the second race. The boat first in the first race was 21st in the second. Almost everyone had their opportunity it seemed to sail the course in first and last at some point!
- The first boat in the overall standings to post a first place race finish in their results was 7th.
- Our average total race finish was over a ninth, second place finisher Michael Zonnenberg overall average was over a twelve.
- At the start of the last race any one of ten boats could mathematically win the regatta!

For sure one of the heroes of the regatta was Michael Zonnenberg, with his team of Michael Booker and Adam Ceely from University of Vermont, with their impressive second overall. With their first four races in the top ten, they appeared to be unbeat-

able and the model of consistency. Word was this was their fourth regatta sailing the Lightning. They were popular regatta leaders and well deserved the praise. What a super long-term addition to the Class they'd make!

Dave Stark, with Class President Debbie Probst and Sarah Paisley, took the Phoenix rise-from-ashes route and exploded to third overall after a very tough first three races that left them in an uncharacteristic 28th. Their last three races were all in the top six!

And, of course, Jody Stark and Tito Gonzales were solid potential overall winners, especially considering the bigger breeze and their apparent finishes in the last race. Unfortunately, both fell victim to the OCS/black flag penalty and had to use the last race as their throw outs.

For us though, this NAS was a great leaning, and relearning, opportunity. There were important situations that for Zeke, Jo Ann and me were game changers and meant a great deal to our overall finish.

First, you can never underestimate the value of good boat speed. We all saw how much difference moving from flat water in five mph breeze to a bit of chop made in speed and pointing ability. A major gear change was called for, and if done smoothly and properly, huge gains were immediately realized. Having a handle on the appropriate set up could only come with speed testing and experimenting "till you have it right." We were very fortunate to be able to sail and tune up with my brother Matt before the starts of all the races in the qualifying series. We didn't spend hours, for sure, but we just sailed until both teams were comfortable. We were struggling early on in the week, and my confidence was wiggling a bit. We adjusted some things, like ensuring we had enough pre-bend and jib luff sag, and finally felt we had our gears and regained my





confidence. People kid with the saying, “Good speed will send you the wrong direction quicker.” Actually, good speed will help bring you back from the wrong direction quicker and allow you to consolidate a gain easier when its time. For us, spending the time before each race making sure we had our gear box in order was key.

Downwind, when it was light, we took Allan Terhune’s advice of a few years ago and sailed the boat more heeled—actually a fair bit where the windward chine was out almost six inches out of the water—and a slightly higher, hotter angle to build/maintain speed. This year we tried raising the pole higher than normal too—the windward clew of the spinnaker was slightly higher—which, frankly, still makes no sense sail shape wise but seemed speedier, for sure. We raised the board a bit more, almost seven-eighths, to help neutralize the helm. Jo Ann pointed out that when there’s enough breeze to heel back to weather to be sure to make that change. Our guide was when there was enough wind to switch from leeward to weather heel when the boom would stay out against the shroud by itself. In breeze heeling to weather, only to the point that the helm is neutral, will encourage the boat to sail lower.

Zeke had this comment on our tactics and strategy: *We had a great balance of an ultra-conservative mind set from Jo Ann, with a slightly more aggressive focus from me. We quickly recognized our differences in strategy, but instead of arguing, we used them as an asset. We had active conversations, trusted each other and discussed both directions. This way we could hopefully diagnose the situation, weigh the options and figure out if it was time and worthwhile to take a bit of risk, or stay conservative. We tried to avoid a decision that felt like a ‘wild guess,’ though obviously that was easier said than done. Meanwhile Greg continued to focus on our speed and try not to become distracted. It was all about the teamwork upwind.*

When sailing the first weather leg of a race in tough conditions, we tried to stay super conservative. When a group from a side would be approaching on the opposite tack and crossing, or almost

crossing, we’d usually tack below and before them and lead them back to the middle. It was almost a ‘reset’ button for us and would allow us to start back from the middle. Obviously, we were conceding the group of boats. We were tacking below, but we felt it would keep us in striking distance. If the breeze shifted back, hopefully, we’d tack back lifted on the inside. But on the second, and especially the final beat, when the fleet had spread out a bit, we’d allow ourselves to play a little more risky, working a bit more to a side if we felt it might present an advantage. When the potential of a gain outweighed the numbers we might lose, we allowed ourselves to test an edge a little more. Our coach at Charleston would preach to our team conservative tactics and that it was impossible to win a race on the first beat—but you could sure lose it!

Jo Ann called the lanes and breeze downwind and thought it was usually wise to stay conservative and near the middle in the first half of the leg. This would allow us to, hopefully, at least get a piece of the big puff or shift that invariably would travel down one side or the other. However, when we got near the bottom of the leg and near the gates, it was important to approach from an edge. Being close to the layline to the gate mark was key to help maintain clear air, a hotter, quicker angle to the mark and the inside when we reached the three-length zone.

Finally, only a former team captain like Zeke could put this into words! *Another major area we have ultimate control of is fun, though sometimes it doesn’t feel like it is in our control! This is something we took to heart at the North Americans. We always made it a point to remember how much fun we were having. After all, that is the main reason we do this. Things have a tendency to get a little heated in sailboat racing, especially when conditions are hard, and the racing isn’t going so well. If it ever felt like frustration was taking over on board, I would say to Jo Ann and Greg, “I’m having a really good time!” and then we’d have a giggle and re-set the mentality. I truly believe that smiles and a positive attitude help win regattas, and the Lightning NAs, for us, was a prime example.*





Champions: Greg Fisher, Jo Ann Fisher, Zeke Horowitz



Runner-ups: Michael Zonnenberg, Michael Booker, Adam Ceely



2nd Runner-ups: David Starck, Debbie Probst, Sarah Paisley



4th Place: Rob Crane, Kelly Crane, Brenda Crane



5th Place: Jody Lutz, Jay Lutz, Julianne MacDonald





2014 Lightning North American C Sail Sheboygan :: Aug

Championsh Blue Fleet

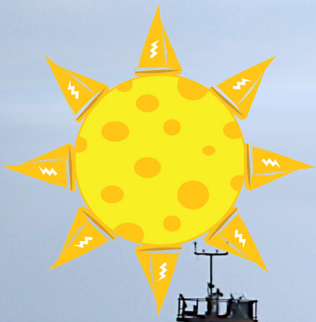
Pos	Bow#	Sail#	Boat Name	Skipper/Crew
1	25	USA 15181	What Kinda Gone	Greg Fisher / Jo Ann Fisher / Zeke Horowitz
2	89	USA 15381	Buffalo Bill	Michael Zonnenberg / Michael Booker / Adam Ceely
3	28	USA 15545	PatStrong	David Starck / Debbie Probst / Sarah Paisley
4	99	USA 15380		Rob Crane / Kelly Crane / Brenda Crane
5	80	USA 15166	Jules Rule	Jody Lutz / Jay Lutz / Julianne MacDonald
6	21	USA 14950		Ed Adams / Ben Cesare / Nancy Haberland
7	93	USA 15412		Tim Scanlon / Sam Williams / Bernie Roesler
8	29	USA 15499		Jody Starck / Ian Jones / Skip Dieball
9	81	CHI 14947	Adeus	Pablo Herman / Luis Felipe Herman / Mathias Robertson
10	87	CAN 14895		Adam MacDonald / Abby Bennett / Sam Jones
11	71	CHI 11011	Ojo de Lince	Alberto Gonzalez / Trini Gonzalez / Cristian Herman
12	52	BRA 15333	CBVM	Claudio Biekarck / Gunnar Ficker / Eduardo Melchert
13	1	USA 15390		Todd Wake / Kristine Wake / Neal Fowler
14	34	USA 15449	Dazzler	Allan Terhune, Jr / Marguerite Kohler / Nicole Breault
15	57	CAN 15495		Larry MacDonald / Maggie MacDonald / Joy MacDonald
16	51	USA 15385	Ultimate Pressure	Billy Martin / Alfred Hopkin / Janel Zarkowsky
17	105	USA 15391		Geoff Becker / Parker Mitchell / Eileen Welch
18	2	CHI 14794	El Doctorado	Felipe Robles / Pablo Lorca / Andres Guevaa
19	9	USA 9	Gandolf	Thomas Allen / Shelby Allen / Mandy Hofmeister
20	10	USA 14777	I'd Rather Be Lucky	Eric Oetgen / Will Jeffers / Laura Doupnik
21	30	USA 15502		Jed Dodge / Bill Dodge / Bobby Dodge
22	55	USA 15382	Money for nothing	Mark Sertl / Cory Sertl / Christine Maloney
23	50	USA 15507	Veggie sub	Ched Proctor / Meredith Killion / Rob Style
24	39	USA 15496	The Cat	Marvin Beckmann / Victor Diaz de Leon / Danielle Septembre
25	76	USA 15164	Mo	Robert King / Sarah King / Owen MacDonald
26	33	USA 15387	White Lightning	Ben Spector / Jeff Aschieris / Sam Stokes
27	14	USA 14619	More cowbell	Walter Colantuono / Theresa Colantuono / Parker Colantuono
28	45	USA 15445		Matt Fisher / Tobi Moriarty / Dan Moriarty
29	24	ECU 14163	Calico	Julio Velez / Juan Andres Santos / Rafael Quintero
30	41	USA 15464	Girl Trouble	Keith Taboada / Russell Schon / Chris Schon
31	54	USA 15251	The Second Mirror	Tanner Probst / Jenna Probst / Maya Weber
32	16	USA 14866	Something Good	Bill Mauk / Jim England / Michele Sumpton
33	8	USA 15480	Dr. Nefario	William Faude / Jared Drake / Lauren Jones
34	3	COL 15519	Magnifico	Gustavo Tamayo / Rafael Tamayo / Javier Delgado
35	49	USA 15556	None	James Crane / Larry Bone / Pete Bone

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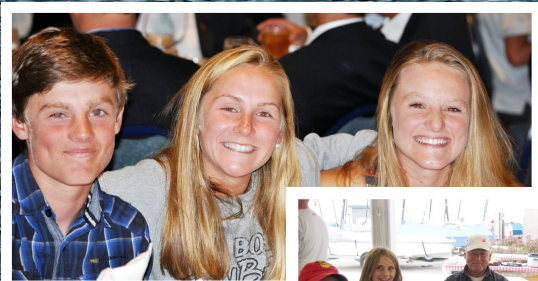


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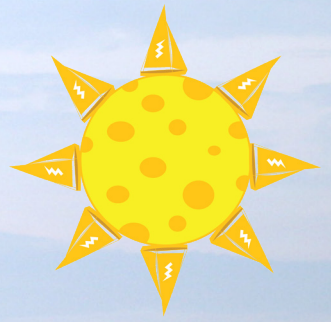
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33	11	22	15	32	32	[33]	112
21	30	35	25	21	16	[35]	113
30	25	9	33	29	22	[33]	115
34	20	34	35	33	25	[35]	146
31	32	27	30	35	36/BFD	[36]	155



2014 North America

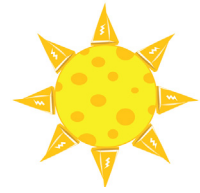


can Championship



Fun Memories of Sheboygan's 2014 NAs

Ed Roseberry Jr.



After many years of not competing in the North American Championship, I decided to make the trip out to Wisconsin last August from my home waters at the Buffalo Canoe Club on Lake Erie. I recalled that both the racing and hospitality were terrific at the 1976 NAs, which was hosted by the Sheboygan Yacht Club. Although I had competed in some of the Masters' NAs in recent years, I hadn't sailed in the main event. This year's NAs was the qualifier for the 2015 World Championship at our home club. Thus, the decision to head out to Sheboygan. Our team included Erin Gregory, who has crewed for me for many years, and Julian Fraize, who had just skippered to 6th place in the Youth Worlds.

We arrived Saturday morning, unhitched the boat in the measurement area, and were welcomed by Bill Faude, Regatta Chairman on water, Todd Wake, Regatta Chairman on shore, and Bill Clausen, the Class's longtime Chief Measurer. The measurement process was superbly organized. We breezed through in forty-five minutes. What a pleasant surprise! This left the rest of the day available for relaxing, doing some boat prep work, tuning, and chatting with old friends, Jim Crane, Jed Dodge, Greg Fisher and others. Tom Allen Jr's van was nearby with a few parts we needed. During the day we became acquainted with a few of the younger members of the Class. The Class hasn't changed. Everyone was friendly and helpful.

Sunday was a fun day, although the wind was too light for the practice race. The Class' schedule now has racing for the Women's, Juniors', and Masters', finishing up on Sunday. We were able to attend the WJM Awards Ceremony as well as the NAs Opening Ceremony. This gave us the chance to catch up with more friends who had sailed in the WJMs. A cookout followed for all the competitors from all the events.

The Regatta organizers had a nice entertainment venue with free refreshments after racing each day, which gave everyone a chance to discuss that day's racing, as well as Greg Fisher's roundtable debriefs on Monday and Wednesday, which allowed the competitors to pick the brains of the top finishers. The club offered planned dinner events on three evenings.

We took a few minutes to review the flight lists for the qualifying races on Monday and Tuesday. 107 boats! Unbelievable! There were many past champi-

ons and regatta winners—what a great turnout.

The big turnout did not affect the launching time off the dry sailing area. The club had two electric hoists, as well as two wide ramps and a bunch of garden tractors to back the boats down the ramps. We elected the latter and were launched and retrieved in a matter of minutes.

The qualifying races were held in light to medium winds. The Race Committee got one race in Monday. On Tuesday there was a strong northerly wind with high Lake Michigan seas, so the RC wisely decided to keep the boats on shore until later in the day. We went out late Tuesday, but the wind subsided with only one flight finishing. The RC did get in two more qualifying races on Wednesday, so the finals for the NAs, President's Cup, and Governor's Cup were set for Thursday and Friday.

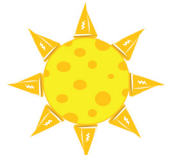
Our team qualified for the President's Cup Green Fleet. Thursdays racing was in light air. Our team had an unusual experience, as we finished the last race of the day in third place, approaching the center of the finishing line on starboard gybe for a downwind finish. A large freighter was steaming at high speed, almost directly at us, right through the center of the finishing line. The finishing boat was at the starboard end of the line. We were attempting to finish between the freighter and the port end buoy. At the last half minute or so, we determined we could squeeze in so gybed to port and finished. Whew! We later learned the RC had radioed the freighter's Captain to change course ten degrees, to no avail.

Friday's racing featured two tricky light air races in an off shore westerly and then the wind shifted to the southeast for Sheboygan's usual heavier air thermal.

Congratulations to Greg Fisher for winning the NAs, Will Brown the President's Cup, and Peter Jones, the Governor's Cup, and their teams.

In retrospect, we had a great time at Sheboygan and thank the SYC and all the committee members for running a memorable event. The Lightning Class is surely the best in the world. Save your vacation time for next year's NAs in New Orleans and for future years.





Champions: Will Brown, John Faus, Matty Schon



Runner-ups: Justin Coplan, Danielle Prior, Timothy Crann



2nd Runner-ups: Steve Constants, Dave Constants, Mike Constants



4th Place: Joshua Goldman, Valerie Tardif-Holly, Karl Allen



5th Place: Ryan Ruhlman, Tesse Ruhlman, Nick Turney



Team Stix



Team Walsh



Team Schillebeeckx



Nick Sertl



Team Sipel



Team Werley



Team McCree



Team Huffman



Team Sowden



2014 Lightning North American Cup Sail Sheboygan :: Aug

Presidents Cup Green Fleet

Pos	Bow#	Sail#	Boat Name	Skipper/Crew
1	62	USA 15535	Pauw	William Brown / John Faus / Matty Schon
2	44	USA 15536	Nautalytics	Justin Coplan / Danielle Prior / Timothy Crann
3	79	USA 15240	Brown Eyed Girl	Steve Constants / Dave Constants / Mike Constants
4	86	USA 15456	I Can't Bear It	Joshua Goldman / Valerie Tardif-Holly / Karl Allen
5	84	USA 15420	Holy Smoke	Ryan Ruhlman / Tesse Ruhlman / Nick Turney
6	58	USA 14680	Berry 111	Edwin Roseberry Jr. / Erin Gregory / Julian Fraize
7	27	USA 14176		Ernie Dieball / Jacqueline Dieball / Bryan Bahler
8	26	USA 14922	Bad Boys	Jack Huntsman / Don Schon / Paul Krzenski
9	47	USA 15484	Checkmate	Mark Schneider / Lucinda Schneider / Jake Ellis
10	37	USA 14938	Total Recall	David Stix / Amy Simonsen / Andy Camarda
11	72	CAN 15493	Daily Affirmations	Richard Walsh / Tina Walsh / Alex Cox
12	85	USA 14901	Vollebak	Ian Schillebeeckx / Roselyne Hazard / Marc Schillebeeckx
13	91	USA 14480	PRJ	Caroline Patten / Tyler Menninger / Nick Farina
14	94	USA 15121	ish	Jim Barnash / Chad Atkins / Kelly Jordan
15	97	CHI 15355	No desesperez	Cristobal Perez / Alfred Sherman / Constanza Gallyas
16	56	USA 14298	Banana Slicer	Nick Sertl / Katja Sertl / Mike Marshall
17	59	USA 15511	Atom	Jim Allen / Bryan Milne / Cheryl Day
18	38	USA 15475	The Skip's Hammer	Jeff Coppens / Robert Martin / Tom Goddard
19	60	USA 14175	None	Edward Duffy / Ian Sandersen / Johanna Schon
20	92	USA 4870	no name	Rob Robinson / Paige Robinson / Kevin Robinson
21	98	USA 15075	WTF	Maegan Ruhlman / Abby Rowlands / Mark Wiss
22	64	USA 14249		George Sipel / Chris Snyder / Caroline Sundman
23	107	USA 15417	No Name	Peter Godfrey / Connor Godfrey / Kayleigh Godfrey
24	22	USA 15255	Nicodemus	Richard Hallagan / John Steiner / Hendrix TenEyck
25	66	USA 15158	TooKlos	Peter Orlebeke / Kimberly Orlebeke / Cole Orlebeke
26	12	USA 15015	sLitely Cantakerous	John Werley / Bertie Werley / Doug Wake
27	6	USA 15457	Spaceman Spiff	Rob Ruhlman / Abby Ruhlman / Dave Werley
28	65	USA 14120	Nickels Boat Works	Will Tyner / Colin kirby / Sara Fox
29	35	USA 15211	Bandit	Larry Frost / Watt Duffy / Paul Barnes
30	100	USA 15085	The Townie	Lenny Krawcheck / Marcus Moehlman / Mac MaKenzie
31	32	USA 15430	Horse w No Name	John McCree / Rachel Dey / Bobby Flack
32	61	USA 15137		Steven Adamski / Laurie Reinen / Mike Laing
33	40	USA 15543	NBW Racing	Ryan Flack / Emily Simon-McManus / Tom Vickers
34	15	USA 15306		Callender Herman / Jeanne Herman / Ben Herman
35	36	USA 14644	Creature of Habit	Michael Huffman / Peter Huffman / Meg Huffman
36	4	USA 15064	15064	Jason Bemis / Kip Hamblet / Caiti Dust
37	83	USA 15146	Big Meanie	Gary Sowden / Grant Hilger / Drew Hilger

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R1	R2	R3	R4	R5	R6	T/O	Total
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14	30	37	26	13	38/DNS	[38]	120
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16	31	23	36	29	29	[36]	128
38/OCS	29	19	35	17	30	[38]	130
26	32	27	24	30	27	[32]	134
35	36	32	32	5	38/OCS	[38]	140
17	35	35	37	35	32	[37]	154



North American Governor's Cup



Champions: Peter Jones, Leanne Jones, Kendra Jones



**Runner-ups: Daniel Reichelsdorfer
Michou Reichelsdorfer, Bailey Dolson**



2nd Runner-ups: Abbie Probst, Becca Jordan, Mikayla Ward



4th Place: Chris Hamilton, Terry Hamilton, Mitch Hall



5th Place: Craig Pomeroy, Abbey Pomeroy, Jim Kemmerling



Boat Grant - Team Kent



Team Cabrall



Team Schmähl



Team Bailey



Team Princing



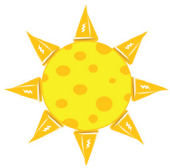
Team Troche



Team Siegle



Team Thompson



North American Special Awards



Colin Park Awards—to the highest finishing married couple in each division
 Championship **Jo Ann & Greg Fisher**
 Presidents Cup **Ryan & Tesse Ruhlman**
 Governors Cup **Daniel & Michou Reichelsdorfer**



Elfman Award—Highest finishing (North American) Master who also competed in the Masters NA Championship Regatta
Matt Fisher



McDermott Award—For the most improved in the qualifying series compared to the prior year
Marvin Beckman



Fallon Trophy—To the last boat to qualify for the Championship Fleet
Mark Sertl



Swanson Trophy—To promote and encourage women skippers
Whitney Kent



Thermis Trophy—To the highest finisher in the Championship Fleet who has never qualified before
Michael Zonnenberg



Kaleigh Wilday Trophy
 To the youngest competitor
Bobby Dodge



Fleet 36—Highest placing junior skipper
Tanner Probst



2014 Lightning North American Cup Sail Sheboygan :: Aug

Governors Cup Fleet Fleet

Pos	Bow#	Sail#	Boat Name	Skipper/Crew
1	103	USA 15276		Peter Jones / Leeanne Jones / Kendra Jones
2	74	USA 14994	Lake Effect	Daniel Reichelsdorfer / Michou Reichelsdorfer / Bailey Dolson
3	53	USA 15208	Debbie's the Best	Abbie Probst / Becca Jordan / Mikayla Ward
4	102	USA 15473	PBR Streetgang	Chris Hamilton / Terry Hamilton / Mitch Hall
5	75	USA 14880	Pegasus	Craig Pomeroy / Abbey Pomeroy / Jim Kemmerling
6	70	USA 15364	Legs	Gerry Paoli / Carson Menges / Ian Moriarty
7	20	USA 15365	Las Vegas	David Watts / Robert Watts / Dan Vought
8	73	USA 14860	Cupcake	Jim Ward / Jayme Ward / Jay Mueller
9	78	USA 14548	Painkiller	Jon Guth / Paul Whitesides / Jenn Millar
10	42	USA 15315	Quest	William Cabrall / Raeyane Farrell / Noah Bartelt
11	63	CAN 14743	Flat Bottom Girl	Peter Hansen / Shereen Hansen / Suzanne Hansen
12	68	USA 15213	Coyote (supergenius)	Jeff Schmahl / David Schmahl / Michael Schmahl
13	19	MEX 15450		Aroldo de Rienzo / Joaquin Bargallo / Mari Vivas
14	104	USA 15406	Zazu	Whitney Kent / Megan McMahon / Ian Walter
15	17	USA 15546		Philip Lange / Alister Thomson / Alexandra Lange
16	18	USA 15515	Hooch 5am Jr.	Christopher Princing / Jennifer Princing / Jaime Vanderhovel
17	77	USA 15206	Los Ninos de la Luna	William Hofmeister / Mike Osborne / Becca Hofmeister
18	23	USA 15474		Rob Linden / Casey Ray / Meghan Linden
19	31	USA 14060	Sloop Dogg	Nicholas Troche / Kevin Petrikas / Stephanie Rosenbaum
20	11	CAN 15508	People Skills	Lorrie Walsh / Tina Corness / Terry Cano
21	43	USA 15309		Edward B. Wagnon / Stewart Fossceco / John McClain
22	95	USA 15250	Wright	Timothy Wright / Andy Wright / Max Cahn
23	5	USA 15360	Siezure	Clarke Newman / Deanna Newman / Ralph Bilnoski
24	7	USA 15000	Jack's Boat	Tim Werley / Katie Werley / Samantha Maras
25	106	CAN 14878	Sparkle	Ross Bailey / Brian Cox / Caleb Vander Ploeg
26	46	USA 15119	Squito	Eric Larson / Lori Jost / Joel Lemihiew
27	101	USA 14900	HIS	Gary Hurban / Joan Hurban / Gary Hoffer
28	88	USA 14857	Mermaid	Doug Steffenson / Brandon Holton / Jonas Andersson
29	13	USA 15301	Stone Cold	Mike Knop / Denise Cornell / Erin Schanen
30	96	USA 14760	Fins	George Siegle / Ann Siegle / Ashley Logan
31	82	USA 15130	Vann Bros	Chris Vann / Karen Park / Dave Lutian
32	69	USA 13851	Motley Crew	Stuart Webster / J.R. Kendall / Alexander Lavelle
33	48	USA 14234	Crabby Mom	Paul Bartelt / Beth Bartelt / Jason Diener
34	90	USA 15228	Blue Two	David Thompson / Norm Jarvis / Lori England
35	67	USA 15512	Flying Circus	Mark Allen / Beth Groesbeck / Steve Varnum

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28	11	4	1	36/DSQ	1	[36]	45
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19	6	3	23	6	25	[25]	57
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3	28	2	18	15	23	[28]	61
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18	27	36/DSQ	20	5	6	[36]	76
24	4	30	12	36/RAF	8	[36]	78
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25	10	13	32	14	17	[32]	79
11	15	36/DSQ	31	9	18	[36]	84
29	25	16	21	3	24	[29]	89
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14	18	19	22	29	29	[29]	102
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26	21	29	11	26	28	[29]	112
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23	20	25	25	20	36/DNS	[36]	113
32	26	28	15	27	32	[32]	128
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34	34	32	34	31	33	[34]	164
36/DNS	36/DNS	36/DNS	36/DNS	32	36/DNS	[36]	176



TAWAS BAY, MICHIGAN August 7–9, 2015

Tawas Bay Yacht Club is proud to be chosen as the host for the 2015 Women's, Juniors' and Masters' North American Championships (WJM). Tawas Bay Yacht Club (TBYC) last hosted a Lightning Class North Americans in 1985, where the likes of Bill Shore, Colin Park, Jody Stark, Bruce Goldsmith, Bonnie Nickels and others roamed the bay. TBYC also played host to the North Americans in 1973, 1963 and 1960. The great Dennis Conner was part of the winning crew in 1960 and 1963 sailing with Carl Eichenlaub.

Much has changed since 1985 and much has stayed the same. The organizers have wooed our club members with stories of past events and a cast of characters that typically makes this journey. We told of families traveling together and friends reuniting. We painted a picture of the event and organized the team to put it all together. Our club is ever changing with the times but still holds one of the best kept secrets in sailing—Tawas Bay.

Tawas Bay is a spectacular venue. This bay is often referred to in conversation as one of the best sailing conditions in the world. Our water is fresh and very clean, and we are surrounded by beautiful beaches in all directions.

The Bay has a very reliable sea breeze that kicks up some excellent sailing conditions, combining steady breeze with some waves to surf down. This natural bay is a great viewing arena. There are many places on shore from which you will be able to watch the racing action, including right under the historic lighthouse. The state of Michigan also has a harbor on the Bay that includes a break wall that reaches well into the Bay, which is also a great place to watch.

The towns of Tawas City and East Tawas line the Bay. The area is teeming with things to do and holds a quaint cottage town feel to it. The business districts are filled with unique shops that bring back the day when service with a smile was the norm, and you can find hand crafted and one-of-a-kinds that scream, "Yes, Michigan!"

Strolling from the state dock into downtown, you will find great restaurants, bars and ice cream parlors, including benches where you can enjoy your cone and look over the water.

Motels and resorts abound along US-23, and you are never too far away from the activities.

The host club TBYC is already busy getting the event organized. The staff is seasoned and ready to please. The plans for dockage, parking and storage are all worked out to insure efficient arrival and departure. We were able to do a trial run while hosting the 2012 J22 North American Championship. Our dignitaries are excited and looking forward to greeting each of you at opening ceremonies.

TBYC is nestled out towards the end of Tawas Point. This sandy stretch of land is constantly changing and growing when the waters of Lake Huron add sand to the end. TBYC has a beautiful front lawn that is right on the Bay, and it overlooks East Tawas and Tawas City across the Bay to the west and makes for some very romantic sunsets, just as the lights of town start to flicker on. You may choose to walk the beach at the state park next door or along the nature trail that goes right by the lighthouse.

Location, location, location pretty much sums it up from the sailors point of view. There is no slog out a river and no hour or two long sails out to the course. Once you leave the entrance of TBYC you are on Tawas Bay. A really nice sail out along the sand bar is relaxing and a great place to do any last minute bottom scrubbing. Of course, at the end of the racing day you will be glad that the trip back was a close as the trip out.

Shore side activities will follow racing each day. We will have good old-fashioned fun on the front lawn, under the tent, under the stars and in the club house. TBYC members look forward to showing you a great time in our laid back little corner of the world. The event website is up and running and will be updated regularly. You can find it at www.2015wjmc.com. Soon we will have the events Facebook page available as well.

Start making your plans to attend the 2015 WJMs on beautiful Tawas Bay. This family experience is not to be missed.





2015 Lightning North American Championships

October 8 - 11

Southern Yacht Club, New Orleans, LA

SCHEDULE		
Thursday, October 8	10:00am	Measurement and Registration
	3:00 pm	Practice Race
		Keg beer after sailing
Friday, October 9	9:55am	Race 1, races to follow
		Keg Beer after sailing
Saturday, October 10	9:55 pm	Warning Signal races to follow
		Keg beer after sailing
		6:00pm Cocktails / 7:00pm Banquet
Sunday, October 11	9:55am	Warning signal, races to follow.
		No race shall start after 2pm.
		Keg Beer after sailing
		Awards Presentation @SYC asap after racing

Now, THE REAL SCHEDULE...

Arrive in New Orleans Saturday October 4th or Sunday October 5th.

Drop the boat at Southern Yacht Club. **Go on VACATION!** Sightseeing, eating and drinking is the first Competition of the week. Everyone WINS!! No one does it all, no city does it better! Careful in the bars, only the smartest survive!

Google "Things to do in New Orleans", "Places to eat in New Orleans", "Live Music in New Orleans", "Best Bar's in New Orleans". Might need to come in earlier to get more done.

A SUGGESTION OR TWO...

Daytime Sightseeing - walk the streets with your favorite beverage, leave one place get a "go cup" go to the next, no problem.

1. National WWII Museum

2. French Quarter - Jackson Square, artists. St. Louis Cathedral, Museums, Royal Street Antique shops

3. Aquarium of the Americas

4. The Outlet Collection at Riverwalk - Outlet shops, Paddle wheel river cruises

5. Audubon Zoo / Park - across St. Charles Avenue from Tulane and Loyola Universities

6. Street Car ride up St. Charles Ave

5. Harrah's Casino



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One Design

Photo Bill Clausen

2014 Fall Regattas

Duck Challenge Regatta

Havre de Grace Yacht Club/Fleet 192–Havre de Grace, MD
Trevor Prior, Danielle Prior, Matthew Jay

Campeonato Paulista

São Paulo Yacht Club/Fleet 147–São Paulo, Brazil
Claudio Biekarck, Gunnar Ficke, Vitor Gil

Surf City Annual Regatta

Surf City Yacht Club/Fleet 196–Surf City, NJ
Rich Warren, Sue Warren, Michael Warren

Connecticut Governors Cup

Niantic Bay Yacht Club/Fleet 85 – Niantic, CT
David Peck

White Cap Invitation Regatta

Pontiac Yacht Club/Fleet 54–Cass Lake, MI
Ryan Flack



Massabesic Yacht Club Regatta

Massabesic Yacht Club/Fleet 273–Auburn, NH
Ted Hardenbergh, Mary Harenbergh,
Tommy/John Hardenbergh

New Jersey State Championship

Brant Beach Yacht Club/Fleet 173–Brant Beach, NJ
Tim Robinson, Steve Warren, Andy Temme

Ed Hinds Memorial Bow Lake One-Day Regatta

Bow Lake Yacht Club/Fleet 493–Strafford, NH
Toby Frank, Ali Deyett, Eli Matson

Bruce Goldsmith Regatta

Devils Lake Yacht Club/Fleet 31–Manitou Beach, MI
Skip Dieball, Meghan Dieball, Mike Stark

Red Flannels Regatta

Chicago Corinthian Yacht Club/Fleet 5–Chicago, IL
Todd Wake, Kristine Wake, Doug Wake



Team Kent

Bare Bones Regatta

Mansfield Sailing Club/Fleet 150–Mansfield, OH
Jim Taylor, Georbe Auer, Stan Cummins



The Philadelphia Cup Regatta

Philadelphia, PA
Mark Schneider



Presque Isle Bay Regatta

Erie Yacht Club/Fleet 24–Erie, PA
David Stark

Sanford Fall Regatta

Lake Monroe Sailing Association/Fleet 526–Sanford, FL
Bill Mauk, Cam Carlin, Christine

Atlanta Cup Regatta

Lake Lanier Sailing Club/Fleet–348 Flowery Branch, GA
Steve Constants, Mike Constants, Lisbet Kugler

61st Annual Hoosier Regatta

Wawasee Yacht Club/Fleet 154–Syracuse, IN
Ernie Dieball, Jacqueline Dieball, Bryan Bahler



Last Blast Regatta

Nyack Boat Club/Fleet 74–Nyack, NY
Dick Hallagan, Craig Thayer and John Steiner



Dan Parietti congratulating Dick Hallagan
on winning each race

Fall Blowout

North Cape Yacht Club/Fleet 42—Lasalle, MI
Ernie Dieball

40th Cowan Lake Fall-In Regatta

Cowan Lake Sailing Association/Fleet 303—Cincinnati, OH
Taylor

Oktoberfest Regatta

Susquehanna Yacht Club/Fleet 253—Wrightsville, PA
Trevor Prior, Matt Jay, Daniel Rau

Leaf Peeper

Malletts Bay Boat Club/Fleet 301—Colchester, VT
Jamie Allan, Jay Deacon, Chantal Leger

63rd Annual Frigid Digit

Seyvern Sailing Association/Fleet 329—Annapolis, MD
David Starck



Frigid Digit swimmers!

Wild Oyster Regatta

Carolina Yacht Club/Fleet 429—Charleston, SC
David Starck, Ned Roseberry, Sarah Paisley



Southwestern Circuit

Robert Bernhardt



Chilean South American Qualifier

Rapel, Chile
D. Gonzalez



49th Annual Bluenose Regatta

Harbor Island Yacht Club/Fleet 262—Nashville, TN
Thomas Allen, Mandy Hofmeister, Mark Grinder



Chandler Owen, Ania Gorska & Mark Paoli at the Bluenose

Jubilee Regatta

Pensacola Yacht Club—Pensacola, FL
Bill Mauk, Jim England, Alexander LaValle



2014 Michigan District HI Point Championship

John McCree

2014 Steketee Trophy Award to Fleet 228



The Neal Steketee Trophy is awarded annually to the North American fleet which has been outstanding in furthering the purpose of the ILCA in promoting and developing racing in Lightnings.

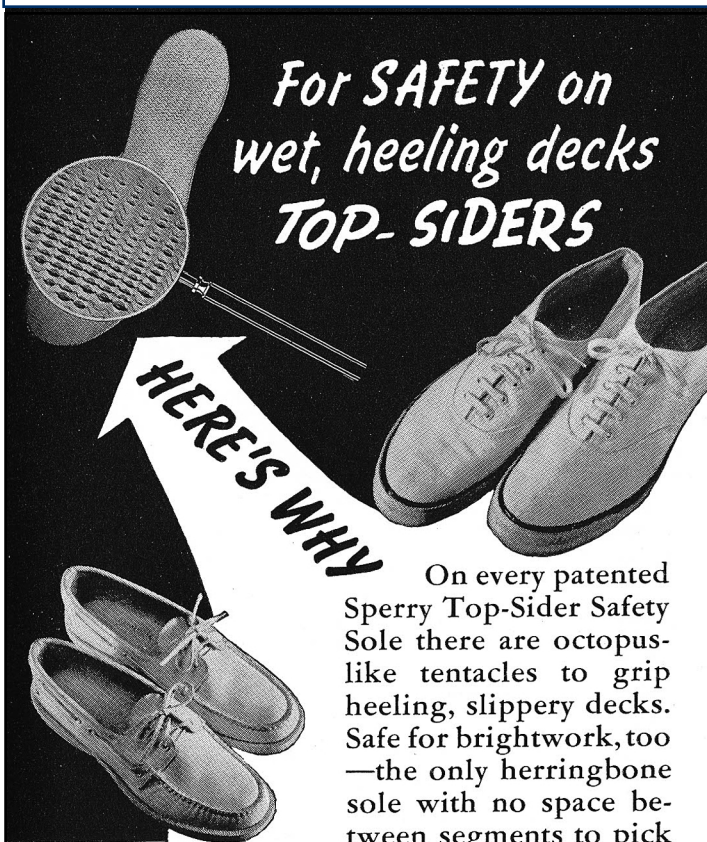
A panel of judges comprised of past ILCA presidents and members of the Executive Committee have chosen to recognize Fleet 228—Riverton Yacht Club—in the Central Atlantic District with this prestigious award for 2014. Not only do Fleet 228 members participate actively in a great weekly racing schedule, they hosted back-to-back events, New Jersey Governor's Cup and the CAD Championship, and they very often lend a helping hand when it comes to loading containers to be shipped abroad. With the recent international development efforts in Greece, their help has been invaluable in prepping boats and shipping them to the welcoming European recipients.

Please join us in congratulating and praising them for their part in making our Class strong locally and internationally. Thank You!

Need a gift? Shop in the ILCA Class Store and help support the Class!

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Original ad from the 1941 yearbook



Classic Lightning

Bob Astrove — astrove@hotmail.com

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

From the Desk of the Class Historian

by Corky Gray

SKANEATELES

Part I

CHANGE: 1929 – 1932

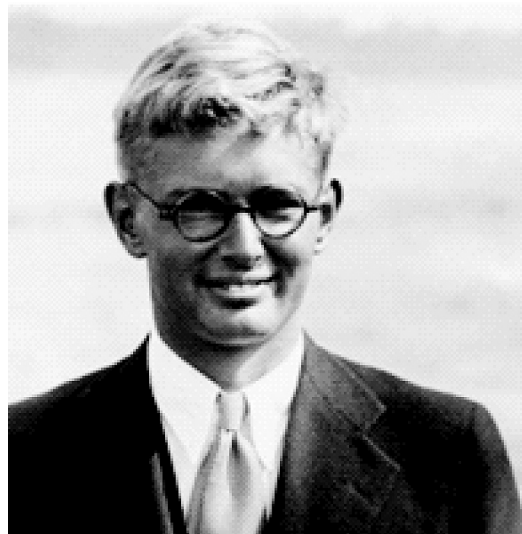


Drake Sarkman

In November of 1929, a young New York yacht broker, Drake Sparkman, found himself wondering at the changes that would come in the world of building, selling, and racing sailboats after the Great Stock Market Crash. Having just turned thirty, he was starting a new yacht brokerage/design partnership with a promising twenty-one-year-old designer, Olin Stephens. Stephens was the elder son of a wealthy former coal broker. Roderick Stephens Sr. was fortunate to have sold his business just before the economic collapse. He was able to generously support the efforts of his sons, Rod Jr. and Olin, in finding a place in the design and building of sailing yachts.

Olin attempted to study design at MIT in Boston but found that the school's faculty reluctant to accept new thinking in yacht design. He decided to learn the trade on his own terms. After dropping out of MIT, Olin found part-time work apprenticing with Phil Rhodes while doing his own work and study at home. The senior Stephens understood that for Olin to make a name for himself he would need to have his own office. Roderick Sr. had for years bought and sold sailboats to give

his sons experience in many types of sailboats. He had recently sold a forty-one foot schooner and purchased a racing six meter for the boys through the services of Drake Sparkman. Drake, as was the custom of the time, employed a designer in the brokerage to handle new boats. The designer was planning to retire, and Stephens could see an opportunity for his son to work in the firm. Olin at nineteen was too young to partner and would do part-time work for Drake at home. It was planned that when Olin reach twenty-one a partnership would be incorporated. This came to pass on October 29, 1929, in Manhattan. With slim prospects for work, Mr. Stephens commissioned the fledgling firm to design a fifty-two-foot ocean racer for the family. The famous Dorade was built in 1930. His younger brother Rod was working at the Nevins yard and supervised the build. In 1931 Olin would skipper the boat to a win the Transatlantic Ocean Race, assuring him and the firm fame and a full-order book. In time this team would work with our founders in Skaneateles, New York to develop the Lightning, a boat that would be built in greater numbers than all the other S&S boats combined.



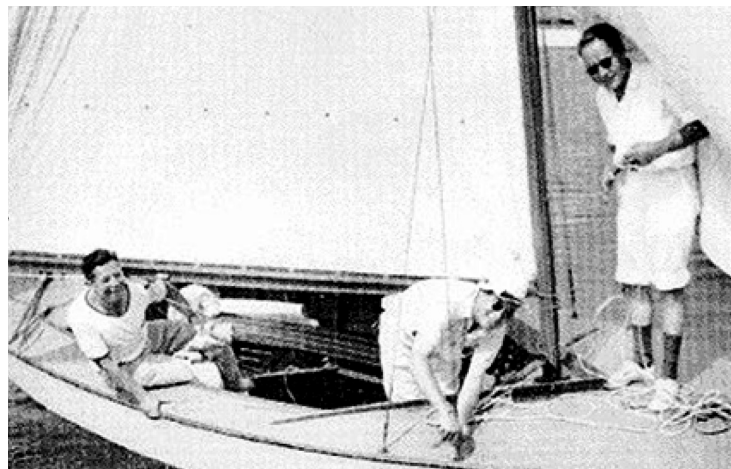
Olin Stephens

Traveling north up the Hudson River valley from Manhattan and west at Troy up the Mohawk River valley on the Erie Canal, we follow the transportation route that would develop into one of our early, high-technology centers. The Syracuse Finger Lakes region was a thriving area, filled with bright young people working in growing industries and enjoying outdoors activities like sailboat racing. In the early twentieth century, old-line crafts would be transformed into cutting-edge development. In this area the glass industry would give us Corning, who would patent 'Fiberglass' in 1930. There would be photography, electrical products, and communications equipment. From the pottery companies in Syracuse we find the one important to our history, Pass & Seymour.

A family of potters, the Pass's would develop industrial scale ceramic production. In working with Albert Seymour, superintendent of the Syracuse Power Company, they developed the ceramic electrical insulator, allowing power to be safely installed in homes. They partnered to form the company that would employ many bright young men. For us, one was the original respond addressee in *Yachting* and other magazines for the new Lightning Class. The first requests for information and the plans for the Lightning were addressed to Mr. C. L. Nicholson c/o Pass & Seymour Company, Syracuse, New York.

Lindsey Nicholson would be named the "Father of the Lightning Class." Asked to be the original 'Sponsor' of the Class, he was the leader of a group of people in the sailing club in nearby Skaneateles looking for a better boat than those available. He and the club would develop the idea of a boat that had the feel of a larger boat but in an affordable size. The boat would incorporate all the recent advances in design. Unique in its time, a class association would be a part of the original concept. The design was to be owned by the Class, not the designer or builder. The plans would be freely available for a small fee. The two brothers that would build the prototype were John and George Barnes of the Skaneateles Boat Company.

The Skaneateles Boat Company was established in 1893 when George Smith and James Ruth bought out the old Bowditch Canoe Company. The company specialized in expensive lapstreak canoes, rowboats, and motorboats. The company built a racing lapstreak sailboat to the Canadian fourteen-foot rule for young John Barnes of



John Barnes (L) 'Nick' Nicholson (C) George Barnes(R)

Syracuse in 1928. Tragically the plant burned to the ground in 1930, and Ruth died from injuries fighting the fire. Smith rebuilt the plant, but, with difficult economic times hurting the business and his readiness to retire, he sold the company to Barnes and his brother in 1932. John Barnes had already been selling the 'International' 14 in Syracuse and had hoped to expand with the new facility. Unfortunately, for him the market for expensive, round-hulled boats was disappearing, so change would be necessary to survive. The brothers would find a market for the more inexpensive, hard-chine boats now finding acceptance. This turn of events would lay the ground work for the development of the Lightning.

In the early twentieth century, the publishing industry would have a major impact on the spread of sail racing. Wide distribution would be important to the development of the Lightning. With all the methods of access to information in the twenty-first century, it is difficult to remember how limited information was back then. Magazines were a primary source for current information, and each month's issues arrival was eagerly anticipated. An early pioneer in the boating press was Thomas Fleming Day with his *Rudder* magazine, founded in 1890. It was the first to be devoted to the boating available to the man of modest means. *Rudder* was acquired by Fawcett Publications joining noted titles like *Mechanix Illustrated*, *Family Circle*, *True Confessions* and others.



By the 1930s, it was under the editorship of William "Bill" Crosby, who also was an amateur yacht designer. To sell magazines he would design and publish affordable, easy-to-build boats for the home builder. In 1931, while speaking to the Florida West Coast Racing Association, he was asked to design a boat to their sixteen-foot "Trailer Class" rules. The automobile

with a boat trailer eliminated mooring and storage fees, making sailing more accessible. Sailors could build their boat in the backyard and store it there.



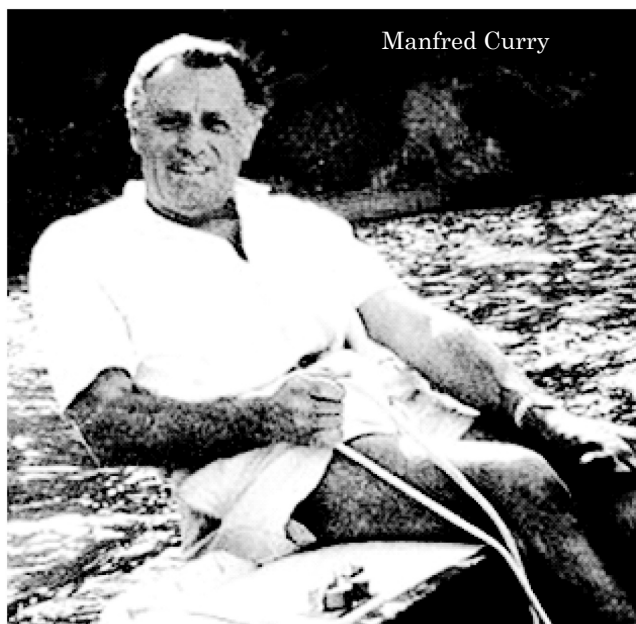
He published the plans in the July 1931 issue of the *Rudder*. Sporting a sail insignia of a spoked boat trailer wheel, he named the boat 'Snipe,' following a tradition of using bird names for *Rudder* designs. The response was remarkable. The magazine quickly sold out, and soon the plans were made available through the magazine. Hundreds then thousands of Snipes were built. No sailboat class had ever grown so quickly.

The need for a class organization was evident, and in 1932 the SCIRA was chartered. This organization would be the model for the formation of the Lightning Class. The first Snipe was an amateur build by a teenager in Louisiana, but Snipe #2 was built professionally by the Skaneateles Boat Company. The Barnes' had found their answer to the change in demand. They now would specialize in inexpensive, hard-chine sailboats.

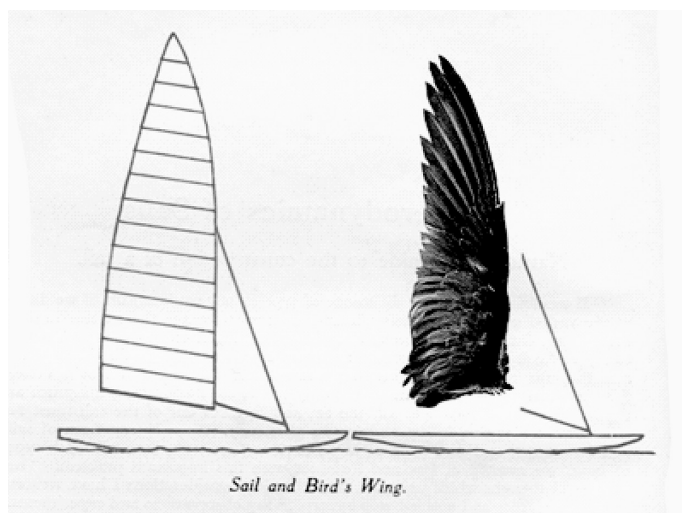
We carry a bit of Crosby in our boat. In the Snipe he used a mainsheet rig with two blocks spaced widely across the transom, rather than the more common short metal traveler. This wide sheeting base allowed a wider range of trim for the unbalanced center boarder. It would be incorporated in the Lightning as the 'Crosby Rig.'

One of the most profound changes in sail racing was the recognition that developments in the understanding of aerodynamics could be applied to sails and rigs. A pioneer in the field was a young German-born American physician, Manfred Curry. Curry would see the ideal sail as a bird's wing on its end. The new tall 'Marconi' rigs, with their triangular 'jib headed' sails, most closely

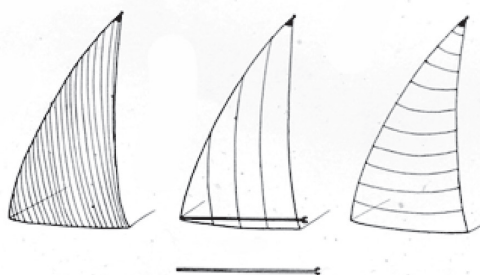
resembled a wing. A long luff length would provide maximum development of pressure differential from the windward side to leeward side of the sail.



Progressive designers like Olin Stephens would incorporate this in their designs. The Lightning would be the first centerboard design with an extended luff length. Our rig has a higher foot to luff length ratio than the Snipe and Comet. Another Curry development incorporated in the Lightning is the parachute spinnaker. At that time, spinnakers were triangular sails, widest on the foot, limiting sail area to the length of the spinnaker pole. The parachute spinnaker would have its greatest width in the center of the sail, relying on panel layout to support the leaches. The Lightning would be designed with a spinnaker specified but not drawn in the sail plan. Most early Lightnings would have the older cut, but the rules left open the possibility of the larger parachute spinnaker. The adoption of this cut would give the Class its first existential controversy in the early years.



Above: from Curry's *Aerodynamics of Sail*



Figures 1, 2, 3. Normal methods of sewing cloths in spinnakers with the strips running vertically or horizontally



Figure 4. Old style triangular wood headboard for spinnaker



Figure 5. A parachute spinnaker, showing how it will fill and spread though only a small boom is used

From Curry's article in the March 1932 issue of *Yachting* magazine

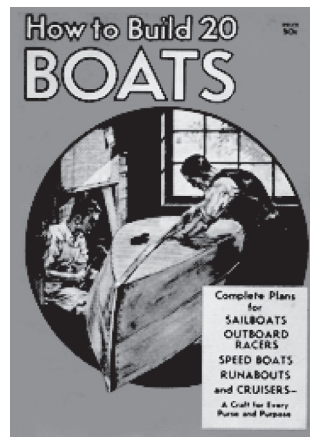
In 1932, deteriorating economic conditions would require significant changes in the planned Summer Olympic Games that were being held in Los Angeles. The sailing completion was sponsored and overseen by Owen Churchill, Captain of the first American Olympic Sailing Team in the 1928 Olympics. Before the Crash of 1929, the Olympics were sailed in large, expensive International Rule boats, like the twelve, eight, and six-meter-deep keel yachts. The monotype was an expensive, round-chine twelve footer. The eight and six were retained but, for the first time, relatively inexpensive. Simple-to-build, hard-chine boats were also included. Churchill's committee selected the well-established Star Class keelboat, beginning its long run as an Olympic Class. They had local designer Edson Schock redraw the little, local, hard-chine, twelve-foot Snowbird for simpler construction and selected it for the single hander (monotype).



Snowbirds racing in the 1932 Olympics

Churchill would win the eight-meter class gold, and Gilbert Gray would win the gold in the Star. These sailors were America's first sailing Olympic gold medalists. After the Olympics, Bill Crosby and Fawcett Publications would issue the first of a long-running series, 'How to Build Twenty Boats' directed to the home builder. In this issue, he would include the plans for the Snowbird. Many notable west coast sailors would find their start building and racing a Snowbird. The prospect of home building would be essential to the early success of the Lightning. Future issues of 'To Build' would feature plans for easy-to-build classes, including the Lightning.

By 1932 there had been a sea change in the world of sail racing. The Star, Snipe, and soon the Lightning would open the door to sail racing to all people. The half century of the large Corinthian one-design classes was at hand.



Sunbrella Acrylic Covers

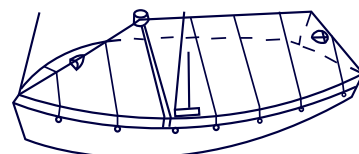
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sail # on cover			45

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The Relaunch of #4557



#4557 was re-launched on Friday, September 5, 2014. I am the eleventh owner, and I found it in a snow drift in Minneapolis in 1999. It didn't have a mast so that was my huge challenge. I purchased some Sitka spruce from a local airplane restoration business just a few miles outside my home in Alexandria, Minnesota. That wood remained in my shop until I finally got enough nerve to cut into this very expensive wood. With measurements from the Lightning Association, I built the mast two years ago.

It took me about a year to restore the wood boat. This past winter I delivered it to White Bear Boat Works, near St. Paul, where they rigged the mast. I finally picked up the boat on August 29.

I am looking forward to learning more about this fabulous boat. I have sailed for the past fifty years, but the Lightning is a new experience for me. I am grateful for the help and advice from Bob Astrove and Bill Fastiggi. I do have about all of the information I could get from the Lightning Association, including articles and DVDs.

Dean Dainsberg



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Photo: Bill Calusen



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

CLASSIFIEDS



email Jeff Storck for a viewing: 571-422-2444, theoretically@verizon.net

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.

15141 Nickels. Built in 2002, this boat has been used very little. Only sailed 8 times in last 2 years. The boat is in excellent condition. White hull & deck. Boat is ready to race and comes complete with the following: Three sets of North Fisher sails including spinnakers. One Vermont Sailing Partners jib and spinnaker. All Harken carbon blocks. Mafoli jib sheets, spinnaker sheets and halyard. 3 spinnaker poles, two tapered with bags. Fiberglass rudder with cover. Two tillers with hiking sticks and bag. Suunto large stand-up compass. Bottom, top, and mast traveling covers. Full deck cover with sides, and mooring cover. Galvanized trailer with spare tire and new bearings. \$10,750. Fred Martschink, Charleston, SC, 843-830-8717 or mar84const@aol.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. Price \$10,200. Contact George Allen (716) 693-6209 or allensell1@msn.com.

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. Fabricraft 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 chriscclarke1946@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

14756 - Nickels 1996. White hull and deck with teal edging and stripe, very sharp looking. Solid boat at 700lbs with lots of lead. Two North mainsails, three North jibs, two North spinnakers, 1 Doyle spinnaker, all are good for club racing. All controls labeled with color coded lines, good for teaching new crew. Dual

sided jib wire control. Main, jib and spinnaker halyards new 2013. 1996 Nickels galvanized trailer with spare tire, mast stand and light bar. Fabricraft skirted mooring cover. North two piece travel cover, padded rudder cover, and mast cover. Anchor. Boat sailed at Keuka Yacht Club, NY. Always dry sailed, sailed lightly, only in fresh water and travelled once, stored inside in winter since 2011. Lots of extra miscellaneous and spare boat parts. More photos available upon request. Willing to help some with delivery. \$8,250 OBO. Contact Sean Treacy 607-329-0141. Or treacysb@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

14520 Allen. White w/light gray deck. Light hull carrying 3 correctors, 2 sets VSP. Allen trailer, full deck and travel covers, 2 spin poles. Always a fast boat; located in N.C. Price: \$7500. Contact Todd 802-999-7572 or toddccoxvt@gmail.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: robruffus@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 or 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 (Severn Sailing Association). Contact Patrick at 703-585-1342 or pem725@gmail.com

14106 Nickels 1986. Well maintained. Have all original documents. Includes (1) set older North sails, (1) set fair condition North sails, (1) set newer Quantum sails (never used by current owner, current owner purchased boat Oct '11), (2) North spinnakers - 1 is newer (neither used by current owner). Newer main and jib sheets. Spinnaker pole. Lower shrouds adjustable on the fly. Stainless steel centerboard. New cockpit seat compartment covers. New hiking straps in 2012. (2) sets of mast blocks (1 wood, 1 plastic). Set of spare lower shrouds. Anchor w/ storage bucket. Full deck dry sail cover (see picture) and full travel cover (fair condition). Padded rudder cover. Full length mast cover. Trailer & trailer dolly included - has new bunks & fenders, and stabilizers for rear of trailer (so trailer doesn't tip back when you move to stern when boat is on trailer), 2 spare tires. Trailer requires 1-7/8" hitch ball. Trailer has lights attached to mast support. Dry sailed and stored indoors in the winter. Boat was not sailed in 2013 or

15471- Nickels - NBW Sales Rep's boat. Light Grey deck, White interior & hull. Black rub rail, Light Grey Waterline stripe. Sails and covers available. Asking \$15500. Call or email Ryan Flack for rigging specifics/photos.

ryan@nickelsboats.com or 810-513-5002 cell

15391 Nickels 2009. Boat completely re-rigged in the spring. All deck hardware and lines removed, re-installed and upgraded. Some of the upgrades include: opposite side adjustable jib leads, upgraded CB up haul, adjustable fore and aft hiking straps for bow and skipper, dual adjustment on jib halyard, coarse and fine tune backstay, adjustable main halyard, tapered spin sheets, and much more. Weighed 705lbs. at NAS this year and includes trailer w/spare tire, light bar, top and bottom cover. Hull is triple white. White hull, deck send rub-rail. Boat is located near Annapolis, MD and is ready to win! \$12,000 obo. Email any questions. bricktics@gmail.com

15300 Nickels 2008. Nickels Trailer w/spare 2010. Boat has been tweaked over the last two seasons and is completely dialed in. CYC Ocean Series Fleet Champion 2013 and 2014. Frigid Digit Most Improved Award 2013-2014. Clean boat in great condition. Some of the upgrades include: Harken Carbon Blocks, custom Nickels large diameter carbon fiber tiller ext., custom lower turnbuckles, tapered mainsheet, tapered spinnaker pole, GoPro bracket, and much more. Includes trailer w/spare tire, light bar, one-piece travel cover, mast cover, rudder cover. White hull, white deck, black rub-rail. Boat is located at Wrightsville Beach, NC. \$13,500. 910.690.4122 Variety of Sails available. Email any questions. tobyport@me.com

15256 2005 Nickels. This is your opportunity to be the envy of your fleet, and own the prettiest girl at the dance. Meticulously maintained and lightly used - rarely sailed in heavy air, never in salt water, and not been heavily campaigned on the circuit. Rigged with all the go-fasts, including MAX THICK CENTERBOARD. Fully equipped turn key racer with large inventory of sails. Very fast. This boat is a must see. For all the details, including pricing, click on this link: http://lightningfleet50.org/?page_id=1832. Then call or

2014. \$5,600.00. Located in Green Bay, WI. Contact George Hoppen @ 920-983-0817 or geohoppen@gmail.com

13991 Nickels. Grey hull and deck with blue trim. Special offer to build fleet in Mission Bay, CA -- Asking only \$4,000! 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.

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 ballers. 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 or 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-Lippencott. Don't let the hull number fool you, this is a competitive and fast boat that has won plenty of races. It is in exceptionally good shape for a boat this vintage. The boat was completely retrofitted in the early 2000s by Tom Schroder and Bob Harkrider.

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

9369 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 revarnished. 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

9172 Early fiber-glass Lightning for sale. Built by Lewis Marine, San Diego, CA in 1964, and needs a new home. Hull is constructed in so-called "Rovon" material, which is a core material of glass roving wound around a foam block. Hull, deck and interior needs some LTC, but this lovely ship could come back to life. She comes without mast, boom and sails, and the trailer also needs some fixing-up, so not road worthy in its current condition. Could with a bit of welding probably come back to serve this boat fine. Tires are in OK condition. Hardware is Harken and in fine shape. Woodtrim is also in fine condition for its age. I washed it down and sanded it a bit. It was "screaming" for a treatment, so I gave it a little linseed oil and the woodgrain popped right out, and came back to life. If I didn't have my 1959 Lightning to restore, I would keep this baby. Asking price is \$450 as is. Measurement certificate available. Boat is located in Califon, New Jersey. hove@comcast.net

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

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

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

7606 Probably the fastest wood Lighting 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-lasting urethane coating. Two sets of mainsails and jibs included along with solid, roadworthy trailer. Boat can be viewed at Dickersen's Marina in Apponaug, RI. Asking \$13,500. Please call for additional information: 401-424-1805.

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

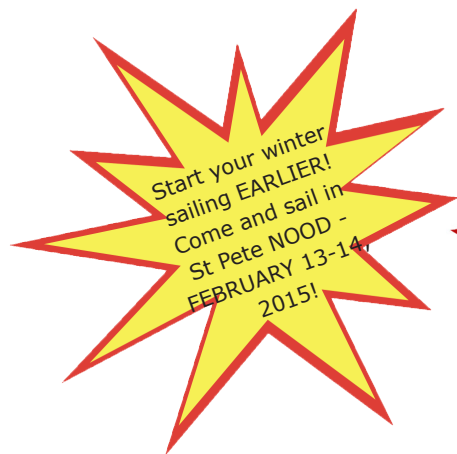
unknown number - Classic mahogany Lightning totally restored, circa 1941. Light use, fresh water only, garaged and supported on padded cradle. Removal of epoxy in progress on outside starboard side. Otherwise "almost perfect" condition. Located South of Seneca Falls off Cayuga Lake, NY. Complete with 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 fresh water only and stored under cover since. It is not perfect or in restored condition and will need paint and refinishing to bring it back to snuff. Boat comes with Harken aluminum mast and rigging, complete and in good shape, North sails in excellent condition, 2 spinnakers and pole (I've never used them) and comes on a magic tilt trailer, also in excellent condition with no rust, solid springs, hubs and bearings and brand new tires. Boat is located in central Florida- delivery may be negotiated. Asking \$1500. Adam, cell# 863-443-0630 email, apeterson@tnc.org

Classified Advertising Policy for ILCA Flashes and website

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

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



Southern Circuit



**Start thinking of sunny warm sailing and
put the Southern Circuit on your spring calender!**

SATURDAY March 14 – SATURDAY March 21

1st half held at St Petersburg Yacht Club 3/14–17, banquet, Tuesday, 3/17

2nd half held at the Coral Reef Yacht Club 3/18–21

Book your hotel rooms now! Information is posted on the ILCA website:

<http://www.lightningclass.org/racing/calendar/schedule-info/2015/southernCircuit.asp>

Please make note of the hotel cut off dates: Miami–January 9, St Petersburg–mid February.
The Hampton Inn at both locations has a special room rate with room blocks.

If you are planning to sail in St Pete or Miami, PLEASE sign up on the Who's Coming Lists posted in the ILCA event Calendar.

Preliminary Schedule

St Petersburg:

Saturday, March 14	Afternoon Registration
Sunday, March 15	Racing
Monday, March 16	Racing
Tuesday, March 17	Racing
Tuesday , March 17	Evening Banquet & Party

Miami:

Wednesday, March 18	Evening Registration
Thursday, March 19	Racing
Friday, March 20	Racing
Saturday, March 21	Racing, Casual Awards Immediately following Racing.

Attention US Competitors attempting to qualify for the US Pan Am Lightning Berth:

The top mixed-sex team from the Winter Championship (St Petersburg), holding US Passports valid for at least six months after the Pan Am Games and at least fifteen years of age during 2015, will represent the US at the 2015 Pan American Games. All competitors must also be current ILCA and US Sailing Members.

Watch for an amendment to the NOR to be posted soon: Any boat attempting to qualify for the US Pan Am berth will be required to present their boat for measurement on Saturday, March 14 from 1300-1600. Boats, sails, spars and equipment may be measured and inspected in accordance with the Class rules. All sails shall have official Royalty labels.

Florida is Calling You

Don't miss out on all the fun!



***If you're not there,
you'll be missed!***



Call for 2015 Karl Smither Award Nominations

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

Please take a few minutes and nominate one of your Class mentors. This is a wonderful opportunity to recognize them for their efforts. Please drop a note via e-mail or regular mail, including the details of why this person is worthy of everyone's admiration, to the Class Office, office@lightningclass.org. Then have your friends do the same. The deadline is Friday, January 30, 2015.



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

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



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

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FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

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

Comprehensive Website www.sailorstailor.com



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ryan@nickelsboats.com — or — hugh@nickelsboats.com



Finnish District Championship

Oulun Pursiseura – Finland

August 8–10, 2014



Pos	TUNNUS	VENE	KIPPARI	SEU- RA	START- TI 1	START- TI 2	START- TI 3	START- TI 4	START- TI 5	START- TI 6	START- TI 7	START- TI 8	START- TI 9	PISTEET
1	FIN-14638	GAMMA	Matti Leppänen	TP	2	2	5	7	2	2	9	4	7	31
2	FIN-14331	Shark	Sakari Pesola	TP	3	3	2	1	8	4	13	3	14	37
3	FIN 15331	Purgundy III	Matti Aalto	TP	15	11	9	2	1	3	10	1	6	43
4	FIN15281	Audi	Rosemarie Hartman	M	1	6	8	9	12	7	4	6	4	45
5	15415	Burgundy IV	Laura Pesola	TP	19	5	1	8	6	1	8	8	9	46
6	FIN-14958	Masi VIII	Kimmo Aromaa	M	4	8	7	6	9	9	1	2	23/ DSQ	46
7	15341	Ayolos II	Niko Lappalainen	TP	5	16	4	14	10	6	7	7	3	56
8	FIN-14364	Nikea	Samppa J Salminen	JVS	12	7	18	3	15	5	11	5	2	60
9	15371	Kikka IV	Markku Paloma	OPS	8	4	14	19	7	8	12	17	11	81
10	15369	Pilvetär	Elsa Hemming	NJK	10	1	3	13	19	21	15	9	15	85
11	FIN-14352	Turnipsi	Timo Markkanen	KPS	14	12	21	17	5	15	2	15	8	88
12	FIN 14534	Forte	Esko Aalto	TP	11	14	16	12	3	12	16	16	5	89
13	FIN-14535	Snow White	Eppu Pötry	TP	16	10	6	11	16	17	5	12	16	92
14	FIN 15372	ELF	Henry Elfving	LPS	13	19	12	5	14	13	20	19	1	96
15	15525	Päivätär	Lauri Hemming	HSK	23/ DNS	18	11	23/ DSQ	4	16	3	11	10	96
16	FIN-12258	Atsula	Heikki Tulomäki	JVS	18	9	19	18	11	14	6	10	12	98
17	FIN-14269	Kikka 3	Aulis Näykki	AKPS	9	13	15	10	13	11	18	13	18	102
18	FIN-14761	Red Snapper	Sari Aalto	TP	7	15	13	4	18	20	14	20	19	110
19	15	Luonnotar	Jussi Pajala	OPS	17	17	10	15	21	10	17	18	13	117
20	FIN-12908	Lola	Timo Järvinen	JVS	6	20	17	20	20	18	19	14	17	131
21	FIN-15056	Solina	Juha Savela	TP	20	21	20	16	17	19	21	21	20	154
22	14271	Rasmus	Tero Heinonen	KeVe	21	22	22	21	22	22	22	22	21	173

A long time Finnish record of 22 Fin boats participating!

Junior skippers 18.18% (3/4 girls)

Junior crew 20.45% (5/9 girls)

Lady skippers (Including junior) 18.18% (4/22)

Lady crews (Including juniors) 18.18% (8/44)

Junior in total 19.69% (13/66)

Ladies in total 18.18 % (12/66)





Warm sweatshirts for winter:



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



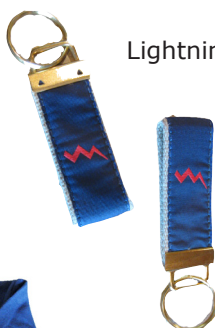
Fruit of the Loom 12 oz. Hooded sweatshirt, athletic gray —\$40



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



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



Lightning Key Ring —\$5



Men's Pique Polo with Stripe Trim —\$28



Quick Dry Performance Training T —\$30



Custom printed Lightning silk neckties —\$35

More color options, more sizes, and more items are available in the Class Store on the website!

Help Support the ILCA — Shop in the Class Store

Top-selling caps:



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



Surfer Trucker Cap
Navy/gray mesh —\$20



Lightning Boat Cap
Coal —\$20



Thick-Stitch Cap
Navy or chocolate —\$20



Hand-knit hat from Vermont
Originals. Black knit hat with red
flashes or a navy knit hat with
orange flashes—fully lined —\$30



Lightning Boat Hat —\$20



Cotton Twill Cap by Hyp —\$20



Anvil Visor, available red, white,
blue, khaki—\$20



Blue Hat with Red/White
Lightning Bolt —\$20



Sun Block Neck Drape
Lightning Hat —\$28



Four Lightning training DVDs – \$99.95

Lightning gear
in action...



Kayla Ellis in her
Lightning hat

Send in your
photos of Light-
ning Gear in
action!



**All 75th Anniversary hats
and polos are on sale!**
Hats: \$12 — Polos: \$20

Go to the Lightning Class Store:

[http://www.lightningclass.org/
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index.asp](http://www.lightningclass.org/marketplace/store/logoItems/index.asp)



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

