

International

Lightning **Flashes**

Fall 2013, Volume 73, No. 2

Joe Dissette Tribute

Richard Hallagan Achievement

Larry Bone Spotlight

Splicing a Mast Back Together



**Starck Team Wins the
2013 World Championship**



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Artwork by Philip Lange

One-year trial of just two venues = less travel and more sailing!

**Miami Midwinter Championship - sailing Sunday-Tuesday March 16-18 and
St Petersburg Winter Championship - sailing Thursday-Saturday, March 20-22, 2014
*Awards Banquet will be Saturday night, March 22**

Note on hotel rooms in St Pete: The Honda Grand Prix date has not been released yet; therefore, some of our hotel blocks have not been released. The Ponce has 20 rooms reserved for us now; the Hampton Inn will release theirs as soon as the race date is made public. We are assured that the dates for the race are not until the last weekend of March. We have 15 rooms blocked and many others have already "reserved" a room for when the Indy block is released. We know people are getting nervous and worried. The Hampton Inn will email Bob Birkenstock and Terry Hamilton the block contract the day the rooms are free for us to book. Right now Indy has the WHOLE hotel!!!

Questions email: Terry Hamilton and her team at: southerncircuit@lightningclass.org



“Our Fleet has Lost its Dad” —Sue Alexander

Tribute to Joe Dissette by Matt Princing

I think Sue summed it up perfectly in her brief statement upon hearing of the loss of our friend Joe Dissette. To understand this statement you would have to know Joe or about Joe.

Joseph C. Dissette, 91, of Midland, Michigan, died Tuesday, July 9, 2013.

Joe was the patriarch of the Bay City Yacht Club’s Lightning Fleet 216, and in many ways of the Club itself. Joe joined BC Yacht Club in 1953 as one of the founders of this new sailing club on Saginaw Bay. At that time Joe had the only Lightning at the Club, which had a fleet of 110s which Joe was encouraged to buy. Instead he went out and found a couple more Lightnings and started Fleet 216. One of my favorite quotes of Joe’s is, “I would like to be remembered for resisting the temptation, back in 1953, to sell the only Lightning at BC Yacht Club, buy a 110 and join their active racing fleet”. I would imagine the more than 150 crew Joe trained would agree.

Joe’s love affair with the Lightning began in 1938 after he saw an article in Yachting about Olin Stephens and a new one-design class he called “Lightning.” Joe mentioned to his dad that he would own one someday. Joe bought his first Lightning in 1945 and owned thirty-eight more Lightnings, with his final being Carousel 35.

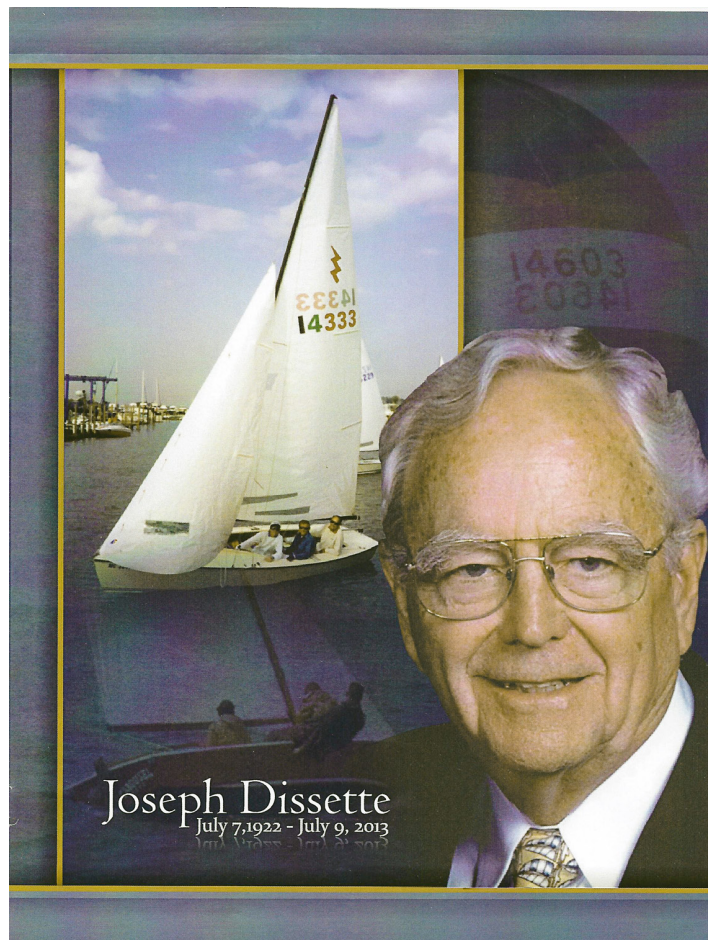
Joe’s leadership was evident in many aspects of Lightning sailing. He always had his hands on the pulse of the local fleet but also was active in the district and national levels. He set up a business, Dissette Sail Yacht Sales, as a way of bringing more people into the Class by buying new and used Lightnings and brokering them to prospective sailors. Many of the boats currently in Fleet 216 were originally one of Joe’s personal boats or one bought from Joe’s business. Joe and his wife Ann were the gracious hosts to Fleet 216’s annual spring meeting, which was held in their basement and is an incredible shrine to Lightning sailing.

Joe was also the teacher. He was always calm and composed and had the patience of a saint. He taught many the art and joy of sailing. Many of his students would go on to own their own Lightning,

and many went on to become champions. We honored Joe many years ago as a tribute to all he had done for our Lightning fleet by renaming our series the Joe Dissette Championship Series.

Joe has been my friend for twenty-two years. I am one of his new friends, as many have known him much longer. I will miss his wisdom and kindness and the phone calls out of the blue just to say “hi” or inquire on the family and to make sure I keep him on the fleet’s email list so he can read about our antics. Many stories have been shared this week about how Joe touched our lives, and one memory that is brought up by many is Joe’s bugle, which he would play leaving the dock followed by his crews emphatic “Charge” as the battle cry.

Joe will be missed but never forgotten. I think he is now sailing Carousel 36 with a huge grin on his face.





President's Message

John Faus

Congratulations to all of the participants at this year's North Americans at Cedar Point Yacht Club. A special congrats to Allan Terhune, Katie Terhune and John Wilson for winning the North Americans and to Steve Warren, Becca Huyard and Ben Huyard for winning the President's Cup! I also want to thank all of the race organizers and many volunteers that helped put on a tremendous event! The on-shore organization has set the bar high for future NA sites. Josh Goldman, David Lutian, Brian Hayes, and Dick Thackaberry and all of the other volunteers did an outstanding job!

Nyack Boat Club hosted 58 Masters, Classics and Junior teams a few days before the NAs. It was a great sight to stand on the hill overlooking the boat yard and see all of those masts! I know the local Lightning fleet at Nyack wishes that was always the case! We believe that could be a record amount of boats for that event.

Bob Astrove did a great job as always with the Classics! Let's make that a tradition. How cool was it to have Hull #2 with us? I was fortunate enough to be able to get out and sail with these folks on the "cruise" day! A special thanks to Eric Kent, Bob Sengstacken, Judy Hanlon and the multitude of volunteers.

The ILCA has lost one of its strongest supporters, Joseph Dissette. The Michigan District, as well as the rest of the Class, will miss Joe's long-time dedication to growing the Lightning Class. More can be read about Joe and his generous contribution to the ILCA in this issue of Flashes. We send our heartfelt condolences to Joe's wife, Ann, and to the entire Dissette family.

I am happy to report that our South American fleets are continuing to see growth. Peru has reactivated a few fleets, and they have started sailing again. They have also been in contact with the other South American countries, and rumor has it they are looking to fill a few containers with boats to bring to Peru. This is great news.

Keeping with the International theme, Italy had reported that they will be sending two youth teams to the 2014 Worlds at the Buffalo Canoe Club. These teams caught the Lightning fever during the recent Worlds in Italy!

Applications for the 2014 Boat Grant Program are now available on-line. This will be the 8th year of

this wildly successful program! I highly encourage everyone to look around their own clubs and find a worthy applicant and urge them to apply. Our retention ratio with Boat Grant alums has been amazing. Please encourage a team to apply this year!

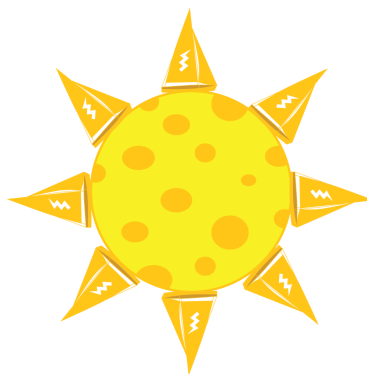
Calling all Yacht Clubs! A call for bids has been posted for the following three events: 2014 US Pan-Am Trials, the 2015 WJMs and the 2015 North Americans. We encourage yacht clubs, with or without Lightning fleets, to apply.

We have entered our action-packed fall sailing schedule! Just look at our calendar of events—we have regattas scheduled well into November. These events tend to be more casual and are a ton of fun. A few are one-day events, so you can still attend to your fall household/yard chores! Pick one or two and bring a friend from your fleet!

Finally, I must thank Laura Jeffers and the members of the Executive Committee: Bill Clausen, Debbie Probst, Bill Faude and Victor Lobos! These folks all work very hard to keep our amazing Class going. It's people like this that helped our Class reach the 75-year mark! Let's keep it going for another 75!

See you on the water,

John



**2014 LIGHTNING NAs
SHEBOYGAN**

WMJ North Americans and Classic Rally—August 7-10

North American Championships*—August 9-15

(*Note this regatta will serve as the US Qualifier for the 2015 World Championship to be held at the Buffalo Canoe Club.)

Stay up to date and entertained! Follow the 2014 NA's Blog!

Read recent posts about the venue and the personal Regatta Concierge Service!

<http://www.squareboatnas2014.blogspot.com/>

Minutes of the 2013 Midwinter Governing Board Meeting – International Lightning Class Association

June 10, 2013 – CVC, Castiglione del Lago, Italy

Call to Order

The Governing Board Meeting was called to order by President John Faus at 9:03 AM

Roll Call

In Attendance: Anne Allen, Tom Allen Jr., Kimmo Aroma, Renzo Bozzi, Mario Buckup, Bill Clausen, Jan Davis, Steve Davis, Franco de Regis, Ian Edwards, John Faus, Josh Goldman, Peter Hall, Lauri Hemming, Valerie Holly-Tardif, Clarke Newman, Cristobal Perez, Rob Ruhlman, Ryan Ruhlman, Gary Schwantz, David Starck, Allan Terhune, Todd Wake, Darryl Waskow, Urs Wyler

Reading of the Minutes from the last meeting

Bill Clausen made a motion to dispense with reading of the minutes, it was seconded by Ryan Ruhlman, and unanimously approved.

Reports of Officers

President's Report – John Faus

President Faus started off by thanking our hosts and regatta chairs, Franco de Regis and Renzo Bozzi from the Italian District. All of the sailors are enjoying the CVC and all that Castiglione del Lago has to offer. He also thanked Rob & Abby Ruhlman for assisting with some of the pre-regatta logistics and David Starck for his overall organization of the event with the Italian members. Faus continued and announced that the Executive Committee has adopted a policy regarding Advertising. This policy states that there will not be any penalty for breaking the ILCA restriction for advertising on personal equipment. The written policy can be found on the ILCA Website.

Treasurers Report – John Faus

In Treasurer Lobos absence, President Faus reported that at the last Governing Board meeting in March the Governing Board discussed an overall dues increase. Faus reported that we are in a better financial situation at this time - year to date than last year. Memberships are stronger and donations are also even or better in some cases than last year. We will discuss more about a dues increase under unfinished business.

Chief Measurers Report – Bill Clausen

Clausen began by thanking all of the competitors for having everything ready during the measurement process here at the Worlds. This was a big help and helped the process move along quickly. He thanked Clarke Newman for assembling the measurement supplies and packing them in the containers from Texas. He also thanked Nick Turney for his fantastic support while helping with sail measurement. The Class has a new scale and has also fixed the other scale so we have two usable scales. Both have water proof cases.

Secretaries Report – Debbie Probst

Secretary Probst submitted a written report which calls for more reports and articles of interest for Flashes, Flash Blasts and the Yearbook.

Vice Presidents and Committee Reports

VP Worlds – David Starck thanked the Italian organizing committee for hosting a terrific event so far. The opening ceremonies were beautiful and if that is any indication of the rest of the week we are all in for a treat. The 2014 Youth Worlds will be held at the Buffalo Canoe Club in Canada. Ian Jones is the chair for this event and we are asking each country to send at least one team to Buffalo next summer. The regatta will be held from June 28–July 2, 2014. The next World Championships will also be held at the Buffalo Canoe Club during the summer of 2015. We are encouraging participation and will be asking the Executive Committee to fill the designated "Developmental Slots." These slots are to be used by Counties where organized Lightning sailing is non-existent. Myself and the organizing committee are looking for recommendations. Discussion ensued and it was suggested that the 2015 Organizers consider the concept of an open regatta prior to the Worlds. It was suggested to possibly host the Canadian Open in conjunction with the International Masters.

VP Rules – Darryl Waskow reported that with the new 2013 Rules published by ISAF there are some new rules regarding advertising. He has submitted a request for clarification to determine if these rules are in conflict with our ILCA Rules. Discussion ensued. Cristobal Perez reported that CHI has been allowing advertising. It has helped with their fleet building. Peter Hall suggested that by allowing for more advertising it might help to keep the 20-30 year old crowd in our Class.

ISAF Report – Peter Hall ISAF representative for Canada reported that we have a tremendous turnout here in Italy. 5 Continents, a good percentage of Women participation and sailors aged 12–80. ISAF looks at these types of statistics and right now we are doing a good job with participation.

ILCA Boat Grant Report – Will Brown reported that this program has been very successful in the US. We would like to find a way to make this program more internationally focused. If anyone has any suggestions please let the committee know. Discussion ensued. It was also suggested we look into a similar program for adults.

Charters Ratified or Revoked

Secretary Faus announced that the Kotka Fleet, #298 from the Gulf of Finland is seeking re-activation. Kimmo Aroma stated that this is great news for the Finnish District and that they have been actively participating in the District. Todd Wake moved to ratify these charters. Clarke Newman seconded, all approved.

Unfinished Business

President Faus reported that at the last Governing Board Meeting in March it was mandated that the Executive Committee review a potential dues increase. After careful review the Executive Committee feels at this point there is no need for a dues increase but we will carefully watch the financials and may consider an increase in the future if necessary. Please continue to stress the importance of membership support and fleet dues amongst your home fleets. Discussion ensued. Laurie Hemming suggested looking into a two tiered system. Gary Schwantz suggested we consider other streams of revenue aside from membership dues, such as sail royalties. Others see a small increase of \$5 or so as insignificant. Peter Hall stated that the Class is fiscally responsible and that we currently get more value than we pay for. With the World economic crisis, keep it simple. Ian Edwards made a motion stating the Governing Board recommends maintaining the same dues fees for this year. Clarke Newman seconded. Motion approved.

New Business

The organizing authority of the 2014 Youth World Championship has submitted a temporary proposal to increase the fleet size from 20 to 24 for the 2014 Youth Worlds to be held at the Buffalo Canoe Club. The organizers, Fleet 12 and the Executive Committee feel confident that they can provide the additional boats and supply a competitive fleet of 24 boats. Todd Wake made a motion to approve the temporary amendment as presented, it was seconded by Darryl Wasikow and all approved. Motion passed.

Chief Measurer Bill Clausen is the Class Representative at this regatta this week. Please let him know if you have any recommendations.

A special meeting will be held during the North American Championships in August. Also a special European District meeting will be held June 11th at 9:30 AM here at the CVC.

Bill Clausen made a motion to adjourn, Josh Goldman seconded. All approved. Meeting adjourned at 10:11 AM.

Minutes of the 2013 Annual Meeting – International Lightning Class Association

June 13, 2013 – CVC, Castiglione del Lago, Italy

Call to Order

The Annual Meeting was called to order by President John Faus at 4:20 PM

Roll Call

Fleets 1, 12, 36, 64, 75, 77, 126, 147, 194, 196, 215, 301, 335, 372, 429, 434, 453, 456, 462, 488, 510, 516, 519; with proxies submitted quorum achieved.

Reading of the Minutes from the last meeting

Rob Ruhlman made a motion to dispense with reading of the minutes, it was seconded by Ryan Ruhlman, and unanimously approved.

Reports of Officers

President's Report – John Faus

President Faus started off by thanking our hosts the CVC, organizing committee and regatta chairs, Franco de Regis and Renzo Bozzi from the Italian District. During the Governing Board meeting the Kotka Fleet, # 298 from the Gulf of Finland was reinstated.

Treasurers Report – John Faus

In Treasurer Lobos absence, President Faus reported that after careful review, the GB feels at this point there is no need for a dues increase for 2013 but will carefully watch the financials and may consider an increase in the future if necessary. Please continue to have all of your fleet members pay their ILCA Dues and Fleet Dues.

Chief Measurers Report – Bill Clausen

Clausen began by thanking all of the competitors for having everything ready during the measurement process here at the Worlds. This was a big help and helped the process move along quickly. He thanked Clarke Newman for assembling the measurement supplies and packing them in the containers from Texas. He also thanked Nick Turney for his fantastic support while helping with sail measurement. The Class has a new scale and has also fixed the other scale so we have two usable scales. Both have water proof cases. President Faus thanked Bill for pulling double duty this week with measurement, Jury assistance and now acting as the Class Rep on Race Committee.

Secretaries Report – Debbie Probst

Secretary Probst submitted a written report which calls for more International reports and articles of interest for Flash-es, Flash Blasts and the Yearbook.

Vice Presidents and Committee Reports

VP Worlds – David Starck thanked the Italian organizing committee for hosting a terrific event. The 2014 Youth Worlds will be held at the Buffalo Canoe Club in Canada from June 28–July 2, 2014. During the Governing Board Meeting approval was granted to increase the number of boats from 20 to 24 for this event. Ian Jones is the chair for this event and we are asking each country to send at least one team to Buffalo next summer. The next World Championships will also be held the Buffalo Canoe Club during the summer of 2015. We are encouraging participation and

will be asking the Executive Committee to fill the designated "Developmental Slots". These slots are to be used by Counties where organized Lightning sailing is non-existent. Myself and the organizing committee are looking for recommendations. The Canadian Open Championship will be held in conjunction with the International Masters prior to the World Championship.

Pan Am Games Report - Peter Hall reported that the next games will be held at the RCYC in Toronto: July, 2015. Seven slots have been approved for the Lightning under the Mixed Team category. This means that at least one male and one female must be on each team. The IOC is pushing for gender parity and by embracing this new category we as a class are helping to achieve their goals.

North American's Report - Josh Goldman reported that planning for the 2013 NA's at the Cedar Point YC in Westport, CT is going well. They are planning for 80+ boats to participate the third week of August. It is a beautiful facility. Just prior to the NAs the Women's, Junior and Master NA's will be held at the Nyack Boat Club in Nyack, NY.

Italian District Report - Franco de Regis announced that following this regatta it is anticipated that the excitement from these Championships will refuel the Italian District. The youths that are participating are active in other classes and we hope they will bring others in and help the club level of racing go up and increase the participation in the Italian District.

European Area Report - The European District met and the meeting went well. The minutes from this meeting are posted on the notice board and will be posted on the ILCA website.

Unfinished Business

None at this time.

New Business

Nominating Committee Chair, Rob Ruhlman presented the 2013-2014 Proposed Slate of Officers. There was no discussion. Clarke Newman made a motion to approve the slate as presented, Anne Allen seconded. All approved. The 2013-2014 Slate of Officers was approved as submitted.

Jamie Ewing suggested that we look at advertising options and possibly revising the current advertising policy. Discussion ensued. Our current Class Rules will be evaluated within the next 6 months and the Executive Committee will look into any necessary revisions.

Bill Clausen made a motion to adjourn, Ryan Ruhlman seconded, all approved and the meeting concluded at 4:43 PM.



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REQUEST FOR PROPOSAL:

The International Lighting Class is accepting bids for the following regattas:

1. **2015 US Pan Am Trials:** Proposals for the 2015 US Pan Am Trials are now being accepted. Regatta to be held between 9/1/14 and 3/1/15. Click on the following link for full details: <http://lightningclass.org/racing/calendar/schedule-info/2015/uspanamtrialrfp.asp>. Proposals are due by 10/30/13.
2. **2015 Lightning Women's, Junior and Master North American Championships**
 - The Regatta will be held in August 2015.
 - The number of racing days will not exceed 3.
 - The Junior North American Championship will be the US qualifier for the 2016 Youth Worlds.
3. **2015 Lightning North American Championships**
 - The Regatta will be held between 8/1/15 and 12/31/15.
 - The number of racing days will be between 3 and 5.
 - The Championship cannot be held in a District if the North American Championship has been held there in the last three years. (Midwest, Connecticut/Rhode Island and Texas)

All bids shall include the following:

- 1) Yacht Club and a description of the sailing venue.
- 2) A detailed description of on shore facilities including hoists, parking, dry stall, food capabilities, housing, etc.
- 3) Information regarding the prospective host's background with similar events.
- 4) A detailed description if available and/or optimal dates for the club.
- 5) Any other pertinent information regarding the host club, venue or area.

North American bids are due into the Class Office no later than 12/30/13. Please contact us if you have any additional questions.

James Taylor
VP Special Projects
jptaylor1@fuse.net

Joshua Goldman
VP North American Championship
joshua.goldman@cushwake.com

Laura Jeffers
Executive Secretary, ILCA
office@lightningclass.org

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



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How Can You Support the ILCA?

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

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

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](#), [Victor Lobos](#)

The Mary Huntsman History Fund

Charter of the Fund

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

Use of the Fund

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

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

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** \$ _____

* 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.



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

A New Mast for Little \$\$

Bob Astrove

As a classic Lightning contact person for the Class, one of the emails or phone calls I frequently receive concerns replacing or repairing a broken mast. You might be surprised how many Lightnings are still using wooden masts, but as even the newest ones are now over forty years, old time is catching up.

Yes, wooden sticks can still be spliced and reglued, and many do that. The cost of new custom-made wooden spars can be prohibitive. Some people still make their own, and others will buy another boat just to get the mast (I am guilty of this). But for many, breaking the mast is what finally drives switch to the oval aluminum spar. Digressing for a moment, it is surprising to realize that the oval mast has now been the Class standard for almost half the life of the Lightning Class.

But for many less competitive Lightning sailors and the thousands who just daysail, the cost is still such that the new spar can cost more than the value of their boat.

The good news is that there are other options. Namely, Plan "B," splicing sections of broken aluminum masts. I first learned this while working at a summer camp, Camp Sea Gull, back in the 1970s. I have spliced more than a few since and refined my process. I'm sure what I describe is not the only way to do it, but it works, and you can't beat the price. Broken masts usually are free and often come with rigging, mostly reusable. Even better, it is less than a day's work and a fun to perform the surgery.

I have done this to replace either end of a mast. I have not replaced a middle section of a mast, but can't see why that wouldn't work as well.

First, you really need two broken masts to create one good one, or a chunk of boom can often be used to replace a short end of the mast. You will also need some extra footage of mast or boom material which you will turn into sleeving to reinforce the broken section.

Clean up and square off the sections of good mast you wish to join. Obviously, you must measure to make sure your new mast has the right length, and the gooseneck and shroud attachments are in the right place. Some things you can move later, but it is always better to have to move and re-do as little as possible. I made myself a little jig to assist in creating a square cut and to clean up the edges I will butt into the new mast.

The sleeving is going to be placed inside the existing top and bottom section of the mast. Therefore, the first step is to saw off the sail groove of the piece of mast to be used as sleeving. This is not hard, just a hack saw and a little hand work, and it cuts right off.

Typically, for a break at the partners, where mast goes through the deck, I'll use an 18" sleeve and put another 12" sleeve inside of that. Some people have said that is overkill and a single sleeve will work fine. Nevertheless, I double sleeve.

Once the sail groove is off the short sleeve section, you can squeeze it a bit (I use a vice), and pound it inside the good mast section. I pound it in with a mallet. I then insert the second sleeve inside of that, trying to position about half the sleeve into the mast.

Next, I will drill and pop rivet three rivets, one each on the sides of the mast and one in



front, an inch or so above the break. Then a second round of three rivets another four inches up the mast, followed by a third row.

Then I take my new section for the bottom of the mast, having cut it clean and square where it will butt up against the top section of the mast. I again use my mallet and pound it over the sleeving left exposed out the other section of mast. Repeat the drill and rivet process. Adding another three rows of rivets.

I probably overkill on the rivets, 18 total, as the lateral support to the mast is really from the sleeving, and the downward pressure of the mast keeps the two sections butted against each other.

One other thing. There is a lot of rigging inside these masts. Halyards, topping lift, sometimes the jib halyard tension rig, etc. You have to lace it all back in before you join the two mast sections. This can save you a lot of time later.

If you look in the picture, I hid the seam between the two sections with a little piece of electrical tape. Other than the fact that the two sections are different shades of black, you would never know by just looking, at the dock or on the water.

Footnote: The aluminum masts are a little wider than the wooden ones. This often requires a sabre saw, sawzall, or a little hand 'keyhole' saw to cut open the slot a little to accommodate.



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Finnish

Sija	Purje	Vene	Seura	Kippari	Miehisto	P1
1.0	14958	Masi VIII	M	Kimmo Aromaa	Mika Aromaa, Pekka Bollstrom	4.0
2.0	15415	Burgundy IV	TP	Laura Pesola	Akseli Keskinen, Sakari Pesola	3.0
3.0	14364	Nikea	JVS	Samppa J Salminen	Tero Kotimäki, Antti Kanninen	2.0
4.0	15341	Ayolos II	TP	Niko Lappalainen	Kari Kanerva, Pasi Hannila	7.0
5.0	14018	Shark	TP	Matti Aalto	Aleksi Lappalainen, Rosabella Hartman	12.0
6.0	14352	Turnipsi	KPS	Timo Markkanen	Jesse Hjelt, Ville Vuolahti	1.0
7.0	1537	Atsula	JVS	Heikki Tulomäki	Otto Juntunen, Juuso Vuorinen	(13.0)
8.0	14638	Gamma	TP	Matti Leppänen	Tarja Hassinen, Mari Leppänen	6.0
9.0	15369	Pilvetär	NJK	Elsa Hemming	Lauri Hemming HSK, Eeva Hemming NJK	(18.0)
10.0	15281		M	Rosemarie Hartman	Pirita Aromaa, Paulus Saari	9.0
11.0	15331	Burgundy 3	TP	Pyry Aalto	Laura Suolahti, Anna Henderson	10.0
12.0	14534	Forte	TP	Esko Aalto	Marti Mäyry, Lasse Skogstrom	5.0
13.0	14559	Fianna	EPS	Timo Lipas	Laura Bjork JVS, Joonas Siltala JVS	11.0
14.0	6837	Old Lady	JVS	Esko Lehtinen	Pekka Lehtinen, Jukka Lehtinen	8.0
15.0	14761	Red Snapper	TP	Yrjo Kuitunen	Jonas Jonsson, Risto Puoskari	14.0
16.0	12908	Lola	JVS	Timo Järvinen	Ilkka Virtanen TP, Ilari Lilja	16.0



Championship



P2	P3	P4	P5	P6	R7	R8	R9	Yhteensä	Netto
3.0	(6.0)	1.0	2.0	4.0	6.0	3.0	4.0	33.0	27.0
7.0	5.0	4.0	7.0	2.0	3.0	2.0	(21.0\	54.0	33.0
							OCS)		
1.0	3.0	6.0	9.0	1.0	(11.0)	6.0	7.0	46.0	35.0
2.0	2.0	16.0	1.0	5.0	2.0	4.0	(21.0\	60.0	39.0
							OCS)		
11.0	1.0	(15.0)	4.0	3.0	8.0	1.0	1.0	56.0	41.0
4.0	4.0	3.0	6.0	13.0	10.0	(15.0)	8.0	64.0	49.0
13.0	8.0	5.0	8.0	11.0	9.0	8.0	2.0	77.0	64.0
8.0	(17.0)	11.0	10.0	12.0	1.0	9.0	11.0	85.0	68.0
5.0	15.0	10.0	14.0	6.0	5.0	10.0	5.0	88.0	70.0
9.0	10.0	2.0	3.0	8.0	15.0	(21.0\	21.0\	98.0	77.0
						DNC)	DNC		
15.0	11.0	12.0	(21.0\	9.0	12.0	5.0	6.0	101.0	80.0
			DSQ)						
12.0	12.0	14.0	5.0	(16.0)	14.0	12.0	10.0	100.0	84.0
17.0	9.0	9.0	(21.0\	7.0	4.0	7.0	21.0\	106.0	85.0
			DSQ)				OCS		
14.0	14.0	8.0	12.0	10.0	(20.0)	14.0	12.0	112.0	92.0
16.0	7.0	13.0	15.0	(18.0)	13.0	11.0	9.0	116.0	98.0
10.0	18.0	17.0	11.0	15.0	19.0	13.0	3.0	122.0	103.0



Click on above images to view photo gallery or go to:
<http://www.lightningclass.org/racing/results/2013/finChamp/fin.html>



Argentina National Championship



1	Fugitivo	M.Fumagallo, A. Chaina , I. Foronda	YC Rosario
2	Yendo	G. Loyarte, M. Loyarte, A. Herrera	Club Marinas Santa Fe
3	Sueñero	A. Trivero, A. Trivero, S. Trivero	Club Embalse
4	Light	D.Brusco	Calamuchita
5	Keltic	D.Perricone	CN Cordoba



After two years without Lightning regattas, five boats attended the Center República Championship on lake Los Molinos (the windmills) organized by Club Náutico Calamuchita. The club was founded by German sailors of the battleship Admiral Gráf Von Spee which survived the Río de la Plata battle against a fleet of the Royal Navy during the second world war and decided to live in Argentina. The last survivor died this year.

With great enthusiasm and camaraderie, the field consisted of mostly family teams. They sailed three races in medium winds and good temperature, despite the winter season. After two days of racing, a ceremony of trophy awards was held in the club saloon with chukrut, sausages, goulash, German bier served by maids in traditional Bavarian costume, with jokes, stories and promises of new regattas to be organized.

During the weekend a group of enthusiastic students and professors of the University of Córdoba visited us to see the boats and told us that they are building two boats—great news!! We exchanged ideas to promote the Class.





2013 Lightning World Championship

Club Velico Castiglione, Italy

David Starck

It was sixteen years ago (June, 1997 in Montreal, Canada) when my team, Ian Jones and Jody Starck (then Swanson), won the Lightning World Championship, sailing with our good friend, Larry MacDonald. It was exciting to watch and witness them win the regatta. I remembered thinking, "gosh, I'd love to feel what they are feeling....winning the world championship." Well, my dream came true last month, June, 2013, on Lake Trasimeno at Club Velico Castiglione in Italy. And I was lucky enough to be on the winning boat with my friend Ian (we call him YA) and my wife, Jody.

We arrived in Italy and had the pleasure of traveling for a few days prior to arriving at the regatta site. Once at Club Velico Castiglione, we found USA 15470 rigged and ready, as Dr. Georges Peter sailed it in the International Masters. After a day plus of final boat preparation and practice, we were ready to begin our quest to win the regatta. It certainly wasn't going to be easy—it never is! The fleet was littered with World Champions, North and South American Champions, and European Champions. And, of course, Tito Gonzales and team were defending their title.

The sailing conditions were essentially what one might expect on a seven-mile-round lake in the middle of the Tuscany region in central Italy. We witnessed light, medium/heavy breeze, sun, storms, shifty winds—you name it. At times, this challenged the Race Committee. We also sailed a few races in fairly steady winds. Like most week-long regattas, we saw a little bit of everything. What I remember the most, however, were the incredible views of the hilly countryside and surrounding area. It was one of the most beautiful places I have ever sailed.

The off-the-water Italian hospitality and camaraderie was simply unmatched. As VP-Worlds for the ILCA, I had high hopes for a top-notch championship, both on and off the water, and the Italian Lightning sailors and their committees exceeded all expectations. The ceremonies, parties, food, wines, local merchants, etc. were first class. The local billboards and posters throughout the town made us feel special. They took

'ownership' of the event and made the experience sensational. I kept thinking to myself at the awards ceremony, "...this was a special championship to win." A special "THANK YOU" to all of our Italian sailing friends, families, and club members. You made it what it was—very special.

My Team: YA and Jody are very close friends and family. They are, of course, extremely talented sailors. They have won virtually every major championship in the Class, both as skippers and crew. But beyond their talent and victories, they are THE BEST teammates anyone could possibly ask for. They are incredibly humble, low-profile, and unassuming. They are masters of their individual roles on the boat. And here is the clincher. They do all of this while having fun, joking, and smiling the entire time. Yelling and screaming is not tolerated. The fact is, when you have as much respect for one another as we do for each other, there is never reason to succumb to that level. It is rarely, if ever, effective. I have appreciated them sailing with me more than I can ever express!!

Like most things in life, the journey is the best part. Jody, YA and I have come close to winning this championship in recent years. We have no regrets, just fond memories of Chile, Vermont, and Brazil. Make no mistake—winning the 2013 Lightning World Championship was the best. We will cherish the victory forever. However, spending time with family and friends, especially Lightning friends from around the world, meeting new people, and sharing new memories is what it's really all about.

If you have never been to Italy, I would strongly encourage you to go. It is a beautiful country, rich in world history, fine wine, and incredible people. When you are there, look up our fellow Italian Lightning sailors. They will welcome you with open arms, pour a generous glass of wine, and make you feel at home.

We look forward to welcoming everyone to the 2015 Masters and World Championships at our club, Buffalo Canoe Club. We hosted the 1973 World Championships and can't wait to have everyone back in 2015. See you there!

2013 Lightning

No	Numero	Nome	Club
1	15470	47- David Starck, USA, J.Starck, I.Jones	Buffalo Canoe Club
2	14036	31- Justin Coplan, USA, D.Prior, M.Carney	Nyack Boat Club
3	15507	38- Ched Proctor, USA, J.Ewing, M.Killion	Cedar Point Yacht Club
4	11011	11- Tito Gonzalez, CHI, C. Herman, A. Gonzales, Jr	
5	15512	48- William Brown, USA, J.Faus, M.Schon	Barnegat Light Yacht Club
6	15390	46- Todd Wake, USA, K.Wake, N.Fowler	Sheboygan Yacht Club
7	15420	20- Ryan Ruhlman, USA, T.Ruhlman, N.Turney	Pymatuning Yacht Club
8	14794	28- Felipe Robles, CHI, A. Guevara, P. Lorca	Cofradia Nautica del Pacifico
9	14821	03- Peter Hall, CAN, M. Armitage, C. Leger	Royal St. Lawrence Yacht Club
10	4811	29- Thomas Allen, USA, V.Tardif-Holly, K.Allen	Buffalo Canoe Club
11	15495	04- Larry MacDonald, CAN, J. MacDonald, A. MacDonald	Buffalo Canoe Club
12	15310	41- Jamie Simmons, USA, C.Hall, C.Aswad	New Bedford Yacht Club
13	14378	02- Mario Buckup, BRA, T.M. Buckup, M.M. Buckup	Yacht Club Itaipu
14	15457	57- Rob Ruhlman, USA, A.Ruhlman, S.Paisley	Pymatuning Yacht Club
15	15475	32- Jeffrey Coppens, USA, M.Burridge, P.Burridge	Mission Bay Yacht Club
16	14734	06- Alejandro Perez, CHI, E. Perez, C. Rawlins	
17	15355	07- Cristobal Perez, CHI, A. Sherman, J. Lopez	
18	15265	33- Steven Davis, USA, L.Jeffers, A.S.Linton	Denver Sailing Association
19	15449	49- Allan Terhune, USA, K.Terhune, S.Parisi	Annapolis Yacht Club
20	15255	36- Richard Hallagan, USA, H.T.EYacht Clubk, J.Steiner	Newport Yacht Club
21	13790	08- Urs Wyler, SUI, G.Durr, W.Durr	Segelclub Murten
22	15456	35- Joshua Goldman, USA, W.Jeffers, M.Fisher	Cedar Point Yacht Club
23	15405	42- David Spira, USA, T.Whitman, R.Shore	Denver Sailing Association
24	15415	14- Sakari Pesola, FIN, L. Pesola, T. Lipas	TP
25	13706	21- Roberto Giacalone, ITA, P. Prinzivalli, G. Maggio	Club Velico Marsala
26	15330	34- Scott Finkboner, USA, G.Tondreau, I.Baldwin	Mission Bay Yacht Club
27	15360	37- Clarke Newman, USA, H.Morgan, S.Kerr	Rush Creek Yacht Club
28	15510	01- Ian Edwards, AUS, A. Lee, A. Zaite	Northbridge Sailing Club
29	14364	15- Sampsa J. Salminen, FIN, T. Kotimaki, A. Kanninen	Jyvaskylan Veneseura
30	14554	24- Daniele Sepiacchi, ITA, L.Coppetti, S.Garzi	Club Velico Castiglione
31	14958	09- Kimmo Aromaa, FIN, M. Aromaa, P. Bollström	Merenkavijat ry
32	15326	27- Gary Schwantz, NGR, I.Kerscher, T. Schmidt	Lagos Yacht Club
33	15369	22- Lauri Hemming, FIN, M. Hemming, A. Varheenmaa	Helsingfors Segelklubb
34	14102	18- Marco Crucitti, ITA, R.Crucitti, E.Martinez	Club Velico Marsala
35	14228	23- Sergio Rustichelli, ITA, F. Rossi, M. Rustichelli	Club Velico Castiglione
36	14361	16- Iannis Pangakis, GRE, A.Stumatopoulos, A.Kalpakas	
37	15281	05- Rosemarie Hartman, FIN, P. Aromaa, P. Saari	Merenkavijat
38	15245	17- Nick Vazakas, GRE, K.Venetsanos, D.Kinnin	
39	13346	12- Bruno Roccheggiani, ITA, R. Bozzi, M. Heckman	Club Nautico Falconara
40	13462	25- Vito Pietro Tripoli, ITA, P.M. Tripoli, A.F.Di Benedetto	Circolo Velico Marsala
41	15371	13- Markku Paloma, FIN, E. Hartman, R. Hartman	Oulun Purjehdusseura (OPA)
42	15272	19- Francesco de Regis, ITA, A. Camillo, G. Godone	Club Velico Castiglione
43	14234	40- Mario Forgione, ITA, D. Pelosi, T. Montaini/G. Matteucci	Club Velico Castiglione
44	15410	44- Tom Sutton, USA, D.Sutton, J.Strickler	Houston Yacht Club
45	15372	10- Henry Elfving, FIN, E. Pukki, A. Lappalainen	Lahden Purjehdusseura r.y.
46	15273	50- Nolan O'Neal, NGR, D.Cox, R.Kerscher	Lagos Yacht Club



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World Championship



Punti	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
17,0	3	1	1	(15)	4	8
24,0	2	10	(20)	1	6	5
26,0	(16)	7	5	2	3	9
30,0	1	11	8	3	(14)	7
33,0	5	3	6	13	(18)	6
35,0	11	6	(24)	11	5	2
35,0	9	5	9	(RET)	9	3
38,0	(12)	4	7	5	11	11
44,0	8	19	3	10	(25)	4
48,0	18	9	11	9	1	(20)
50,0	4	2	(OCS)	33	10	1
51,0	7	12	17	8	7	(21)
57,0	23	8	OCS)	4	12	10
65,0	10	(29)	12	7	24	12
66,0	17	14	2	18	(23)	15
66,0	6	(26)	14	22	8	16
71,0	13	22	10	(27)	13	13
81,0	14	21	16	16	(26)	14
82,0	22	18	4	36	2	(DNF)
86,0	26	20	(OCS)	6	16	18
90,0	19	13	13	(28)	19	26
90,0	15	(25)	15	23	20	17
92,0	21	17	21	14	(32)	19
108,0	(30)	15	28	19	22	24
111,0	29	(36)	26	12	17	27
118,0	(OCS)	23	23	26	21	25
120,0	20	16	25	29	(31)	30
124,0	31	(39)	18	17	29	29
131,0	27	28	(32)	20	28	28
143,0	28	33	(35)	25	34	23
144,0	33	24	22	32	(39)	33
146,0	34	(37)	27	35	15	35
146,0	32	32	(37)	21	27	34
153,0	37	34	30	(OCS)	30	22
155,0	35	(43)	19	34	36	31
167,0	(OCS)	27	31	24	DNF	38
172,0	25	38	29	38	42	(DNF)
175,0	38	(41)	33	30	35	39
176,0	(39)	30	34	37	38	37
180,0	24	(42)	41	42	33	40
185,0	40	35	38	31	(41)	41
195,0	42	(44)	40	44	37	32
195,0	(41)	40	39	40	40	36
199,0	44	31	43	39	(OCS)	42
205,0	36	45	36	41	(DNF)	DNC
214,0	43	(46)	42	43	43	43



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Amy Linton, Martha Fisher and Sam Parisi



AUS Team Edwards



Newlyweds Tom & Diana Sutton and Diana's son, Jacob Strickler who was the youngest competitor



All Junior FIN Team!
Rosemarie Hartman - only female skipper, Pirta Aromaa, Paulus Saari



NGR Best Dressed



CHI Team Perez



USA Team Newman



USA Team Simmons Boat Grant Alumni



USA Team Spira



CHI Team Perez



Katie Terhune's "Smiley Face" bruise



USA Team Coppens



CAN Team MacDonald



Steve & Jan Davis



World Championship Stats:

- 31 female competitors
- 1 all-junior team
- 3 past Boat Grant recipients skippering
- 5 continents represented
- 4 all-family teams plus another 8 with two or more family members on a boat



Champions: Davis Starck, Jody Starck, Ian Jones



Runner-ups: Justin Coplan
Danielle Prior, Mike Carney



2nd Runner-ups: Ched Proctor
Meredith Killion, Jamie Ewing



4th Place: Tito Gonzalez
Cristian Herman, Alberto Gonzales



5th Place: Will Brown
John Faus, Matty Schon



6th Place: Todd Wake
Kristine Wake, Neal Fowler



7th Place: Ryan Ruhlman
T Ruhlman, Jamie Ewing



8th Place: Felipe Robles
A. Guevara, P. Lorca



9th Place: Peter Hall
Megan Armitage, Chantal Leger



10th Place: Tom Allen IV
Valerie Tardif-Holly, Karl Allen



Italian National Champions



Champions: Sergio Rustichelli
B. Rustichelli, M. Rustichelli



Runner-ups: Daniele Sepiacchi
A. L. Coppetti, F. Rocchini



2nd Runner-ups: Marco Crucitti
R. Crucitti, E. Martinez

European Champions



Champions: Angelos Vasilas
G. Vasilas, E. Kafetzidakis



Runner-ups: Gilbert Durr
W. Durr, M. Durr



2nd Runner-ups: Kimmo Aromaa
M. Aromaa, P. Bollstrom



ILCA Honors Richard Hallagan at the 2013 World Championship in Italy!

[Richard Hallagan—55 Years of Lightning Sailing](http://www.lightningclass.org/photoGallery/photos2013/hallagan.asp)

or view online at:

<http://www.lightningclass.org/photoGallery/photos2013/hallagan.asp>

President Faus' remarks at the World Championship Banquet:

We would like to honor a man of few words but whose actions reflect a deep commitment to the Lightning Class. This living legend has skippered at more World Championships than anyone else in the Class.

His first Worlds were in 1969 in Argentina. He has sailed in eleven different countries representing eight different languages. He has sailed in the dark with flash lights and also at night under the light of the sun. This world traveler would not have visited so many places if not for supporting the Lightning Class.

His dedication to the Class is not only on the International level. He is very active nationally in the USA and also in his home District of Central New York. His crew estimates he has towed his boat over a million miles over the past 55 years. You are truly an inspiration to all. Thank you for your commitment to the Lightning Class.

Throughout his travels, Dick has collected or put together posters from each World Championship he has participated in. In honor of his 20th World Championship, he was presented with a poster from Italy Worlds signed by all of the sailors.



Some additional thoughts about Dick Hallagan:

When Dick started driving down to the Quantico Regatta on the Marine base in VA, there were only two-lane roads.

Attending regattas was one way he felt he could support the Lightning Class.

Thoughts from daughter Jean:

In my first regattas, sailing on the Finger Lakes, I would sleep under the bow during the downwind legs; being called on deck to jibe the pole. We were rarely allowed to drink soda pop but if I crewed I got soda pop on board.

Dick always wanted to post and analyze the results. Before the Internet it was a big deal to get a copy. He would sit at a bulletin board and copy them down many times. At a two-day regatta he would memorize or write them down Saturday night. For the 40-50-60 and 70th Anniversary Regattas he made notes directly on the regatta posters. He can still tell you minute-by-minute details of the races.

Gary Hurban:

I was sailing up wind during one NAs, trading tacks with Dick. As I dipped behind his transom during one crossing, he turned to me and said, "Want a lift?" It broke me up.

Bob Astrove:

Dick Hallagan...that guy can smell the wind... By the way he recently finished (in third) at the NA Masters' Championship, including returning to restart one race. He is amazing. One will note Dick often standing up in the boat during a drifter seeking out the littlest puffs and surveying the fleet. He is the grand master of drifters!

Katrinka (Tink) Van Siclen - Burenko:

At the 1996 North American Lightning Championship at Southern Yacht Club in New Orleans there was a very windy day, and a squall came in between races. The local airports shut down but the fleet remained on the water until the squall passed and we could resume sailing. Dick kept yelling, "Are you OK, and are you OK?" I'm thinking, "Dick, I am sailing with you! Of course I am OK!" I have never felt safer crewing for anyone. Dick Hallagan is, has been and always will be the greatest skipper I ever sailed with!

2013 Lightning International Masters' and European Championships



Club Velico Castiglione, Italy
Ched Proctor

After deciding to compete in the Worlds in Castiglione del Lago, Italian, Jamie and I discussed options for the European and International Master Championships. Since our normal forward team member, Meredith Killion, didn't feel she could take the extra days off work and isn't old enough to get us to the required 130 years total to qualify for the Masters', we had to find an alternate team mate to qualify for that regatta. After a few inquiries to likely candidates, I asked our fellow Cedar Point Yacht Club member Jay Lurie. We were talking summer sailing plans after a cold Sunday of Laser Frostbiting. I asked if he'd be interested in taking a week to go to Italian. He said he'd consider it. I have to say I was surprised when he called Sunday morning and said he had researched the location and timing and was in. So Jamie and I sailed the European and Master Championships with Jay Lurie filling in for Meredith Killion to get us up to age. Jay and I come close to making the age by ourselves!

The practice day set the wind expectations pretty low. There was a bit of a local thermal right off the club that might have reached four knots at most. But out in the Lake where the course needs to be set, it was pretty dead all day. The attempt at a practice race was eventually abandoned. With a noon start time for the first race on Wednesday, we sailed out to the lake in the morning thermal only to see it die and cloud cover move in. We had been trying to figure out what would generate raceable breeze in this beautiful spot.

It took us until the end of the first day to appreciate what generates the wind on Lake Trasimeno. After sitting and waiting for wind for a long time, thunderstorms developed on two sides of the lake. We

saw enough lightning bolts to make us a bit nervous. When it appeared logical that the committee would send us ashore, they hoisted an L (follow me) flag and headed further out into the lake. The thunderstorms skirted the lake and a wind filled in from the north at 6-9 knots, and Race 1 commenced.

We started about a third of the way down the line with a fairly nice hole below us. We sailed most of the way to the left layline before we had a clean lane to tack into. Tito Gonzales had started nicely to weather of us and was moving well. Dave Spira, sailing with Randy Shore, had a nice start to leeward of us. About two thirds of the way out to the left hand layline they tacked on a lefty and ducked us and Tito but were easily across the rest of the fleet to the right. We chose to keep going, as we didn't want to duck Tito.

We seemed to be moving nicely on the boats to our left and felt in danger of losing out to boats on our right if the wind went more right. We saw what looked like nice pressure to the left and decided to use it as reason to continue until we were close to the port tack layline. When we tacked to port, Tito couldn't quite cross us and tacked ahead to leeward. I think he wanted to give us space figuring this was a practice regatta, for the Worlds, and wanted to test speed against us more than he wanted to stuff us. We figured he probably wouldn't be so nice next week.

We were in a little more pressure and worked to weather and gained on Tito. At the starboard tack layline, Tito ducked Dave Spira, and we crossed easily and tacked around the weather mark in the lead. The offset leg was very long for an offset, and we set soon after rounding to sail pole on the head



stay to the offset. The wind seemed to be to the left of the course axis, so we jibed right at the offset. The run was a fetch, and the boats close behind stayed low, and we had a pretty easy time extending our lead to the leeward mark.

On the next beat we tried to cover most of the fleet as best we could. Cristobal Perez rounded the leeward mark probably third to fifth behind Tito and Peter Hall. While Tito and Peter played the middle, Cristobal continued all the way to the left corner. When we came back together at the top, he was bow to bow with us and tacked under, forcing us back to the right. We were able to get him to duck us at the top mark. As it turned out, he had been over at the start and failed to recognize his number called on the radio.

Understanding the recall numbers on the radio was quite difficult in both regattas. The course for this race was the shorter one, with a leg down to the left gate mark, looking downwind, then a short reach to the finish line. We again jibed right at the offset, and no one challenged to weather. We were able to extend our lead and win the race.

Race 2 was held right after Race 1. It was getting late since Race 1 was started sometime around 1600. This was to become the pattern for the two regattas other than the one day of the Worlds when we had three races.

The raceable wind comes around 4:00 PM when the thunderstorms build up. At the time of Race 2 the thunderstorms were moving off to the south and pulling the wind with it. The race started with the leeward end significantly favored. The fleet pretty much tacked right over to port. We were somewhat conservative on the start, being further up the line. We succeeded in getting out on port tack before the left end of the line rolled over us.

Peter Hall seemed to have the best start off the left end and tacked across to lead at the first mark. He was able to lay it without tacking to starboard. There was significant chop in the water that favored being able to keep the bow down, jib eased fully to spreader tip and jib lead forward. We were in

about tenth place at the weather mark. Actually, the offset had become the weather mark, as it couldn't be laid with the left shift that occurred right before the start. We picked off a couple on the beam reach with spinnaker to the leeward mark by holding a little high early and taking advantage of any inattention to trim and heel angle while reaching.

For the third leg (this was a five leg course with the final leg as a beat to weather with the finish set in the middle of the leg) the weather mark was moved to the left but not nearly enough to make a true beat. We took a move to the left for pressure and ended up over standing the mark and losing two of the boats we had passed on the reach (run?) leg. The breeze strengthened to about 15 at the start of this leg and pretty much held for the rest of the race. Jamie felt it seemed to be following the thundercloud around. The next fetch leg was good for getting a couple of boats back. Felipe Robles passed Peter Hall by tacking to port tack right around the gate mark and pretty much laying the finish line. We pulled off a fourth, second master, which felt pretty good in such a screwy race. Positions were largely determined by being able to tack right off the line.

Race 3 and Day 2

We had a great day on Thursday. Having taken time to get to writing this, the memory of what happened has become a little fuzzy in my head. I went back and found the internal report Jamie wrote for our team and supporters. I don't think I can add a whole lot of detail, so I will just quote Jamie.

"The left paid today. We did a decent job of collecting, finishing 1-1.

After many hours of onshore postponement, then a couple out on the lake, we started our first race at 4:30 PM in about seven knots out of the ENE (070). The remnants of a thunderstorm to our north-north-west was the only real idea for breeze we could ascertain, so we decided to start well and work left.

As it turned out, there was both real pressure on the left lay line and a slight lift, and it was one of those days where further worked better. With the long tack on port, we found a lane just shy of the



layline where Ched was able to really work the boat in the chop. We led at the first mark by about eight boat lengths over Tito Gonzalez and just defended the left for the rest of the four-leg race, winning by about ten boat lengths.

Over the course of the race, the breeze built slightly and worked further left by about ten degrees. More importantly, there was simply more pressure on the left (north) side. In retrospect, and given both the geography and the late hour of the day, it might be worth speculating that we were catching the edge of a local down thermal off the mountains to the north (the right/south side of the course is marsh and plains, with less thermal energy). That they were under cloud and rain for a while abets this thesis.

The second race was more difficult. The left had been established, but the marks had not been moved, meaning one approached the port-tack layline very quickly off the starting line. With a slight boat favor, we decided to work the mid-line to have the ability to tack at will. We started with speed and were soon able to tack at the right moment. Holding until we were about five degrees shy of the layline, we tacked onto port (another 10 degrees higher now—holding 080-090 versus 090-100 in the first race) and ground out through the chop, which was still oriented towards the earlier, more right, breeze.

One Chilean boat (bow 07, Cristobal Perez) got a little further out to the left and rounded a couple of boat lengths in front of us. On the run, we made the mistake of soaking low to cover the boats behind, when the fast path was to stay with the waves. While we held second, the Chileans gained about five boat lengths on us by working the waves. On the second rounding, we followed them in a clear high lane out to the left, tacking about ten degrees shy of the layline. We took advantage of a slight right oscillation to cover most of that remaining left space about 2/3 of the way up the beat, and our boat speed ground us back into contention.

We rounded the third mark about two boat lengths behind them. On the second run, we stayed high and worked the waves, eventually catching them to

the outside and rounding right behind, but slightly above, the Chileans. The next pack was about fifteen boat lengths back. With a short leg and fleet of spinnakers approaching, we tacked immediately to get on the long port tack and, more importantly, hold starboard on the finish approach (the final leg was much shorter than the prior ones, only about 1/3 mile). In the end, we had both better boat speed and a better lane (they got hit by the chutes coming downwind), and we crossed without needing the starboard advantage. We ended with another first, and it felt great to grind into it and apply a little U.S. college tactics to close it out..."

Day 3

With a "No race may start after time of 3:00 PM, it seemed doubtful we'd have wind to race on the last day. With an on shore postponement displayed, we waited at the club while the usual harbor thermal doing the usual tease. At some point the onshore postponement was removed, and we went afloat. The thermal gave us enough to sail to the start area but no more. The cancellation for day's racing was signaled to end the regatta, and tow made up to return to the club. We declined the tow in favor of a leisurely sail around in the harbor thermal and enjoy the beautiful countryside.

The European Championship was won by the Greek Team of Angelos Vasilas, G.Vasilas and Evangelos Kafetzidakis. This regatta also served as the Italian National Championship where the Rustichelli Family of Sergio, Barbara and Margherita took top honors.

On Saturday Jamie and I delivered Jay to the train station for his return. We rented a car and headed off to be tourists. We went to Assisi, which is about an hour's drive from Castiglione. We drove back around the eastern side of Lake Trasimeno.

The whole Italian experience was fantastic—lovely countryside, very nice and outgoing people, and there is incredible food! We stayed in the old walled city. We enjoyed quick access to restaurants within a three-minute walk. The walk down the hill to the club took five minutes. It was all a once-in-a life-time experience.

European Open, National

No	Numero	Nome	
1	15507	38- Ched Proctor, USA, J.Ewing, J.Lurie	Cedar Point Yacht Club
2	14794	28-Felipe Robles, CHI, A.Guevara, P.Lorca	Confradia Nautica del Pacifico
3	11011	11- Tito Gonzalez, CHI, C.Herman, A.Gonzalez Jr	
4	14821	03- Peter Hall, CAN, M.Armitage, M.Osterman	Royal St.Lawrence Yacht Club
5	14378	02- Mario Buckup, BRA, T.M.Buckup, M.M.Buckup	Yact Club Itaipu
6	15255	36- Richard Hallagan, USA, H.T.EYacht Clubk, J.Steiner	Newport Yacht Club
7	11811	51- Angelos Vasilas, GRE, G.Vasilas, E.Kafetzidakis	Piraeus Sailing Club PSC/NCPF
8	15456	35- Joshua Goldman, USA, W.Jeffers, M.Fisher	Cedar Point Yacht Club
9	15355	07- Cristobal Perez, CHI, A.Sherman, J.Lopez	
10	15457	57- Rob Ruhlman, USA, A.Ruhlman, N.Turney	Pymatuning Yacht Club
11	15330	34- Scott Finkboner, USA, G.Tondreau, I.Baldwin	Mission Bay Yacht Club
12	15265	33- Steven Davis, USA, L.Jeffers, A.Linton	Denver Sailing Association
13	4811	29- Jed Dodge, USA, E.Dodge, T.Allen IV	Sodus Bay Yacht Club
14	14688	47- Georges Peter, USA, C.H.Ritt, E.Burpee	Annisquam Yacht Club
15	15405	42- David Spira, USA, T.Whitman, R.Shore	Denver Sailing Association
16	13790	08- Gilbert Durr, SUI, W.Durr, M.Durr	Segelclub Murten
17	15498	49- Bill Mergenthaler, USA, F.Mergenthaler	Surf City Yacht Club
18	14958	09- Kimmo Aromaa, FIN, M.Aromaa, P.Bollstrom,	Merenkavijat ry
19	15495	04- Gary Hurban, USA, J. Hurban, P. Jadrosich	
20	14228	23- Sergio Rustichelli, ITA, B.Rustichelli, M.Rustichelli,	Club Velico Castiglione
21	15510	01- Ian Edwards, AUS, A.Lee, P. Harris	Northbridge Sailing Club
22	14554	24- Daniele Sepiacchi, ITA, L.Coppetti, F.Rocchini	
23	15428	48- Richard Moyer, USA, H.Moyer, J.Depenbrock	Riverton Yacht Club
24	14102	18- Marco Crucitti, ITA, R.Crucitti, E.Martinez	Circolo Velico Marsala
25	15369	22- Lauri Hemming, FIN, M.Hemming, A.Varheenmaa	Helsingfors Segelklubb
26	14364	15- Sampsa J Salminen, FIN, T.Kotimaki, A.Kanninen	Jyvaskylan Veneseura
27	15245	17- Nick Vazakas, GRE, K.Venetsanos, D.Kinnin	Yacht Club of Voula
28	14361	16- Iannis Pangakis, GRE, A.Stumatopoulos, A.Kalpakas	
29	15415	14- Sakari Pesola, FIN, L.Pesola, A.Henderson, TP	
30	13706	21- Roberto Giancalone, ITA, P.Prinzivalli, G.Maggio	Circolo Velico Marsala
31	13346	12- Mark Heckman, ITA, R. Bozzi, Z. Bortolaso	Club Nautico Falconara
32	14243	40- Mario Forgione, ITA, Danilo Pelosi, T. Montaini/G. Matteucci	Club Velico Castiglione
33	15372	10- Henry Elfving, FIN, E.Pukki, A.Lappalainen	Lahden Purjehdusseura r.y.
34	15326	27- Gary Schwantz, NGR, R.Kerscher, D.O' Neal	Lagos Yacht Club
35	15281	05- Rosemarie Hartman, FIN, P.Aromaa, P.Saari	Merenkavijat
36	15371	13- Markku Paloma, FIN, E.Hartman, B.Hartman	Oulun Purjehdusseura (OPS)
37	15270	50- Graham Gips, NGR, K.Gips, C.Page	Lagos Yacht Club
38	13462	25- Vito Pietro Tripoli, ITA, P.M.Tripoli, A.F.Di Benedetto	Circolo Velico Marsala
39	11037	19- Francesco De Regis, ITA, A.Camillo, F.Rossi	Club Velico Castiglione

European & Italian Championships



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<http://www.lightningclass.org/racing/results/2013/eurWorlds/worlds.html>

Punti	R1	R2	R3	R4	Div	
7,0	1	4	1	1		Open European Champion
15,0	5	1	2	7		
20,0	2	12	3	3		
24,0	3	2	14	5		
25,0	7	8	6	4		
26,0	6	7	7	6		
42,0	8	10	10	14	European	European Champion
49,0	11	13	17	8		
50,0	OCS	3	5	2		
52,0	13	6	24	9		
56,0	9	27	8	12		
57,0	10	11	20	16		
59,0	OCS	5	4	10		
59,0	30	9	9	11		
60,0	4	20	18	18		
62,0	14	15	16	17	European	
77,0	21	21	15	20		
78,0	15	18	32	13	European	
85,0	12	OCS	11	22		
87,0	23	17	13	34	European/Italian	Italian National Champion
88,0	32	14	12	30		
96,0	19	30	19	28	European/Italian	
99,0	20	26	22	31		
100,0	31	29	21	19	European/Italian	
100,0	33	23	23	21	European	
100,0	25	24	28	23	European	
101,0	26	19	31	25	European	
103,0	27	16	27	33	European	
110,0	17	36	33	24	European	
113,0	18	OCS	DSQ	15	European/Italian	
113,0	16	22	DSQ	35	European/Italian	
114,0	22	28	25	39	European/Italian	
116,0	24	32	34	26	European	
120,0	34	25	29	32	European	
123,0	29	35	30	29	European	
131,0	36	31	37	27	European	
132,0	28	33	35	36	European	
135,0	37	34	26	38	European/Italian	
145,0	35	37	36	37	European/Italian	

2013 International

No	Numero	Nome	
1	15507	38- Ched Proctor, USA, J.Ewing, J.Lurie	Cedar Point Yacht Club
2	14821	03- Peter Hall, CAN, M.Armitage, M.Osterman	Royal St.Lawrence Yacht Club
3	14378	02- Mario Buckup, BRA, T.M.Buckup, M.M.Buckup	Yact Club Itaipu
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8	14688	47- Georges Peter, USA, C.H.Ritt, E.Burpee	Annisquam Yacht Club
9	15330	34- Scott Finkboner, USA, G.Tondreau, I.Baldwin	Mission Bay Yacht Club
10	15265	33- Steven Davis, USA, L.Jeffers, A.Linton	Denver Sailing Association
11	15405	42- David Spira, USA, T.Whitman, R.Shore	Denver Sailing Association
12	13790	08- Gilbert Durr, SUI, W.Durr, M.Durr	Segelclub Murten
13	15510	01- Ian Edwards, AUS, A.Lee, P. Harris	Northbridge Sailing Club
14	15498	49- Bill Mergenthaler, USA, F.Mergenthaler, S.Allen	Surf City Yacht Club
15	15495	04- Gary Hurban, USA, J. Hurban, P. Jadrosich	
16	15428	48- Richard Moyer, USA, H.Moyer, J.Depenbrock	Riverton Yacht Club
17	14361	16- Iannis Pangakis, GRE, A.Stumatopoulos, A.Kalpakas	Yacht Club of Voula
18	13346	12- Mark Heckman, ITA, R.Bozzi, Z. Bortolaso	Club Nautico Falconara
19	15326	27- Gary Schwantz, NGR, R.Kerscher, D.O' Neal,	Lagos Yacht Club
20	15371	13- Markku Paloma, FIN, E.Hartman, B.Hartman	Oulun Purjehdusseura (OPS)
21	11037	19- Francesco De Regis, ITA, A.Camillo, F.Rossi	Club Velico Castiglione



Champions: Ched Proctor
Jamie Ewing, Jay Lurie



Runner-ups: Peter Hall
Megan Armitage, Mark Osterman



2nd Runner-ups: Mario Buckup
Telma Buckup, Marc Buckup



4th Place: Richard Hallagan
Hendrix Ten Eyck, John Steiner



5th Place: Jed Dodge
Tom Allen IV, Elizabeth Dodge

Masters' Championship



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[http://www.lightningclass.org/racing/
results/2013/eurWorlds/worlds.html](http://www.lightningclass.org/racing/results/2013/eurWorlds/worlds.html)

Punti	Race 1	Race 2	Race 3	Race 4
5,0	1	2	1	1
15,0	2	1	9	3
16,0	5	6	3	2
17,0	4	5	4	4
34,0	ocs	3	2	7
34,0	8	9	12	5
36,0	10	4	16	6
37,0	16	7	6	8
38,0	6	18	5	9
39,0	7	8	14	10
41,0	3	13	13	12
44,0	11	11	11	11
51,0	17	10	8	16
51,0	14	14	10	13
52,0	9	ocs	7	14
62,0	13	17	15	17
63,0	15	12	17	19
69,0	12	15	dsq	20
70,0	18	16	18	18
74,0	20	19	20	15
79,0	19	20	19	21



USA Team Moyer
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Team Mouette



Rob & Abby Ruhlman



Mergenthaler & Company



Joan & Gary Hurban



USA Team Goldman

2013 Winners

World Qualifying Regatta for Brazilian Teams

Claudio Biekarck, Gunnar Ficker, Maria Hackerott

Deep South Regatta

Tito Gonzalez, Alberto Gonzalez, Christan Herman

Midwinter Championship

Allan Terhune, Jr, Katie Terhune, Sam Purisi

Winter Masters' Championship

Ed Adams, Nancy Haberland, Ben Cesare

Winter Lightning Championship

Matt Fisher, Stu Fisher, Katie Werley

Southern Circuit

Ed Adams, Nancy Haberland, Ben Cesare

Texas District Championship

Dr. Lawrence Frost III, Watt Duffy, Asher Zittner

Circuito de Sur / Chilean Southern Circuit

Felipe Robles

SELD Circuit

Lenny Krawchek

Springboard Regatta

Lenny Krawchek

2nd Annual Moonshine Regatta

Charlie Wardwell

SSA Spring Regatta

Craig Coburn

Long John Regatta

Ched Proctor, Meredith Killion, Mike Constants

Burl Harmon Memorial Indiana Open

James Taylor, Carl Taylor, George Aver

Doc Gilbert Potomac Cup

Steve Constants, David Constants, Mike Constants

No Gas Regatta

Allan Terhune, Katie Terhune, Sam Parisi

LSC Lightning Tune-Up Regatta

Ryan Flack

Lightning Nigerian Nationals

Grahan Gips, Kristiann Gips, Charles Weller

Early Bird Regatta

Ched Proctor, Meredith Killion, Rob

Spring Classic

David Starck, Ian Jones, Jody Starck

Hernando DeSoto

Bill Killebrew

Southeastern District Championship

Charlie Wardwell

Lukemia Cup Regatta

Emily Simon, Jody Kjoller, Anneliese Kittrell

Southern District Championship

Lawrence Frost

Spring Regatta

Bill Fastiggi, Susy Coburn, Gonyea

Bayview One Design Regatta

Jim Allen

Italian National Championship

Sergio Rustichelli, B. Rustichelli, M. Rustichelli

European Open Championship

Ched Proctor, J. Ewing, J. Lurie - USA

European Championship

Angelos Vasilas, GRE, G.Vasilas, E.Kafetzidakis - GRE

International Masters Championship

Ched Proctor, J. Ewing, J. Lurie - USA

World Championship

David Starck, Jody Starck, Ian Jones - USA

BCYacht Club Annual Mark Madesss Regatta

Garza/Rose

Dixie District Championship

Craig Coburn

Mississippi Valley District Championship

Dan Moriarty, Tobi Moriarty, Rick Bernstein

Ohio District Championship

James Taylor

Campeonato Centro República

Fumagallo-Chaina-Foronda

Lake Erie District Championship

Jody Starck, Ian Jones, Allie Jones

Magnus Pedersen Regatta

Joan Hurban, Gary Hurban, Peter Jadvosich

Metropolitan District Championship

Bob Sengstacken, Daniel Zitin, Maud Lindsay

Midwest District Championship

Richard Walsh

Bay City Open Regatta

Matt Princing, Jennifer Princing, Bill Coberly

Argentina National Championship

M. Fumagallo, A. Chaina, I. Foronda

Canadian Open Championship

Jamie Allen, Jay Deakin, Stephanie Boucher

New England District Championship

Bill Fastiggi, Suzy Coburn, Charlie Maitland

Indiana District Championship

Brad Wagnon, Bryan Bahler, Stewart Fossceco

Connecticut/Rhode Island District Championship

Dave Peck, Nina Peck, Sarah Peck

Champagne Regatta

Kirk Reynolds

Michigan District High Point Standings

Team Morin

Michigan District Championship – Women's / Juniors'

Jennifer Princing

Michigan District Championship

George Sipel

Stumpbuster Regatta

James Taylor, Carl Taylor, George Auer

Great Lakes Championship

Skip Dieball, Mallory Dieball, Mike Stark

Pymatuning Independence Day Regatta

Matt Frymier, Lesley Cook, Greg Maras

Central Atlantic District Championship

Steve Warren, Jen Mashini & Arielle DeLisser

Long Island District Championship

G.W. Koch, James Morton, Julia

Central New York District Championship

King

California District Championship

Bob Martin

Evans Regatta

Joel Humphrey

Atlantic Coast Championship

Jody Starck, Ian Jones & Debbie Probst

New Jersey State Junior Championship

Chris Schon, Aaron Husak, Haley Kardek

Finnish Championship

Kimmo Aromaa, Mika Aromaa, Pekka Bollstrom

Down Bay Invitational Regatta

Richard Warren

Youth Invitational Regatta

Adam Macdonald, Abby Bennet, Allie Jones

Classic Rally

John Boynton, Jamie Boynton, Bob Shapiro

Masters' North American Championship

Ched Proctor, Charlie Proctor, Debbie Dudas

Juniors' North American Championship

Adam MacDonald, Abby Bennet, Allie Jones

North American Championship – Qualifying

Tito Gonzlaez, Cristian Herman, Trinidad Gonzalez

North American Championship – President's Cup

Stephen Warren, Becca Huyard & Ben Huyard

North American Championship

Allan Terhune, Jr., Katie Terhune, John Wilson

Crescent Sail Yacht Club Regatta

Robert Linden

Hog Wild Regatta

Jack Mueller

Lake Delta Yacht Club 5th Annual Regatta

Jack Jones, Lori Foster, Mary Lou Carlucci

PRSA President's Cup

Aaron Boesenecker

Massabessic Regatta

Ted Hardenbergh, Mary Hardenbergh, Tommy Hardenbergh

Manahawkin Bay Cup Regatta

Steve Warren, Jenn Mashini, Tuathal MacColgain

Ed Hinds Memorial Bow Lake One Day Lightning Flash Regatta

Ken Deyett, Mary Endsley, Josh Johnson

Bruce Goldsmith Memorial Regatta

Ernest Dieball, Carrie Houtman, Jacqueline Dieball



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- EVERY NORTH AMERICANS
- EVERY WORLD CHAMPIONSHIP



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CLASSIFIEDS



15500 Nickels Lightning. 2012 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components are brand new. Light grey deck with white hull and black rubrails. Dual side controls with color-coded lines. Hull has Twin lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire+Twin run to the foredeck. Mainsheet fully external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. New England Endura Braid (spectra) for spinnaker sheet, main sheet, jib sheet, and spinnaker halyard. The boat and base equipment mentioned above are \$18,000.

We are working with Nickels to help build the Class and are selling new boats without the hassle of tuning and preparing a new boat. Boat is 100% race ready.

The following accessories can also be purchased with the boat. Two full sets of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of Harken Covers: (i) Travel, (ii) Mooring, (iii) Mast, and (iv) Full Rudder. Max thick centerboard. 2012 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. May be able to be delivered depending on location. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919.

15386 - Allen delivered Oct 2008 and first sailed spring 2009. Hull faired at Allen Boat Works prior to delivery. White hull with light grey waterline, light grey nonskid on deck and insert. Original measurement certificate included. This like new Allen was raced lightly in 2009 and 2010. Standard equipment included: Harken hexaratchet spinnaker blocks; Harken mainsheet ratchet block and cam cleat with swivel base; Harken, mostly carbo, ball bearing blocks; Dual controls lead to the skipper for Cunningham, vang, backstay, bridle height, and traveler; Stand-up block for jib halyard tail; 1/8" jib halyard; Elvstrom Supermax bailer; Lifting bridle; Reinforced bow, stem, and trailer bunk areas. Optional

equipment included: Galvanized trailer with spare tire; Tacktick compass with mast mount; JCD 42" hiking stick, JCD mast blocks and JCD bow donker; Handylocks on uppers and lowers; Jib uphaul system-coarse (8:1) on pinrail, 16:1 outside the splashrails; Dual cloth controls cleated outside splash rail (4:1); Harken pin and slider jib cars with jib tracks mounted maximum inboard on glass platforms; Twings with movable block for spinnaker guy led behind guy cleat mount; Spinnaker halyard block and cleat on deck; Light-air spin sheet system; Harken centerboard cleat with 360 swivel; Backstay coarse adjustment; Bulkhead Frame; Tapered spinnaker pole with Selden Fittings; Rope vang system; New twing system installation minimizing hole in deck; Windex; Anchor and line; Bowline; Tension gauge; Rigging tool; Lightweight aluminum paddles; throw-able PFD.

It comes complete with trailer, sails (4 North Fisher MF-2 main (1 crinkly, 1 club, 2 practice), 4 North Fisher JF-2 jib (1 crinkly, 1 club, 2 practice), 2 R-2 Spinnakers (1 crinkly, 1 club), Fabricraft covers - 2 piece Travel cover, Dry sail cover with full sides and Teflon thread, Mast cover, Tiller and spinnaker pole bag, Padded rudder cover, Anchor and line bag. And much more! We are pursuing other endeavors, so everything is included with this well-equipped turnkey package. \$25,900. Mark Boaz, Annapolis, MD 410-693-9964 or markboaz@me.com

15384 Nickels 2008 Lightning. Moving and need to sell! Sailed only lightly, and only in fresh water. North Main, Fisher Jib, and spinnaker - all in excellent condition. Standard race rigging. Hull, deck and mast cover and trailer. Asking \$15,500 or best offer. Located in Oakton, VA. Contact andy.wescoat@icloud.com

15379 Nickels 2008 Lightning fully equipped with like new crinkly sails, all boat covers and trailer. Sailed 20 times in fresh water, stored inside. \$28,392 new in August 2008. Inventory upon request. Located at Lake Chautauqua, NY Asking \$15,000. New photos now available. jbeckley70@gmail.com 303-809-2163

15368 Nickels 2008 Lightning. Fresh water, lightly used, stored indoors. Full race equipment, Nickels long tongue galvanized trailer w/spare - less than 250 miles. One set of sails, suitable for club racing. Traveling/mast covers. \$13,500, offers. Located Vermont. Contact david.little@med.uvm.edu, 802-893-4211.

15356 Nickels 2008 with Nickels trailer. Lightly used; optimized for racing; meticulously maintained; stored indoors during last winter. The boat comes with 2010 North Fisher main, jib and R2 spinnaker; and 2008 VSP practice sails. Many upgrades, including: Tacktick Micro compass; APS tapered spinnaker pole; carbon fiber tiller extension; JCD bow donker; JCD mast blocks; and North covers (bottom, top and mast). The boat is located in Darien, Connecticut, minutes from the venue for the 2013 North Americans! \$14,900.00 2011 North Fisher main, jib and R2 spinnaker USED ONE DAY also available (price negotiable--would be \$3000+ to buy new). Contact John at johngreifzu@gmail.com or (203) 505-0076

15259 Nickels (Off Like A Prom Dress) 2004 Lightning fully loaded, 705 lbs at 2011 NAs, max thick stainless board. Rigging, boat and all components in excellent condition. Always dry sailed. Light grey interior and deck with white hull and black rub rails. Dual side controls with color-coded lines. Hull has Twin lines, 24 to 1 jib wire, Harken Jib leads, topping+wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, mast new in fall of 09. (ii) boom, (iii) spinnaker pole, and (iv) tiller with long carbon tiller extension. Lifting bridle. three (3) padded hiking straps. Dieball sails: main and jib new in 11 and used barley 1/2 season. Still usable UK main and jib, also included. Tail Rite Spinnaker also new and very lightly used in 11. Tac Tic compass. New North mooring cover, full trailering, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagon at 765-749-8556 (cel) or email b.wagon46@gmail.com. \$14,500.00

15250 Allen - new 2006, with 1 set of old sails, two piece travel cover. Allen trailer with spare tire. Always stored in garage during winter. \$17,500 for a boat raced sparingly for only five (5) seasons. Boat located in Fairpoint, NY. Contact Dick Hallagan 970-319-1507 or via e-mail: sallymhume@gmail.com

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

15202 Allen. Some boats have long legs - others short. At World Championships in VT - three 1sts, 2nds, a 5th and a 6th. Bottom faired by Allen. Mast selected by Tito. Race ready - two suits of sails (Fisher North). One set used at regattas - the other used only at the Junior Worlds in Finland. Tapered spin pole and sheets. Tac-tic compass, galvanized trailer. Full side deck cover, mast cover and rudder bag. Located in Ohio. \$18,000. Contact Bill Buckles at 440-669-9071.

14920 Nickels - "Hobbes" Beautiful, race ready condition. White hull and deck with white rub rail, blue and green boot and deck stripes. Always dry sailed and stored inside a heated warehouse. Two sets of North Fisher sails. All Harken blocks with mast mounted Micro TackTick. All controls double sided. Miscellaneous JCD parts such as bow donker, hiking stick universal joint and mast blocks. Ronstan adjustable hiking stick. All covers: travel (hull, mast, rudder) and mast up with extended skirt. Galvanized, extended tongue trailer with sealed bearings, spare tire, elevated mast support and light bar. Located in St Louis Missouri. \$9,500.00. For info, please call James at 314-575-3334 (cell) or email jchapin@revealexhibits.com

14889 Nickels (1998). "Stripes" is in great condition! Beautiful grey hull and deck with teal trim and white rub rail, always dry-sailed. Well maintained in regatta condition. Just completed 2013 North American Championships; measured in at 704 lbs. 2 full sets of North Sails including 2012 M5/5A+/R2, 2010 M5/5A+ and 2008 R2. Many go-fast extras such as Handi-Lock adjustable lower shrouds, JCD Carbon tiller extension, JCD bow-doinker, all Maffioli sheets (main, jib and separate red/green spinnaker), Tactic Micro compass with mast bracket, 24:1 double-ended vang below-deck. Regatta travel ready on Nickels galvanized trailer with new adjustable tongue-wheel and spare tire, rudder cover, Top-Gun top/bottom travel covers, mast-up cover and mast cover. All required safety gear including legal towline, anchor, paddle, throw-able PFD with whistle and bucket. Asking very fair price of \$10,500. Located in Westport, CT. Contact David Fried 914-462-1225 or friedd7576@gmail.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).

14727 Nickels (1995) White hull, Grey deck and interior with blue boot and deck stripes. 4 sets of sails (3 North, 1 Shore). 2 masts (1 new in 2010). 2 spinn poles, new running rigging. Top, Bottom, and Mast covers. Nickels trailer with long tongue, spare tire, and 3 mast light bar. Numerous extras email for details. Asking 11,000. Contact: Paul Email: pluio01@gmail.com 732 500-4510

14712 Nickels. White Hull, White, Cockpit, White, Deck, Anti-Skid areas are light-gray, White rub rail, Water strip is maroon on either side of a light gray strip. Full side and deck controls, Has had limit to no use for the last (12) years, Always stored indoors during the summer & winter. Mast, bottom trailer, top trailer, full mooring, rudder, tiller/pole cover. Sails are very crisp. Manually adjusted lowers, Nickels trailer with wide bunks and extended tongue, Nickels trailer mounted mast setting post, spare tire, Traveler up/down. Beautiful boat. Built in 1995. \$10,500. Located in SW Michigan. thomasbarb@aol.com, or (269) 343-4906

14684 Allen. Great condition. New awl grip (white) and new non skid (light grey) in 2012. Allen low profile galvanized trailer with new electric, hubs, wheels, lights, etc.. 3 sets of sails - 2 North in B condition, 1 Vermont daysail set. 2 spinnakers (white) in B condition. All running rigging 2 years old. All blocks 2 years old. Fat carbon tiller extension. Always dry sailed. Brand new top and bottom, mast and rudder travel covers. Mast up cover. TacTic micro compass with bracket. Much more! Asking \$12,000. Charleston, South Carolina. Justin Walling 843-452-0427 or justin@charlestonarchitecturalglass.com

14645 Nickels – Gray hull and deck with red waterline and deck stripes. Second owner, well maintained, sharp looking boat in very good condition. Nickels galvanized trailer with adjustable tongue wheel, rear kick stand, spare tire, bearing buddies. Always a fresh water boat, stored indoors in winter. Race rigged with adjustable lowers, light and heavy spin sheets. Decent set of sails and extra spinnaker. Full set of FabriCraft travel covers (2 piece, mast, rudder), and mast up full sided deck cover. Minimum weight with lead. Boat is located in Liverpool (Syracuse), NY #8400 Contact: Craig Thayer @315-882-6798, or thayer736@verizon.net

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.

14600 Nickels. Light grey hull, deck & interior with green stripe & Black Rub Rails. One Practice set of North Sails & one, almost new main & spinnaker. Dual side controls with color coded lines & manually adjustable lowers. Has only been used a few times in the last 7 years and has always been stored indoors. Nickels Galvanized Trailer with 2 Spare Tires, mast stand & Light Bar. Travel cover & mast up full sided deck cover. This is an Indiana boat currently located in South Texas. Price \$7,300.00 Contact Jimmie Ankele 361-205-9001 or cessa5498h@aol.com

14531 Nickels. Good condition, white hull, navy blue and white deck. Stainless steel centerboard, trailer and light bar, mooring cover. New jib and main halyards, 3 full sets of sails, sailed by Nickels himself. \$7000. Boat located in NJ. Contact Andy: 610-420-4882 or alhimelstn@aol.com.

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

14416 Nickels. In great condition. Hull and deck are buff white with red and yellow stripe at waterline. Regatta ready and always dry-sailed. Sails, trailer and necessary gear, all in good condition. \$6,500. Located in Buffalo, New York. Contact Peter Godfrey at pcgsail@yahoo.com

14308 Nickels. Located in Ashland, OR. Light blue hull, white deck, newish mast. Race rigged in good condition with newer sheets. Measured at NAS okay, 700#. Includes trailer, chine length cover, 2 sets of sails (m,j,s), cover, spinnaker pole, assorted lines, anchor, and rudder cover. Dry sailed and well maintained, minor damage to bow and skeg (repaired but might need further professional repair). \$3500. Contact Kate at 650-743-9771, or email katewelker@gmail.com

14114 Nickels, excellent condition. All white / off white. 2 North mains, approx 3 seasons of use each, 1 older Fisher main, 5 jibs, all used but cringly and 2 old and tired spinnakers. Stainless steel centerboard, standard port/starboard controls, 2:1 jib sheets, 2 controls on main bridle. Jib halyard on deck. Nickels trailer. Drysail, trailering and mast covers. Currently sailing once a week. \$3800. Located in Montreal, Quebec, Canada. Contact Etienne at (514) 631-3464

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. Located in Maryland. \$3,550 skisure64@nycap.rr.com 518-223-2848

14004 Allen, Galv. CB, all running rigging new, Harken controls Sails: Quantum M/J (1 regatta), North J, Fisher M/J, 3 Spin Allen low-ride trailer, light bar, new spare Accessories: Anchor/Rode, paddle, boom crutch, seat cushion, mast blocks, lift bridle, compass, mooring cover. \$3,950, Located in Champaign, IL Contact: D. Walker 202-436-4562, cliff@stlouissailandpaddle.com

13874 Nickels 1984. In good shape. The tanks are air tight and the boats been updated to keep her competitive. New set of North Sails last year - main, jib (M5). They were used three times. She weighted in at 704 lbs when last checked. Uppers and lowers have Handy Lock turnbuckles. Tack Tick mini compass and extra sails, full cover and Sunbrella full cover for use when rigged. She's based in Ocean City, NJ. A great first boat. \$4,000. 484 716 1094 or hanscom13873@comcast.net

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

11245 Allen. Fiberglass hull yellow, stainless steel centerboard, wooden mast and boom, adjustable backstay, Murphy & Nye sails, trailer. The lightning can be seen at cottage at Duck Lake near Albion, MI. \$800 Contact Steve Wagner at 517-881-3235 Email: wagner802@aol.com

11118 Allen (Roadrunner) with Allen trailer. Blue hull, White/Blue striped deck. Original rigging except for new traveler set up. Quick release fittings on stays. Fresh water sailed. Full cover, sails, and original wood rudder/tiller. \$1500 OBO. Boat located in Texas. Contact Ralph: rblinoski@swbell.net or 214 418-2699

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

9669 Restored in 2011/12 for a youth sailing program (students named White Lightning). Keeping one boat for advanced students, selling 9669 and 5977. Restoration included replacement of garboards, numerous frames, deck beams, bed logs, trunk cap, mast partners, mast step, hardware and rigging. Sails serviceable. New deck with dynel. Rectangular wood mast. \$7,500 invested in boat and trailer. \$2,500 firm. Proceeds support youth sailing program for underserved populations. Contact Brett Hart, Philadelphia Wooden Boat Factory. (267) 343-4401 or Brett@woodenboatfactory.org

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 Lippincott, great condition - looks like a brand new boat! Blue hull, white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. Chainplates and stays were replaced in 2013. Varnished mahogany trim. 1993 custom galvanized trailer. Moving and therefore having to sell the boat. Asking \$2,200. Boat located in RI. Rick (401) 749-3165.

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. jimfofayrrier@aol.com

; 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

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

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

5977 Restored in 2011/12 for a youth sailing program (students' named Blue Thunder). Keeping one boat for advanced students, selling 9669 and 5977. Restoration included replacement of three bottom planks, transom, numerous frames, deck beams, centerboard trunk, bed logs, mast partners, mast step, hardware and rigging. Sails serviceable. New deck with dynel. Rectangular wood mast. \$7,500 invested in boat and trailer. \$2,200 firm. Proceeds support youth sailing program for underserved populations. Contact Brett Hart, Philadelphia Wooden Boat Factory. (267) 343-4401 or Brett@woodenboatfactory.org

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

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

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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.

2013 Women's Lightning Michigan District Championship Recap

Jennifer Princing



MI Womens Champ Jennifer Princing

The women of the Michigan District are stronger than ever—look out guys!

I had the pleasure of sailing in the Women's Lightning District event on Friday, June 28. This was the third year of the revival of the Women's and Juniors' regatta in the Michigan District, and it's great to have it back. I can remember in the "old days" this being a fun event; I'm not sure when it was discontinued. We've brought the event back under "Buffalo Canoe Club rules, which allow for one of the three crew, but not the skipper, to be of any age or gender. This is intended to increase participation by allowing the boat owner to participate and increase the comfort level for all.

This year's edition was held at my home club, Tawas Bay Yacht Club. We always look forward to sharing our beautiful bay and great sailing conditions with visitors. Unfortunately, this morning was grey and chilly with rain in the forecast. My team included Kirsten Corneliussen, a recent University of Michigan graduate who most recently raced with me at the 2011 Rolex Women's Keelboat Regatta, and Zach Bowdish, who stepped in after a last minute cancellation. Zach is regular crew on my husband Chris' new Lightning and our J22. Thanks to my brother-in-law Matt, we were sailing the always reliable, always fast Scars & Scrapes #14937.

We left the dock under a steady rain and headed for the racecourse. The first puffs we saw on the water turned out to be "wets," so we adjusted our expectations a bit. We were able to get in a few tacks, a spinnaker set, a couple of gybes, and a douse to work out the kinks. Credit to Zach and Kirsten for working well together.

Three other boats joined us on the water, Carrie Houtman sailing with John McCree and Amy Abramczyk. Carrie has been helming the boat regularly in the Bay City fleet, and she's tough. Kalyn Froeschle sailed on Terry Hart's Hartbeat. Kalyn is a newer Lightning sailor and by all appearances did a great job at the helm. And Devon Kinney sailed on Spinnaker Ninja.

We got in Race 1 and were also joined by Emily Simon, the new owner of the old 313. Five boats made for good, competitive fleet racing. Finishes were fairly tight and determined in some cases by either making or avoiding small mistakes. Kirsten and Zach did a great job for me keeping up the communication and letting me focus on just driving. A highlight for us was coming up the last beat, fairly secure with 2nd place in the race and 1st in the event, when we realized we had a chance to catch Emily for the final win. A couple of good tacks, some good communication from my team, and a small favorable shift put us in front for a great finish.

I always love the opportunity to take the helm. It's a different challenge from my normal crew role and leaves me energized about racing. If your team hasn't incorporated giving the crew a chance to drive once in a while, give it a try. There are things about trim and tune and boat balance that are just easier to feel with the tiller in your hand, so you learn a lot. Getting a different perspective makes everyone on the team better too.

I hope the Women's event continues to grow and that we can find a way to bring in a few juniors' teams too. Thanks to Chris and Jenna and the Scars team of Matt and Bill for making a few sacrifices to let me get some tiller time and participate in these events.

Sunbrella Acrylic Covers

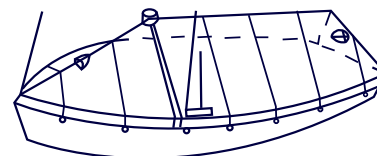
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Eco-Trucker Organic/Recycled Cap

Pacific blue/oyster mesh, red lightning bolt (no shadow) on lower-right temple side of hat.

Price: \$20.00 each.

To purchase the ILCA logo items, contact the Class Office or go to:

<http://www.lightningclass.org/marketplace/store/logoItems/index.asp>

Hurricane Sandy Rebuilding Efforts



We are all too aware of the devastation Hurricane Sandy on the Jersey Shore and, in particular, Mantoloking. Among the damage, a house got moved off its foundation into the waters near the Mantoloking Bridge, with much of the house intact and visible above the water line. For those who towed down from Metedeconk River Yacht Club to the Barnegat Bay race course during the 2011 WJMs, the house would have been an obstacle on the tow.

A few months ago, Gillian Francis of Metedeconk River Yacht Club, who sailed in the 2011 Junior Lightning NAs, took a boat over to the house, climbed inside and recovered many articles and keepsakes still intact in the attic of the house. After gathering all the objects, Gillian returned them to the owner of the house. The owner, Mrs. Harris, was extremely grateful, and there was a nice article on Gillian's deeds in the local paper.

Shortly thereafter, Gillian's father George took an old broken Lightning mast, attached it to the roof of the sunken house, and flew an American flag off the mast. It was visible for all passersby and became a symbol of the Jersey Shore's quest to recover from Hurricane Sandy, harkening back to those who flew flags off cranes near Ground Zero following 9/11.

A couple of weeks ago, George received a call from Mrs. Harris' daughter, Nancy, who requested a sail which would fit the mast atop her mother's former home. Not knowing what she wanted a sail for, George gave one of Dick Thomas', his father-in-law, former sails to her. Ms. Harris took the sail, had a local sail maker emblazon "Restore the Shore" on the sail and phoned George to tell him that the sail was going to be a centerpiece of a party held June 23 to raise money for Sandy victims in the area. George, knowing the full sail would not fit the broken Lightning mast, towed his Lightning over to Mantoloking, tied the boat off the dock of the party and raised the

sail with the slogan and Lightning bolt and number 11411 and is the picture you see below.

The efforts of Gillian and George culminated in using her grandfather's old sail tying together three generations of the Francis/Thomas family, all who love the area and are dedicated to keep it vital. Dick Thomas, who passed away in 2005, would have been especially proud to see his sail as a symbol of the shore's revitalization. Ms. Harris gave the sail back to George, and the sail is being donated to the Metedeconk Junior program.

The sail number 11411 is a somewhat iconic number in Metedeconk Lightning sailing. It was on Metedeconk and Barnegat Bay waters for 25 years and served as an apprenticeship for many skilled Metedeconk Lightning sailors, including Keith Taboada and Mitch Hnatt. 11411 was eventually passed down to son Richard and son-in-law George who continue the family tradition of Lightning sailing on 14450. George's father was also a Lightning sailor, Jim Carson's first crew, in his younger days.

The 11411 Restore the Shore sail will be used during advanced junior sailing class events, bringing the past 11411 and the future Restore the Shore connotations as the tradition of Metedeconk Lightning sailing continues.



Bill Clausen, John Faus and Darryl Waskow, also SCYC Commodore, admiring a painting done by Kate Howe, wife of Past President and Life Member Charlie Howe. The painting was inspired by the windward mark rounding during last year's Manahawkin Bay Cup Regatta. She painted it over the winter and donated it to the Surf City Yacht Club with the idea to raise money for their Hurricane Sandy rebuilding efforts.

The Nyack Boat Club hosted the WJMs, NAs and Classic Rally this summer. During this regatta Lightning sailors supported a 50/50 raffle all week long where the proceeds went to their Hurricane Sandy Fund.

Amongst all of the rebuilding efforts up and down the eastern shore it is nice to see Lightning sailors active in the rebuilding process.

Celebrating Larry Bone

Debbie Probst



This is a story that needs to be shared: Larry Bone, hailing from Buffalo, NY has many Lightning accomplishments under his belt, and has done some absolutely extraordinary things. To begin with, here is his Lightning story:

"I started sailing Lightnings with my brother Pete on Grand Island (NY) at Sandy Beach Yacht Club, when I was 8 years old. Our Dad bought a used Lightning, 1548, and fixed it up. We used old cotton sails and manilla line back then. We were taught sailing from Bobby Robinson.

We moved from Kenmore to Warsaw (NY) and started sailing on Silver Lake. We were 11 and 13 years old then. Pete was a good skipper already at that age. We won the 4th of July regatta our first year there. We bought a new boat in 1962 and sailed it with Billy Neal. 8182 a Lippy.

We qualified for the NAs in San Diego in 1964. Made the blue fleet.

I started sailing with Tom for the 1965 NAs. Anne couldn't sail that year and Stu Anderson told me Tom was looking for a crew. Tom didn't really know me but I called him several times until he finally called back a few days before the NAs and said he could use me. Dick Ferrick was the other crew. We won down in New Jersey. Over the next six years we had four firsts and two seconds in the NAs from 1965 to 1970. We had a second in the Worlds in Toronto in 1967 and a second in the Pan Am Games in 1971. I sailed a few more times with Tom after that but I was in Med School then and then Residency so I couldn't get as free.

Since 1975 when I last sailed with Tom, I have mainly sailed on and off with Jim Crane and my brother Pete. We have a few good NAs, top five, and won the Canadian Open twice and the Worlds Masters. I think Jim could still win if we ever spent enough time on the boat again.

Friends are many; All the great people I grew up sailing against; The great figures of the Lightning Class. Stu Anderson, Tom Fallon, Bill Shore who my brother Hoss sailed so successfully with in 1971 when they won the Europeans, the Worlds and the NA's. Now there is Dave Starck and Jody, the Fisher family, Jim and Nancy Dressel, the Lutz boys and of course my good friend Jim Crane and Brenda. Too many to count. It is nearly 60 years that I have been around the Lightning class with so many great people and so many great memories.

The best of course was with Tom and Anne Allen. The whole Allen family."

But we haven't seen Larry in a Lightning lately, and here is the reason:

Dr. Bone was the head of orthopedic surgery at the University of Buffalo and an orthopedic trauma surgeon at Erie County Medical Center when his son Christian suffered a serious shoulder injury in Iraq over seven years ago and was treated on the battlefield. Larry, then in his late 50s, considered enlisting to "pay it forward", but figured he was too old. But he found out that the army had a tremendous need for trauma surgeons, and because of that, it was willing to waive its enlistment age.

Bone is one of the oldest reservists to come out of the Niagara Falls Base. Bone, who turned 65 in October, 2012 during his first deployment to Afghanistan, said he had no plans of taking a break to file for Social Security retirement benefits. He said he was not even considering retirement from the Army Reserve or his position at UB. In fact, he is currently deployed for the second time:

"I had always planned to do a second deployment. The Army gave me an age waiver because they are short of orthopaedic surgeons. 75% of the injuries are extremity injuries, i.e. orthopaedic. I had signed up for another 3 month rotation when I was asked to take command of the 1st FST, forward surgical team. As Commander I will need to stay the entire 9 months of their deployment. I said I would because the Army needed me. It was not what I expected to do when I signed up. But you do what is needed."

Please join me in celebrating the honor and commitment of one of our Lightning Class members. Larry is certainly someone we should all be proud to be associated with!



Dr. Lou Pocharski

Larry Bone

Mrs. Anne Allen

Tom Allen

Former titlist congratulates new National Lightning championship crew

Tom Allen Regains National Lightning Sail Crown



International Lightning Class Association

1528 Big Bass Dr

Tarpon Springs, Florida 34689 USA

2014 Marks the 8th Season of the Boat Grant Program



To date 76 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 2014 program are due by 12/31/13.

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