



## David Starck Wins the North American Championship



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My team and I, Ian Jones and wife Jody, had a good season leading up to the 2010 NAs in Toms River, New Jersey. We were looking forward to the challenge and knew the completion would be stiff. Nine of the top ten teams from last year's world championship would be participating. It was going to be fun!

The qualifier races proved the top of the fleet would be tight. With a stacked fleet, the scores were low. In my estimation, fifteen teams could win the regatta. This speaks volumes to the depth of the Class. Impressive indeed.

As predicted, the championship races were close. The difference between winning and losing was inches and feet, not boat lengths. We found ourselves having average, at best, starts and working our way up through the fleet. In most races, our finishing position was our best position at any one time during the race. Sailing forward is always a satisfying feeling, regardless of your finishing position. One could argue our "best race" was R4 when we rounded the first mark in the high teens and finished 3rd.

The final day had five teams within four points. The winds were 15–20 knots. Any of these teams could win: Billy Healy, Skip Dieball, Allan Terhune, Jr, Tito Gonzalez, and my team. Given the scores, our goal was to sail

—continued on page 5



## Past President's Column

Brian Hayes, Sr.

It has been a tremendous honor to have been chosen to serve the ILCA as Secretary for four years and President for the past two years. I have always felt that the best thing I could do for the Class was to leave it in no worse shape than I found it! I certainly feel that I have accomplished this goal only through the help of many, many people who are as passionate about the Lightning Class as I am. I would like to take this space to thank just a few folks who made my experience serving the Class that much more enjoyable.

- Carter Utzig and Steve Davis, thanks for your support and guidance. I am lucky to have served on the board with two exceptional leaders of the Class. Thank you both for setting the bar high.
- Rob Ruhlman, Bill Clausen, John Faus and Victor Lobos, everything was neat when I left. Don't mess it up!! And thanks for everything. You all have been, and continue to be, great ambassadors for the class. No question the ILCA is in great hands!
- Jan Davis. You and I came into this together. You have been a godsend for the Class and made it possible for those of us "running the Class" to look good. My heartfelt thanks is not enough, but it's all I have to offer. Thank you.
- Greg Fisher, Ched Proctor and Al Terhune. Thanks for stepping up and filling in for me when ILCA duties cut into my time to do my "paying job," and thanks for your support and understanding when ILCA came first on the agenda. You are great friends, and I appreciate your help.
- Laura Jeffers, Will Jeffers, Jay Mueller and anyone else who had the great misfortune to crew for me while I was on the EC. Thanks for setting up the boat, making

lunches, getting me a drink, etc., etc. while I did ILCA duties. I'll sail better from now on. I promise. Please come back!

- Kelley, Olivia and Brian Jr., thanks for understanding how important it was to me to serve the Class and for being patient with late night calls, email and other ILCA business. The Lightning Class means family, and it would have been impossible to do it all without the support of my family. My ILCA time is now your time (assuming you like to golf!).



- Jan and Dick Hayes. Mom and Dad, thanks for getting involved in sailing Lightnings over sixty years ago. If I did a good job as President it was because of you. (Of course if I screwed up, then blame also flows in the same direction! It's only fair!).

- The Class. Many thanks to all of you who have said kind words of support throughout the past two years. As an "industry" guy, I did have concerns about serving as the Class President, but my feelings for the ILCA and support of the membership proved to me that, no matter what you do for a living, if your passion and love for the Class are put in the

forefront, then everything tends to work out. Thanks to all of you who believed in me.

There are many others to thank, but my space is limited (hey, I'm not the "Prez" anymore!). So for anyone who volunteered, set a mark, cooked a regatta dinner, served on an RC, packed a lunch, went to an ILCA meeting, did registration, joined the Class or in any way supported Lightning sailing, thanks. It's a combination of the little things that make this great, big class so awesome.

See you all on the circuit in March and God bless.

Over to you Rob!!



On behalf of the entire ILCA, thank you for your years of service to and support of the Class. We will benefit from your dedication for many more years to come. John, Victor, Bill, myself and players to be named later will do our best to take it from here and, if possible, leave it even better than we found it.

See you all in the next issue!"

Rob



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## International Fleet Development Initiative – ILCA Fund Project

Container 4 ready for take off!!



Yes, it's happened again. Thanks to the great people that make up our Class and the Fleet Development Program, a fourth container is headed for Chile. This time the logistics of getting the boats together was much simpler than previous efforts, since the NAs were only an hour and half from the warehouse where we would pack the boats. Again Mark and Cindy Schneider provided their expert help in taking care of the documentation, letting us use their warehouse, and, if this weren't enough, also packing the boats into the containers. Thanks to them, the shipping process has become so much simpler. In addition to them, we were very lucky to have Tom Allen help pack the boats, and, as always, John Faus played a key role throughout the process.

To everyone's surprise, and because of the enthusiasm generated by container four being shipped, the Chilean fleets recently put together another container, number five with four more boats. Even though this container did not meet all the requirements for getting the \$2,500 subsidy, it took full advantage of the logistical assistance this program has, from finding boats to getting them shipped.

This program has definitely set a turning point for the Chilean fleets. Four years ago our nationals only had seven boats. This year we expect to have 25+ on the line. Out of these boats at least twelve have arrived in the last three years, and 60% of the owners are new Class members. In other words, this program has started a snowball effect that keeps on growing and growing.

What are you waiting for? Get some friends together and get your new boats shipped today!!

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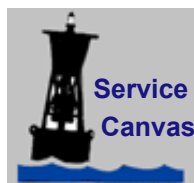


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## 2010

North Americans - **1,2,4,6,8,10,11,12,13**

North Americans - President Cup **1,3,5,6,7,8,9**

North Americans - Governor Cup **2,4,6,8,10**

North Americans - Juniors **1,2,3,4,5,6,7,8,9,10,11**

North Americans - Women **1,2,3,5,6**

North Americans - Juniors **1,2,3,4,5,8,9,10,11,12**

Great Lakes Champs **1,3**

Magnus Pederson Regatta **1,2,3,4,5,6,7,8**

Spring Classic Regatta **1,2,3,4,5**

Long John Regatta **1,2,3,4,5**

So. Circuit - Miami **1,2,4,5,6,7,9,10**

So. Circuit - Savannah **1,2,4,5,6,7,8,9,10**

So. Circuit - St. Pete **2,4,5,6,8,9,10,11,12,13**

So. Circuit - Overall **2,3,4,5,6,7,8,9,10,11,12,13**

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# North American Champions

David Starck  
Jody Starck, Ian Jones



—continued from page 1

a top five race in R5 and see where the chips fell going into the final race (R6). Amazingly, after five races, the top five teams were separated by a mere two points. Wow! Game plan anyone?

We were ready for Race 6. It was our turn to win a race. Our scores were good (4-2-6-3-3), but we had not won yet. The winner of this regatta needed to win at least one race.

Race 6 was exciting, to say the least. The wind velocity was at its high point. The starting line, as it had been much of the week, was fairly square. However, about twenty seconds before the start, there was a left shift. This made the leeward favored—to the point where a few teams, including us and Tito, tacked to port at the starting signal. We got off fine in the middle of the line. Tito was several boat lengths to weather of us (on port tack). At the top mark, Ched Proctor lead, Tito 2nd, we were 3rd, Allan and Skip were top in the top 10, and I didn't see Bill.

The first run was fast, 20 knots, decent waves to surf. We passed Tito with some fantastic spinnaker work, thanks to Ian, and good, clear air, thanks to Jody. Allan and Skip were close; however, it was becoming clear that the race (and regatta) was boiling down to Tito and us. Up the second beat, Tito got right of us, the wind shifted a solid ten degrees to the right and he passed us. Damn! This frustrated us in part because Ian was "on" with the compass numbers. This shift, we thought, was a bit uncharacteristic of the day. In any event, we had our work cut out for us...again. We had to pass Tito—again—to win the regatta.

At the top mark second time around, Ched was still winning, and Tito was about ten boat lengths ahead of us. Allan and Skip were now in the top five, but still a bit back and, for the most part, out of play. Tito and my team both did a bear-away set. Shortly after we set, Tito gybed to port and we matched him. Due to our stellar set and sailing low thereafter, when we gybed to port we were on Tito's breeze. We were able to ride a nice wave and get into the "passing lane." Tito decided to sail low. We passed him and rounded the port gate a couple lengths ahead. Ched rounded the starboard gate a bit ahead of us.

The final beat was a lot of fun. It came down to simply beating Tito. No small task, especially in strong breeze. We kept an eye on the others, but as the beat went on, it was all about Tito. Period. We could finish 2nd so long as Tito was 3rd. We both tacked many, many times up the beat. We decided on a loose cover on port, tight cover on starboard. Slowly but surely we got out to the starboard layline. After the final tack into the finish, we had to sail about two minutes to victory. Because of a small right shift, we passed Ched on our way to beating Tito and winning the regatta. It was a sweet feeling!

It was a long road—for me anyway—in finally winning the NAs. Jody and Ian are past winners, although they will tell you this win was special and exhilarating. I was incredibly fortunate to have them on my team. They are truly first class.

David Starck

# 2010 North American Championship

## Toms River Yacht Club, Toms River, New Jersey

### August 11-13, 2010

Pos	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total	Drop	Net
1	25	Starck, David	Jody Starck, Ian Jones	4	2	6	3	3	1	19	-6	13
2	35	Gonzalez, Tito	Diego Gonzalez, Christian Herman	9	1	2	8	1	3	24	-9	15
3	24	Dieball, Skip	Tom Starck, Sarah Paisley	1	10	4	2	6	4	27	-10	17
4	61	Terhune, Allan	Katie Terhune, Jeff Linton	17	5	1	5	2	7	37	-17	20
5	68	Healy, Bill	John Kempton, Leigh Kempton	2	3	11	1	5	18	40	-18	22
6	71	Proctor, Ched	Jay Mueller	11	17	8	7	4	2	49	-17	32
7	59	Fastiggi, Bill	Suzy Cobburn, Nick Aswad	3	11	16	6	7	8	51	-16	35
8	2	Lutz, Jody	Jay Lutz, Jonathan Lutz	5	4	10	15	29	11	74	-29	45
9	75	Becker, Geoff	Nicole Breault, Seth Olson	7	6	30	9	15	15	82	-30	52
10	33	Brown, William	John Faus, Matthew Schon	20	22	5	4	11	33	95	-33	62
11	34	Wake, Todd	Kristine Wake, Lynelle Reak	15	28	7	11	18	12	91	-28	63
12	47	Santos, Juan	Juan Andres Santos, Sebastian Herrera	29	23	3	23	9	9	96	-29	67
13	46	Allan, Jamie	Michael Holly, Valerie Holly	13	9	33	18	19	10	102	-33	69
14	42	Ruhlman, Ryan	Nick Turney, Martha Fisher	34	14	24	12	8	13	105	-34	71
15	37	Perez, Cristobal	Philipp Goyeneche, Pablo Goyeneche	10	18	27	10	14	23	102	-27	75
16	62	Adams, Ed	Neal Fowler, Robert Hitchcock	16	20	15	19	10	16	96	-20	76
17	8	Warren, Richard	Sue Warren, Randy Swartley	37	8	21	32	17	5	120	-37	83
18	52	Coplan, Justin	Danielle Prior, Mike Carney	22	15	13	24	22	14	110	-24	86
19	91	Taboada, Brian	Ryan Durin, Casey Mundry	8	32	32	25	24	6	127	-32	95
20	43	Colantuono, Theresa	Larry Colantuono, Parker Colantuono	26	12	14	21	27	22	122	-27	95
21	28	Scanlon, Tim	Christine Maloney, Nick Troche	12	25	9	17	39 f	36	138	-39	99
22	27	Ruhlman, Rob	Abby Ruhlman, Maegan Ruhlman	25	24	17	22	12	27	127	-27	100
23	55	Hallagan, Dick	Steve Cox/Malcolm Hendry, Hendrix TenEyck	23	13	26	30	25	19	136	-30	106
24	10	Schillebeeckx, Ian	Mixim Schillebeeckx, Constantine Schillebeeckx	19	33	22	14	31	20	139	-33	106
25	13	Sipel, George	Jeff Hagman, Steve King	21	19	28	16	23	29	136	-29	107
26	9	Tyner, Will	Reese Wilkins, Henry McCray	14	39 %	19	20	21	34	147	-39	108
27	18	Davis, Steve	Brian Hayes, Francine Hoffman	31	35	23	13	16	26	144	-35	109
28	5	Goldman, Josh	Jeff Eiber, Marian Spurrier	6	26	20	33	26	32	143	-33	110
29	51	Allen, Tom	Shelby Allen, Karl Allen	18	27	12	26	36	37	156	-37	119
30	29	Hnatt, Mitch	Tara Schon, Robert Rauff	30	30	34	38	13	17	162	-38	124
31	23	Coppens, Jeff	Larry Schmitz, Tom Goddard	32	16	18	31	32	31	160	-32	128
32	6	Constants, Steve	Dave Constants, Mike Constants	28	21	31	29	30	21	160	-31	129
33	30	Schwartz, Jon	Don Schon, Paul Krzenski	27	7	35	28	39 c	39 c	175	-39	136
34	12	Werner, Jason	Brian De Brincat, Sharon Sliker-Jay	33	29	25	37	20	35	179	-37	142
35	29	Patten, Caroline	Tyler Menninger, Arielle de Lisser	24	38	37	36	34	24	193	-38	155
36	48	Lecaro, Carlos	Jorge Norero, Julio Valez	36	36	38	27	33	25	195	-38	157
37	60	Linden, Robert	Ryan Lashaway, Meghan Walter	35	37	29	39 %	28	28	196	-39	156
38	17	Hurban, Gary	Joan Hurban, Peter Jadrosich	38	34	36	35	35	30	208	-38	170





# Championship



Champions: David Starck, Jody Starck, Ian Jones



Runner-up: Tito Gonzalez, Diego Gonzalez, Christian Herman



2nd Runner-up: Skip Dieball, Tom Starck, Sarah Paisley



# President's Cup Champions

Larry Frost  
Cal Herman Sr, Chance Miller

Many thanks to the Lightning Class and all volunteers of Toms River Yacht Club for hosting an incredible regatta. Ten great races in five days is testament to the hard work of the Race Committee. Also, special thanks to our hosts Valerie and Andy Finneran for inviting us into their home for the two weeks we were in New Jersey for the Masters' and NAs.

Having arrived early to sail the Masters' NAs at Metedeconk River Yacht Club, we were fortunate to experience much of the "Jersey Shore"—dinner at Spicey's on the Boardwalk, seeing Snooki and her entourage walking down the Boardwalk, a day trip to Hoboken to see Carlos Bakery (TV's Cake Boss), a great cheese steak lunch at Piccolo's, surfing (or at least an embarrassing attempt to surf) with Dylan and Liam Finneran, our hosts and a really nice Lightning Flash USA 15211 tattoo (temporary). What a great time we had!

Our racing week began with a pretty good first day of qualifiers and a "not so good" second day, leaving us four points from the Blue Fleet cutoff. Feeling good about our boat speed and somewhat disappointed on a couple of those decisions you wish would have been a little different left us confident we would be competitive in the President's Cup.

On the first day of the President's Cup we found ourselves in the lead the first race around most of the course, with ILCA Boat Grant Recipient Andy Camarda and crew on our heels, only to relinquish that lead going up the last beat to team Camarda who won the race and three other boats that came in from a right side shift, to put us in 5th at the end of the race. The 2nd race found the same right shift working, only that, we were forced to tack left to clear our air and had trouble getting back right. It was all down hill from there finishing 16th.

The next two days we sailed our way up the first beat finding ourselves in the top two or three at the weather mark. Good downwind speed staying in the puffs and working hard up the next beat, we worked our way into second place for each of Races 3, 4 and 5. Each race we finished second behind someone different, Steve Warren, winner of Races 2 and 3, Ryan Sprole, winner of Race 4, and Don Brush, winner of Race 5. Going into Race 6 we felt confident that by sailing fast but conservatively and with getting a top three or four finish we could win the event. After a good start and working the compass hard up the first beat, we were first at the weather mark. Working hard at holding off some pretty fierce competition around the rest of the race course, we finally scored a first place finish, which sealed first place in the President's Cup.

Great competition, race management, regatta organizing and most of all catching up with many old friends and meeting many new friends from all around the country made this year's North Americans a memorable event.

Larry Frost

## 2010 North American President's Cup Toms River Yacht Club, Toms River, New Jersey August 11–13, 2010

Pos	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total	Drop	Net
1	11	Frost, Larry	Cal Herman Sr, Chance Miller	5	16	2	2	2	1	28	-16	12
2	15	Brush, Don	Lea Ann Smith, Robert Smith	3	14	4	6	1	3	31	-14	17
3	38	Cabrall, Bill	Rebecca Espinosa, Brian Blackman	4	7	6	5	16	5	43	-16	27
4	19	Gibbs, Brian	Jenn Millar, Chris Vann	6	2	5	10	8	10	41	-10	31
5	41	Warren, Steve	Ales Loboizzo, Don Himmelstein	13	1	1	11	10	25 f	61	-25	36
6	44	Buczowski, Joe	Caïtlin Crann, Tim Crann	11	11	3	8	4	12	49	-12	37
7	32	Barden, Pierce	Ben Powers, Emily Aspland	8	10	7	7	9	16	57	-16	41
8	58	Camarda, Andy	R J Trejo, Michael Barry	1	6	9	9	18	19	62	-19	43
9	57	Duffy, Ted	Daniel Voucht, Ian Sandersen	2	25 q	10	24 o	6	2	69	-25	44
10	45	De Rienzo, Aroldo	Pablo Cervantes/Matt Patterson, Ginger Armstrong	10	3	22	18	12	4	69	-22	47
11	65	Lange, Philip	Alister Thomson, Alexandra Lange	9	5	15	20	3	15	67	-20	47
12	54	Moyer, Dick	Helen Moyer, John Depenbrock	16	4	12	13	19	6	70	-19	51
13	21	Taboada, Keith	Russell Schon, Caroline Hall	17	8	11	14	11	9	70	-17	53
14	3	Jenkins, Martin	Ronaldo Jenkins, Priscilla Clara	7	19	17	12	7	13	75	-19	56
15	73	Sprole, Ryan	Chris Sprole, Ron McCormach	14	9	13	1	25 f	25 f	87	-25	62
16	67	Morin, Matthew	Kevin Morin, Trey Rose	22	12	8	21	15	7	85	-22	63
17	4	Ambrose, Heather	Tim Ambrose, Greg Beshore	19	17	14	15	13	8	86	-19	67
18	56	Comfort, Brian	Alex Ross, Meredith Collins	23	18	21	19	5	11	97	-23	74
19	26	Neville, Brad	Jim Neville, High Danalick	20	15	18	17	14	14	98	-20	78
20	1	Zachery, Patrick	Christina Bronger, Joan Shannon	15	21	16	16	17	18	103	-21	82
21	69	Keyworth, Tyler	Ryan Niland, Paul Hunt	21	22	20	4	21	17	105	-22	83
22	16	Buckles, Bill	Ed Edgrell, Caroline Sundman	18	13	25 f	3	25 f	25 f	109	-25	84
23	49	Cordovez, Jose Ignacio	Enrique Ferro, Francisco Sola	12	20	19	22	20	20	113	-22	91



# President's Cup



Champions: Larry Frost, Chance Miller, Cal Herman Sr



Runner-up: Don Brush,  
Lea Ann Smith, Robert Smith



2nd Runner-up: Bill Cabrall,  
Rebecca Espinosa, Brian Blackman



# Governor's Cup Champions

David Spira  
Randy Shore, Ty Whitman

Each time I have entered the regatta, I have been in the yellow fleet. On this, my fourth attempt, my team won the division and now hopes to move on to continued success in the Lightning Class. It is no surprise that all of the teams in this regatta know their way around the Lightning and the race course and could be counted on for some competitive racing on all the legs and mark roundings. Conditions were mostly windy, and the long

day made for a premium on fitness and preparation—making sure we had enough power bars and water! Thanks to the other teams in the Governor's fleet for some fun and challenging racing.

This year the Championship regatta was the "qualifier" for the World Championship next year in Buzios, Brazil, and we will be turning 130 together and will be competing as a team there in the Masters and hopefully the Worlds as well.

My teammates were Randy Shore, Newport, Rhode Island, in the middle and Ty Whitman, Niantic, Connecticut, on foredeck. They were fantastic and kept us sailing fast through the event. The week-long regatta was as usual tough on the boat and the team. After some problems with a major boat repair after day two, we did sail a solid series in the good breezes of Barnegat Bay. My thanks to Randy and Ty for sailing with me—looking forward to next season!

It was great observing the two starts before us and watching the other fleets on the course as well. It was critical to watch out for traffic! Congratulations to Team Stark for a well deserved victory! Thanks to the Toms River Yacht Club and their fabulous regatta committee and volunteers for a beautiful event on the water and on land social events as well as the yacht club facility. We really enjoyed our visit and appreciated the hospitality and the fantastic venue.

*David Spira*

## 2010 North American Governor's Cup Toms River Yacht Club, Toms River, New Jersey August 11–13, 2010

Pos	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total	Drop	Net
1	40	Spira, David	Randy Shore, Ty Whitman	2	1	1	2	1	15 f	22	-15	7
2	74	Warren, Mike	Matt Carmody, Brennan Drysdale	8	11	2	1	3	4	29	-11	18
3	64	Harrington, George	Paul Luisi, Charlie Nunn	3	9.60%	6	4	4	1	27.6	-9.6	18
4	31	Reiser, Matt	Stu Jusberger, Chloe Constants	1	2	3	3	15 c	15 c	39	-15	24
5	36	Finkboner, Scott	Ryan Hopps, Stephanie Pretty	4	8	5	7	5	3	32	-8	24
6	50	Reitinger, Eric	Carl Reitinger, Kayla Ellis	5	7	4	8	6	5	35	-8	27
7	14	Edwards, Ian	Gary Schwantz, Andrew Lee	10	10	9	13	2	2	46	-13	33
8	63	Prior, Trevor	Garry Hoffer, Daniel Rau	12	3	8	9	7	6	45	-12	33
9	39	Hofmeister, William	Mandy Hofmeister, Becca Hofmeister	6	5	10	5	15 c	15 c	56	-15	41
10	53	Glenn, George	Chappy Hopkin, Alex Buzby	7	9	7	12	9	15 f	59	-15	44
11	66	Fried, David	Valerie Nanni, Leland Chang	11	6	12	10	15 c	8	62	-15	47
12	70	Greifzu, John	Tim Millhieser, Dylan Farrel	9	12	11	6	11	15 f	64	-15	49
13	7	Rabago, Fernando	Alan Gonzalez, Miguel Flores	13	14	13	11	8	7	66	-14	52
14	72	Shields, Robert	Alex Amith, Andrew Smith	14	13	14	14	10	9	74	-14	60





# Governor's Cup



**Champions: David Spira, Ty Whitman, Randy Shore**

**Runner-up: Mike Warren,  
Matt Carmody, Brennan Drydale**



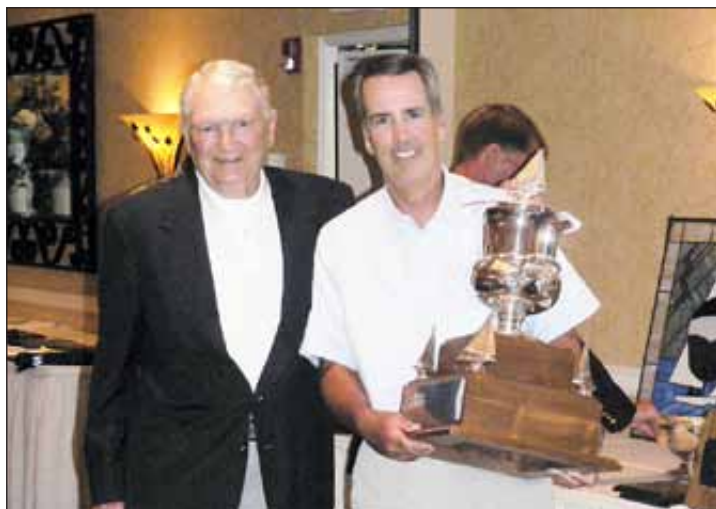
Second place winners were not in attendance at awards ceremony.



**2nd Runner-up: George Harrington,  
Paul Luisi, Charlie Nunn**

# Special Awards

**Stekatee Award**



Metedeconk River Yacht Club, host of the Women's, Juniors' and Masters' NA Championships. Accepted by Jim Carson and Jody Lutz.

**Swanson Trophy**



To promote and encourage women skippers: Caroline Patten

**Jack Elfman Trophy**



The highest finishing Master who also competed in the Masters NA Championship Regatta: Rich and Sue Warren

**Fallon Trophy**



The last boat to qualify into the Championship Fleet: Gary Hurban

**McDermott Award**



For the most improved from 2008-2009 qualifying series: Justin Coplan, accepted by crew Danielle Prior

**Thermis Trophy**



To the highest finisher in the Championship Fleet who has never qualified before: Ed Adams

## Colin Park Awards



For the highest finishing married couple in each fleet:  
 Championship: David and Jody Starck  
 President's Cup: Dick and Helen Myer  
 Governor's Cup: William and Mandy Hofmeister (not present at awards ceremony)

### Fleet 36 Award



For the highest placing Junior skipper: Will Tyner

### Kaleigh Wilday Trophy

The youngest competitor: Parker Colantuono

## Appreciation Awards

**Allan K Terhune, Sr:** Regatta Chairman/Principal Race Officer  
**William Warner:** Regatta Co-Chair and Head of Finances  
**William Demand:** Regatta Co-Chair/Socials and Scoring  
**Kevin Thorpe:** Event Webmaster  
**Eric Silva:** Tow Boat Coordinator  
**Stan Kazima:** Facilities  
**John Applegate:** Parking and Hoists  
**Rich & Joann Kerdock:** Registration Coordinators  
**Glen Shaffer:** Trophies and Awards  
**Stu Challoner:** Measurement Chair  
**Barbara Warner:** Opening Ceremony and Banquet Coordinator  
**Chris Petracco:** Chief Judge  
**Darryl Waskow:** Judge  
**Harry Foote:** Judge  
**June Kingman:** Judge  
**TRYC Auxiliary:** Lunches and Breakfasts  
**Honorable Thomas Kelaher:** Honored Guest  
**Toms River Yacht Club**







# Women's Champions

Cortney O'Connor  
Meghan Crann, Caitlin Crann

I sailed my first Junior North Americans as a skipper in 2001 with my two best friends, Caitlin and Meghan Crann. My grandmother, Marion Freeth (affectionately called Gram by all of us), was a prominent advocate for the sport of sailing and encouraged me to compete at all levels. At the time, Meghan, Caitlin, and I were young and didn't fully grasp what Gram was trying to teach us by convincing us to travel to regattas like the North Americans, but I now realize that this experience was the beginning of a future filled not only with great sailing, but also one filled with memories and friendships, all thanks to her guidance.

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

That year, the Metedeconk Yacht Club sent two boats to Malletts Bay Boat Club. Our girls boat was chaperoned by Gram, and the "rock star" boys boat, was sailed by a crew of our dearest friends, Andrew Brennan, Wade Schon, and Jimmy Roe. We were thrilled to be sailing far from home with our friends, but we also began to realize why Gram felt it was so important to compete at different levels. By the end of the regatta, the members of "Team Junior" had formed friendships with kids from all over the United States, including sailors from Ohio, Vermont, and Wisconsin, many of whom we still sail with and talk to today. In 2001, not only did Team Junior come home with memories and new friends, but the boys also came home with championship hardware.

Today, both Gram and Andrew have passed, but there is no doubt that they were there with us during this year's 2010 North Americans. Their passion for sailing, their unwavering support, and their "go for it" attitude was certainly felt throughout the regatta. Even nine years later, it is still an honor to be part of the Lightning Class, to continue representing Team Junior, and to honor the memory of Gram and Andrew out on the water during each race.

In addition to having many great new memories from this year's North Americans, I also have MANY thanks to offer! I would first like to thank both Caitlin and Meghan for agreeing to sail with me—you girls were amazing from start to finish, and I couldn't have asked for a better crew. Another huge thank you goes to John Faus (Senor Pauw) for lending us his boat for the event. We will be forever grateful for putting your trust in us and for lending out Matty Schon to help rig the boat and make sure it would be fast. Another important thank you is due



Team Junior

to Jim Carson for promoting Lightning sailing—there is no better class, thanks to your help. I also want to thank Jody Lutz and the Race Committee for putting on such an excellent event. Finally, and perhaps most importantly, a huge thank you goes to my parents for giving me the opportunity to sail and be a part of something inspiring, meaningful, and so special. Congratulations to all of the other competitors in the WJM's!

## Regatta Highlights

- Watching friendships continue to develop after all of these years!
- Having my best friend Maegan Ruhlman, and her teammates, Katie Werley and Samantha Maras, stay with me throughout the week; we proved that you can have plenty of fun with just a board game!
- Seeing Jody Starck, Debbie Probst and Monica Jones promoting Lightning sailing for the up-and-coming young female sailors.
- Having so many Lightning sailors at our club to see the new Andrew Brennan Junior Sailing Center.
- Daily dance parties on the tows out and the sails in!
- Getting to compete against family for the first time in a Lightning event; my Aunt Debbie grew up sailing with Jack Elfman, and it was a great feeling knowing I had family on the race course.
- Jersey Mike's lunches daily!!
- Calling John after day one to tell him we had a great day, then texting him after day two to tell him we flipped his boat during a hairy gybe downwind—the ups and downs of sailing!

Cortney O'Connor

## 2010 Women's North American Championship Metedeconk River Yacht Club, Brick, New Jersey August 2-6, 2010

Pos	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
1	33	Cortney O'Connor	Meghan Crann, Caitlin Crann	1	2	(7/DNF)	2	1	1	7
2	27	Maegan Ruhlman	Katie Werley, Samantha Maras	(3)	1	1	1	3	2	8
3	26	Debbie Probst	Jenna Probst, Jillian Lutz	2	(3)	2	3	2	3	12
4	24	Monica Jones	Maggie Wiley, Emma Wiley	5	4	3	4	(6)	5	21
5	25	Alexandra Jones	Julianne Lutz, Jody Starck	4	5	4	(7/DNC)	4	4	21
6	15	Mimi Dimon	Deb Corrison, Terri Gelenitis	(6)	6	5	5	5	6	27



# Women's Winners



Champions: Cortney O'Connor, Meghan Crann, Caitlin Crann



Runner-up: Maegan Ruhlman, Katie Werley, Samantha Maras



2nd Runner-up: Debbie Probst, Jenna Probst, Jillian Lutz



# Juniors' Champions

Timmy Crann

Lauren Jones, Jeff Markarian

When I first heard that the 2010 Junior North Americans were going to be held at Metedeconk River Yacht Club, I had a mix of emotions. My first thought was that I wasn't going to have a summer road trip like past years, but once the idea soaked in, I realized I finally had the chance to show off my club to all of my Lightning friends. Now the only questions left were: What boat would I sail? And with whom?

Thankfully, Jeff Markarian and Lauren Jones agreed to sail with me, which seems like so many months ago now. Being so many miles apart, it was difficult for the three of us to practice together, so we just hoped it would all work out. The Junior NAs was going to be the real test. In the end, it all paid off. I can't go without thanking Jeff and Lauren for everything they did. Being my first big Lightning event, they not only

crewed perfectly, but helped me through it all, and I cannot thank them enough. I also have to thank Jim Carson for allowing the three of us to sail his boat.

The regatta was sailed on the very familiar Green Island Course of the Barnegat Bay. The three days of racing were full of competition, fun, and lots of wind. Day 1 had classic Bay conditions, with a strong sea breeze in the afternoon. Being used to the conditions, I and fellow Metedeconk sailor, Jason Lutz, started the regatta off with a one-two finish. Day 2 brought a building westerly that made the racing even more intense and forced the Race Committee to abandon the last race of the day. With great teamwork, Lauren, Jeff, and I were able to hold the lead going into the last day of racing, with Connor Godfrey and Jason close behind. The last day arrived with a puffy and shifty northwest breeze, resulting in a mixing of the fleet. We managed to stay consistent, winning the title, with Connor in second, and Will Tyner in third.

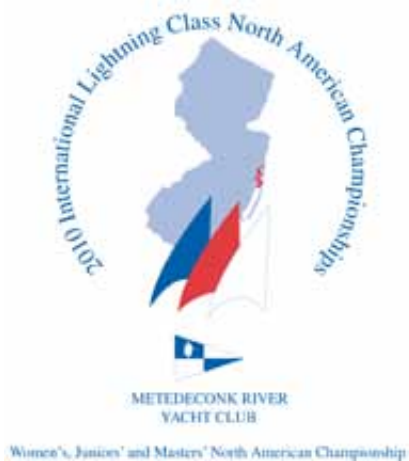
Twenty-five years from now no one will remember the places we finished, but instead the memories we made with each other. We won't talk about the races or the wind conditions; we'll talk about times when we were all just hanging out. Whether it was swimming in the club pool, talking between races, going to the boardwalk, or the late nights we spent out on the beach, I know that all of us will remember the 2010 Junior NAs at Metedeconk.

Winning at Metedeconk, alongside Cortney and my sisters, Caitlin and Meghan, made the experience even more memorable. I would just like to thank all the competitors, Jody, Jim and the Race Committee, and everyone who contributed to the event. It truly was an experience of a lifetime.

*Timmy Crann*

## 2010 Juniors' North American Championship Metedeconk River Yacht Club, Brick, New Jersey August 2-6, 2010

Pos	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	22	Timmy Crann	Lauren Jones, Jeff Markarian	1	1	2	1	(5)	1	4	5	115
2	7	Connor Godfrey	Henry Ring, Griffin Orr	4	3	(7)	2	3	3	3	2	20
3	9	Will Tyner	Reese Wilkins, Conner Brady	(11)	4	3	5	1	8	2	1	24
4	20	Arielle DeLisser	Danielle Prior, Mike Rabbett	3	2	8	6	2	(9)	1	4	26
5	2	Jason Lutz	Johnathan Lutz, Peter White	2	(11)	1	3	4	10	7	9	36
6	19	Collin Kirby	Dillon Paiva, Kaity Harris	6	5	4	7	(9)	7	8	8	45
7	1	Joy MacDonald	Maddie Waldron, Kathryn Maloney	5	10	6	4	(14)	12	11	3	51
8	34	Ian Moriarty	Caleb Leonard, Bryan Burke	10	19/OCS	5	8	7	5	10	7	52
9	5	Ignacio Cordovez	Francisco Sola, Enrique Fierro	(14)	7	9	9	12	4	9	10	60
10	4	Christine Maloney	Kayla Oak, Julianne MacDonald	7	6	(12)	12	8	6	12	11	62
11	3	Adam MacDonald	Sam Jones, Danny Robinson	19/OCS	8	18/DNF	18/DNC	6	2	6	6	64
12	28	Becky Scanlon	Geoff Danilack, Emily Markarian	12	(18/DNF)	11	11	10	11	5	12	72
13	13	Lindsay Wright	Abbie Probst, Maddie Murphy-Kwasny	9	(18/DNF)	10	10	15	14	13	14	85
14	46	Kayla Ellis	Cindy Ciccotelli, Nick Lojeck	8	9	(18/DNF)	18/DNC	11	17	16	15	94
15	16	Gillian Frances	Austin Glazier, Sean Onoshko	13	(18/DNF)	14	13	13	15	15	13	96
16	12	Kayleigh Godfrey	Erin Godfrey, Ileana Ring	15	13	13	14	16	13	(17)	17	101
17	6	Chris Schon	Kristen Glenitis, Catherine Baier	16	12	(18/DNF)	15	17	16	14	16	106



# Juniors' Winners



Champions: Timmy Crann, Lauren Jones, Jeff Markarian with Jim Carson



Runner-up: Connor Godfrey,  
Henry Ring, Griffin Orr



2nd Runner-up: Will Tyner,  
Reese Wilkins, Conner Brady



# Masters' Champions

Peter Hall

Ched Proctor, Stephanie Boucher

Who says Masters' sailing isn't exciting, competitive, friendly, fun, and tough going!! Nineteen tested veterans raced six races with heavy and light air, southwest and northwest winds, shallow waters, and

very shifty, hot conditions. The winner was only decided on the last leg of the last race! And since the juniors' and women's were mixed up with us, we really did not know where our competitors were!!

Jim Carson, the PRO, organized six races in a very difficult area of water, wind direction and water depth—he and the Metedeconk River Yacht Club team deserve the thanks and appreciation of all the sailors. On behalf of us all, a BIG THANK YOU to Jody Lutz and all the great volunteers and sponsors.

Wednesday, August 4, saw 12–15 knots from the southwest, and local Richard Warren made great gains on the right side of the upwind legs. Peter Hall was middle left, and our center board touched the sand three times—not very fast! So much for local knowledge that the sea breeze would push the wind left. Incidentally, that was the last we saw of “typical local conditions.” Steve Davis and Peter rounded the last weather mark overlapped. Steve won by sailing low and fast with great spinnaker work from Brian.

Peter second and Fisk Hayden finished third.

Race 2 winds increased to 15–18 knots. Richard Warren went right and won the race, followed by Steve Davis and ourselves.

In Race 3 and 4, the winds were more northeast, and the first four boats had good finishes: Hallagan 3,4; Warren 1,5; Davis 5,1; and ourselves 2,2.

Going into the last day, it was anyone's game! Richard wins, ourselves second, and Steve third—amazingly close and competitive. The sixth and last race was clearly the most exciting. Steve, Peter and Richard were essentially tied. We started in good wind near the committee boat, went right, and rounded the first mark first—only to find Steve very close behind us. Suddenly, no wind downwind! Chutes hanging! The new wind came from the right; Steve Warren got to it first and ended up winning the race. We finished fourth, Steve Davis 11th, and Richard Warren 7th. Don Barrett had a great race and finished second, followed closely by Jon Schwartz.

Stephanie and Ched did a great job crewing in difficult conditions. In reality, all helms people in the Masters Fleet realize and appreciate how important it is to have great crew! They hike much harder! Jody, Jim, and the Metedeconk team, thanks again for a wonderful regatta! We especially appreciated the strength of the Junior Fleet, the future of the Lightning class will be in good hands!

Peter Hall

## 2010 Masters' North American Championship Metedeconk River Yacht Club, Brick, New Jersey August 2–6, 2010

Pos	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
1	71	Peter Hall	Ched Proctor, Stephanie Boucher	2	3	2	2	2	(4)	11
2	18	Steve Davis	Jan Davis, Brian Hayes	1	2	5	1	3	(11)	12
3	8	Richard Warren	Sue Warren, Randy Swartley	(12)	1	1	5	1	7	15
4	55	Richard Hallagan	Clay Murphy, John Steiner	4	(6)	3	4	6	6	23
5	30	Jon Schwartz	Don Schon, Paul Kizenski	5	(14)	10	3	4	3	25
6	36	Don Barrett	Donna Barrett, George Wiedermann	6	(10)	7	7	9	2	31
7	39	William Hofmeister	Bruch Richards, Rebecca Hofmeister	(14)	5	9	6	12	5	37
8	35	Hugh Hutchison	Mark Venables, Gary Swangler	9	4	6	11	(13)	12	42
9	41	Steve Warren	Bill Mergenthaler, Stephanie Swann	13	7	15	(17)	7	1	43
10	10	Fisk Hayden	Steve Hayden, Jeanice Young	3	8	(14)	8	14	13	46
11	23	Larry Schmitz	Jeff Coppens, Bryan Pearl	(17)	17	4	14	5	9	49
12	11	Cal Herman	Larry Frost, Valerie Finneran	7	12	13	9	(17)	8	49
13	40	Maury Benbow	Bonnie Benbow, Tom Slook	11	11	11	10	8	(16)	51
14	17	Joan Hurban	Gary Hurban, Gary Hoffer	8	(15)	12	12	11	14	57
15	14	George Peter	C H Ritt, Eva Burpee	10	9	16	13	10	(18)	58
16	38	Bill Cabrall	Rebecca Espinosa, Marty Mulhern	15	13	8	(16)	15	10	61
17	44	Bill Killebrew	Mike Osborne, Kathy Osborne	(18)	16	18	15	16	15	80



# Masters' Winners



Champions: Peter Hall, Ched Proctor, Stephanie Boucher



Runner-up: Steve Davis, Brian Hayes, Jan Davis



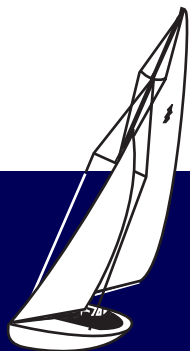
2nd Runner-up: Richard Warren, Sue Warren, Randy Swartley



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







# Classic Lightning

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

## A Visit With Number One

Corky Gray

This past summer while sailing home to Carolina from Maine, Pam and I stopped by Mystic Seaport Museum in Mystic, Connecticut, to inspect the first Lightning ever built. The old boat was donated by the ILCA to the museum in 2003 with the help of Mary and Sandy Huntsman.

To my knowledge the Lightning Class is the only class to have preserved the first boat built to



I had made arrangements with Shannon McKenzie, curator of watercraft preservation and programs, to see the boat which is currently in storage. She had us hop into a pickup truck with staff member Doug Butler to drive over to see the boat. As is so often the case when you meet someone and start talking Lightnings, you find one of our own. Doug tells us that his first boat was Lightning



its class rules. The boat was built in 1938 by Skaneateles Boat Company in New York. Designed by the hottest new design team of Sparkman & Stevens, we have to remember what an advance in design the Lightning was.

Looking at contemporary boats like the Snipe and Comet with their low aspect rigs and stubby centerboards, we can see how different the Lightning is with its tall high aspect rig, long deep centerboard and comparatively large spinnaker. While a sophisticated design, she was also designed to be easily built on a solid mold developed by Skaneateles to allow for high production. This enabled them to produce hundreds of boats a year, allowing the class to grow rapidly. High production also kept cost relatively low. The introductory price was \$495, complete with sails and an extra \$10 to crate it for rail shipment. Terms were available so the boat could be bought "on time." Despite the Depression and WW II, over 5000 boats in the first ten years.



# 2680 and that currently he is helping his nephew restore an old 800 series Lightning. He tells us that at the Sparkman & Stevens 75th anniversary, held at the seaport in 2004, he approached Olin Stevens to show him a half model of the Lightning he had made. Olin carefully inspected it and turned it over and autographed it on the back. I would have loved to have a picture of the Lightning, the most popular S&S design, in her designer's hands. Soon we arrive at the Rossi mill, a huge old manufacturing plant filled to the rafters with nautical antiques. And there she was, the boat that started it all.

I read that Lightning #1 had been a rushed job, even using scraps from other boats. This not the case. Here we found a very nicely made boat which one would have expected for a boat made to show at the 1938 New York Boat Show. She's handsomely painted in the standard Skaneateles white hull, with copper bottom varnished mahogany transom. The deck is the pale green with varnished trim. What strikes you is



that, while very much a Lightning, nothing used in her construction is found in today's Lightning. With cedar and mahogany hull, spruce mast, hemp cordage, cotton sails, heavy bronze hardware, and big wooden belaying pins she seems more 19th century than our 21st century plastic boats. Here is a brief survey noting the differences from the standard Ska-neateles Boat Company (SBC) Lightning.

The boat is fair with no twist in the hull. Seams are tight, and the hull is reasonably smooth. She looks very much sailable. There is a substantial split in the after port side running around and across the transom. The deck is plywood, a departure from the SBC boat, with sound canvas covering. Trim is all mahogany and in good shape. The deck hardware is bronze and matches the SBC layout, including the signature SBC stem fitting. Mast partner and three holed pin rail is standard SBC. Jib sheets appear to be linen, consistent with a 1930's rig. Looking inside, we see the number 1 in a mahogany block as a dutchman let into what looks to be replacement centerboard trunk—all mahogany, which is different than the SBC boat. The trunk is bolted to the keel with heavy logs differing from the SBC. The trunk deck braces have been sawn through and then reattached to the new trunk (pretty sloppy repair). The centerboard winch is SBC but turns off the top through a fair lead rather than the standard bottom feed. The seat slats run straight rather than the curved SBC seats. Seat braces are different than the SBC. Thwarts are standard solid pieces with slots routed out. Mast step is separate from the trunk with bronze turning blocks, standard SBC. Mahogany floor boards are standard. There is a large drawer aft with the standard SBC deck wedges and belaying pins. These drawers were common additions on early boats. A brass SBC builder's plate is mounted on the combing. Side planking is two pieces with a canoe tacked ship-lapped joint, standard SBC. The largest departure is the carvel single planked bottom with a large inner keel. There are three additional half ribs in the center of the boat.

The rig is a spruce mast and boom with bronze sail track. The shrouds are soldered to the bronze tangs. The outhaul is a period ratcheting device with no control line. The wire halyards have a course hemp tails, not the nice smooth prewar "Manila," which is now fortunately available again from Holland. The entire rig looks to be SBC with the exception of a phenolic main halyard shive. With the exception of the halyards, the rig looks to be original.

The sails are Egyptian cotton from Ratsey with "LCA" royalty tags. I doubt the sails are original. They look to be in good shape and raceable. Remember with cotton sails you would break them in by reaching for several hours then racing them in fleet races for few years to season them for a long life as racing sails—a scary thought for our modern sailmakers.

The mahogany rudder matches all SCB rudders I have seen. The centerboard is galvanized mild steel.

How much of this boat is the original one shown in 1938 is problematic. Records show that quite a bit has been done to her in her more than seventy years. Fortunately, The Seaport houses the Rosenfeld Collection of yachting photographs. The staff pointed out that he always did a complete photo shoot of the New York Boat Show, including the one in which the Lightning was introduced. I hope to have this researched and see if we can find a photo of the old girl. Also, they archive a great deal of builders' records. A box, listed as containing Rod Steven's collection of notes and clippings for 1938–39, might contain something. Go over to the history section on the ILCA Class site and read up on this old boat.

Mystic Seaport Museum is a special place. Thousands of people come each year to see living history. The steamboat steams and the sailboats sail. The shipyard is real and can build (Amistad) and repair full size ships (Charles W. Morgan). Every sailor owes it to himself a trip to see it all.

To see more photos of #1 go to:

<http://www.lightningclass.org/resources/historyLightning/photos1.asp>



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# Youth World Champions

**1<sup>st</sup> Ecuador:** Jonathan Martinetti  
Pedro Velez, Eduardo Viteri

**2<sup>nd</sup> Argentina:** Tomas Dietrich  
Tomas Pellejero, Gaston Bisio

**3<sup>rd</sup> Brazil:** Rafael Krausz  
Otavio Birman, Nicolas Brancher



From 23 to 26 July, the Salinas Yacht Club hosted the Youth World Championship. A total of sixteen crews from eight different countries competed in the bay of Salinas.

Normally I sail Laser Radial and Sunfish, but when told about this championship, we decided to put a competitive crew together with the coach Nicolas Fracchia's help. Eduardo Viteri and I had traveled extensively, and I knew his skills well. He also sails 420, so he knew how to race multi-sail boats. I knew Pedro Velez from my yacht club, back from the Optimist days. He was very good with maneuvers, which made it easier on him to apply his skills to the Lightning.

Slowly, we got to know each other's skills and became more familiar with the boat. At first we were very quiet and concentrated on the boat, but that wasn't working because we did not share information. As time went on, we began trusting each other more and improving coordination. It was very difficult to sail a multisail boat for the first time, but we learned a lot from more experienced sailors such as Juan Santos, Paco Sola and Justus Klemperer.

Our qualifier, in which seven boats participated, took place two months before the Youth World Champion-

Del 24 al 26 de julio el Salinas Yacht Club recibió el Campeonato Mundial Juvenil de Lightning. 16 tripulaciones de 8 países compitieron en la rada de Salinas.

Yo navego normalmente Laser Radial y Sunfish pero cuando nos dijeron sobre el Campeonato, decidimos armar una tripulación.

Nuestro entrenador Nicolás Fracchia nos ayudo a armar la tripulación. Con el primero con el cual hable fue Eduardo Viteri ya que con él había viajado bastante y conocía como corría y su nivel. Además corrió en la clase 420 así que conocía como navegar con 3 velas. Luego a Pedro Vélez ya que corrí también bastante con el ya que era de mi club. Corría muy bien en la clase Optimist y era muy bueno con las maniobras, cosa que no le costó llevar al Lightning.

Poco a poco fuimos afianzándonos en el bote y conociéndonos mejor. Al principio íbamos muy callados y concentrados en el barco pero así no funcionaba ya que no compartíamos información. A medida que pasaba el tiempo íbamos entrando en confianza y coordinando mejor. Fue difícil aprender a correr de a 3 ya que era la primera vez que corríamos lightning y se nos hizo difícil aprender la llevada del barco y la técnica. Aprendimos

ship. Everything went as planned, and we finished all races with a perfect score, giving us the confidence we were lacking and a benchmark against other competitors. After the qualifier, we intensified training sessions up to a month before the Championship, when we had to stop and go to Turkey for the ISAF Youth Worlds. We returned a week before the Championship and trained only a little before the Championship to regain the skills and coordination. In fact, our main weakness during the Championship was physical exhaustion from the previous trip and the ISAF Youth Worlds, to the point that Eduardo lost a lot of weight and strength.

The first two days were almost perfect with very solid races and very few mistakes, such as bad timing at the start. The second day we continued in first place, but the Argentines also had excellent races and got very close. The last day of competition was complicated because in a single race the Argentines, who are excellent Laser sailors, shortened point differences to come head to head against us, letting the last race define everything.

Our goal in the last race was to finish ahead of Argentina, no matter what position. Although we started (and continued for most of the race) behind them, we were able to take advantage of a mistake on their part and regain the advantage in the last leg. We finished 2nd, ahead of their 5th place, to claim the Youth World title. Similar experiences in other Laser 4.7 and Sunfish championships helped me keep concentration and not lose control under such pressure.

At the end, everyone was happy for our title, especially because it was claimed at home. We hope this result helps bring more people to the sport and particularly to the Lightning Class. We learned a lot during the Championship, especially about communication and teamwork. We will continue sailing the Lightning and hopefully doing a good job.

We must recognize the hard work of everyone who helped organize an excellent championship. Pincho Calderon helped maintain the boats in perfect shape and helped repairing potential issues quickly to ensure fair boat rotation. We also wanted to thank everyone who helped us with Lightning techniques and tactics, such as Nicolás, Juan, and Paco.



mucho de los veleristas de la clase como Juan Santos, Paco Sola y Justus Kemplerer.

2 meses antes del Campeonato Mundial realizamos el selectivo nacional que reunió 7 barcos, hicimos todo perfecto ganando las 5 regatas del selectivo lo que nos dio lo que faltaba, confianza arriba del barco y una referencia frente a otros rivales.

Poco a poco fuimos intensificando el entrenamiento hasta 1 mes antes del Campeonato en donde paramos ya que viajamos a Turquía para el ISAF Youth Worlds. Volvimos una semana antes del Campeonato y entrenamos un poco antes de la competencia, para entrar en calor y corregir pequeños errores. Nuestra debilidad en el campeonato fue el físico ya que el cansancio de las competencias previas empezó a notarse, más que todo en Eduardo que perdió mucho peso y fuerza.

Los primeros dos días fueron casi perfectos con regatas muy sólidas y muy pocos errores, solo faltaba un poco en la partida ya que no estábamos bien con el "timing". El segundo día terminamos en la general 1 pero los argentinos habían hecho excelentes regatas quedando muy cerca de nosotros. Al día siguiente se complicó la competencia ya que en una sola regata los argentinos, que son buenos navegantes de la clase laser, nos descontaron los puntos que llevábamos de diferencia dejando que la última regata sea la que definiera todo.

Nuestro trabajo en la última regata era terminar delante de los argentinos y aunque al principio no hicimos las cosas bien, en la última ceñida nos pusimos delante de ellos gracias a que aprovechamos un error de ellos y de ahí en adelante a mantenernos delante de ellos. Terminamos la regata 2dos y ellos 5tos así obteniendo el título.

Trabajamos con cabeza fría y manejamos bien la presión creo que eso fue lo que nos dio la ventaja ya que corrimos tranquilo y sin desesperarnos hasta el final.

Experiencias parecidas en otros campeonatos como el mundial de Laser 4.7 o el Mundial de Sunfish me ayudó a mantenerme tranquilo y hacer las cosas bien.

Todos terminaron muy felices por el triunfo y lo mejor es conseguirlo en casa. Esperamos que este resultado sea un incentivo para atraer personas a este deporte en Ecuador que no tiene mucha acogida.

Aprendimos mucho de este campeonato, más que nada a trabajar en equipo y comunicarse mejor. Seguiremos navegando en la clase Lightning y esperamos seguir haciendo un buen trabajo.

Hay que reconocer el gran trabajo de todos los que ayudaron para que el campeonato sea perfecto, a todos los medidores que mantenían los barcos al 100% y reparaban todo muy rápido haciendo que sea un campeonato muy competitivo, además agradecemos a todos los que nos ayudaron en la parte técnica y táctica como Nicolás, Juan y Paco.



# 2010 Youth World Championship

## Salinas Yacht Club – Fleet 405 – Salinas, Ecuador

### July 23–26, 2010



Pos	Sail #	Name	R1	R2	R3	R4	R5	R6	Total
1	ECU14379	Jonathan Martinetti / Eduardo Viteri / Pedro Velez	1	2	1	-5	5	2	11
2	ARG1	Tomas Dietrich/ Tomas Pellejero/Gaston Bisio	-7	3,67\RDG	2	2	1	5	13.67
3	BRA15333	Rafael Krausz / Otavio Birman / Nicolas Brancher	3	-8	5	1	4	6	19
4	COL13446	Julian Ramirez / Juangabriel Sanchez / Santiago Ramirez	2	6	6	8	-10	4	26
5	ECU14370	Jose Ignacio Cordovez / Enrique Fierro / Francisco Sola B.	4	3	9	5,3\RDG	-11	6,75\RDG	28.05
6	USA15298	Connor Mangan/ Jeffrey Markarian / Lauren Jones	5	4	(18\OCS)	3	7	10	29
7	ECU14557	Jose Briones / Joseph Capa / Jesus Bailon	-14	5	7	7	6	7	32
8	MEX14975	Aroldo De Rienzo / Diego Reyes / Reinaldo Ampudia	10	12	4	4	8	(18\DSQ)	38
9	ECU14673	Leonardo Santos / Ramon Fernandez / Fernando Amador	6	-14	8	4	12	8	38
10	ECU14675	Sara Dyck / Maria Jose Cucalon / Arianna Villena	-13	13	11	12	2	3	41
11	CAN14895	Adam Macdonald / Danny Robinson / Sam Jones	(18\DSQ)	9	3	16	16	1	45
12	USA15417	Connor Godfrey / John Ring / Griffin Orr	12	1	-14	11	13	12	49
13	CHI11011	Alberto Gonzalez / Angel Fantuzzi / Tomas Middleton	9	-15	13	10	3	14	49
14	USA14541	Ian Moriarty / Bryan Burke / Caleb Leonard	11	11	10	13	9	-15	54
15	CAN15210	William Hall / Camila Herman / Helene Osterman	15	7	(18\OCS)	9	15	9	55
16	CAN15246	Joy Macdonald / Kathryn Moloney / Madeline Waldron	8	10	12	-14	14	13	57



# Youth World Championship





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## Lightning Family News

### Welcome New Member Steve Biggs



I have been sailing this Lightning since 1960. It was first owned by George Strietman in Leland, Michigan. I crewed for him.

I bought this great boat thirty years ago and have sailed it every year on Walloon Lake, Michigan. We have occasionally raced in handicap events and have done well.

Work has always precluded any serious Lightning organized racing. But now semi-retirement has provided the opportunity to raise the bar and consider traveling to some of your great events. But first, I need to find a more competitive boat for this adventure. So I have decided to find a good and caring home for #7343 and make the move. I am pleased to join this organization and hope to become much more active.

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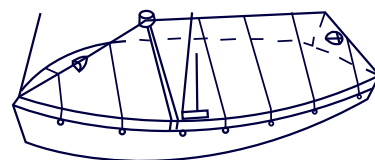
now available UV Proof Goretex thread!

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- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

Prices	white	blue	colors
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full-size	502	531	555
nap back rudder cover			58
sail # on cover			39

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Jan Davis—ILCA Executive Secretary

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The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.



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Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at [wimra.org](http://wimra.org).

## **Three-Peat Win of the Sears Cup by Mission Bay Yacht Club's Scott Hoffman, Reece Bernet, Even Hoffmann**



In August the Lightning fleet in San Diego at Mission Bay Yacht Club graciously gave up their boats for the US Sailing National Triple handed Junior Championship that US Sailing hosted.

During the summer the fleet was kind enough to loan their boats to local teams for practice. In June it loaned boats to the Area J qualifier, which was won by the local MBYC junior team of twin brothers Scott Hoffmann and Evan Hoffmann and Reese Barnett. As qualifiers the team got to move on to the Championship which just happened to be in their own backyard.

This was a very special regatta for the team from MBYC. As young sailors learning to sail, Scott and Evan Hoffmann crewed for many Lightning owners from

MBYC through the years. The Lightning fleet took them under its wing and trained them on the ins and outs of the Lightning. That in turn helped them to sail other triple-handed boats very successfully.

The National Triple-handed Junior Championship, The Sears Cup, is the oldest Junior National Championship in U.S. history. It started in 1921. It was one of the most prestigious events to win as a Junior. Many attempts were made to win this trophy by great names in sailing, but few accomplished this feat. Only five teams in the cup's history have won it twice, and no one has won it three times until now.

The Hoffmann boys won the Sears Cup in 2007, 2009 and now in 2010. This was a very special win for them because this was their last year to compete together as juniors, and it was at their home club, MBYC, and the Lightning fleet was behind them all the way to make this a great regatta. The MBYC team sailed a round robin of eleven races. They won seven of the eleven races to take a solid lead.

Twelve boat owners gave up their boats for the week. We had boats built by both Nichols and Allan—older boats and newer boats. It was incredible how equal the boats were tuned to the M5 sails that US sailing provided. All in all, eleven junior teams from across the country got to experience racing a Lightning. The MBYC Lightning fleet did an awesome job getting the boats race ready and helping the MBYC keep the trophy for another year. It was a great way to send off Scott and Evan to other adventures in college and other sailing endeavors.



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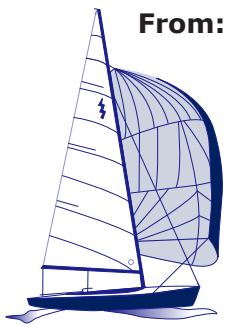
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## Classifieds

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**15368 - Nickels (2008).** Blue hull/white deck. All racing extras and equipment. Drysailed/lightly used, fresh water only. VSP sails and covers (travel, skirted dry sail cover, mast, rudder). Nickels galvanized long tongue trailer. Near new condition. Burlington, Vermont. \$15,500. David Little 802-893-4211, email: david.little@uvm.edu

**15221 Nickels Boat** and all components in excellent condition. Always dry sailed. North Sail Fisher sails, R2 spinnaker. Second suit North Sails. Bulkhead compass. North Sail: (i) Travel/ Mooring Cover (top and bottom), (ii) Mast Cover, and (iii) Full Rudder Cover. Includes 2004 Nickels Galvanized Long Tongue Trailer. Hampton, Virginia. \$10,500.00. Contact Greg at 757-754-2389 or vasail@yahoo.com

**14702 Nickels.** Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. New M-5 main used once, jib and spin used. ss board. All controls on foredeck. Jib halyard on centerboard trunk. Spin Halyard at center board trunk or skipper. 7,500. Sam Booke sbooke@hotmail.com 704-358-0407, Charlotte, NC.

**14684 Allen.** White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Bill Johns (305)495-3832 bjohns@rsmas.miami.edu

**14657 Nickels.** White hull with gray deck. New Bryant mast. Foredeck controls, twings and hooks, outboard and inboard jib tracks. Full set of sails in good shape. Mooring cover 3 years old, and bottom cover in excellent shape. This boat has an excellent race record. \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

**14465 Allen --** White hull with gray deck, 2 suits North (Fisher) M. J. S., Stainless Board, Galvanized Allen trailer, all covers, race rigged. Sailed in the pristine waters of Central New York. \$6,500. DickTuttle@peoplepc.com 315-440-7991.

**14438 Allen -** White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 full sets of Shore sails, a club racing set and a 2nd newer set with only light use. Fresh water boat from Fleet 301, Lake Champlain VT. Light use. Nicely rigged, many double-ended controls. Galvanized Allen trailer with wide bunks. \$6600 Peter Tourin ptourin@sover.net 802-899-4008

**14388 Nickels.** SS centerboard. Boat and all components in great condition for age. dry sailed. Full set of North Sail Fisher sails:

main, jib, and spinnaker, great condition for club racing. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Galvanized Trailer. New tires. Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

**14310, Nickels,** white, bottom refaired and painted 2001, Allen galvanized trailer, custom top trailing cover, full drysailing cover, 2 suits of North sails, in good shape, located in MA \$5000.00 Phone Eric: 978-424-5835 or eric-cutting@ymail.com

**14024 1985 Nickels,** 3 sets of sails, 1 set like new, new APS spinnaker pole, all new halyards and running rigging, new upper shrouds, new summer cover, two new trailer wheels and tires; includes travel covers, tack-tick micro compass. \$4,900.00 Lee Urbani, Maryland, phone 267-664-3184, email lee@leeurbani.com

**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. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

**11863 Nickels & Holman,** All White with teak splash boards, teak centerboard trunk cap and cockpit trim, oval mast and boom. Trailer with new bearings and buddies and new tires. great for day sailing Joe Dissette MI, 989-631-2133,dissettesail@charter.net

**11589 "Tank" Allen.** Hull faired/repainted. Complete retrofit for double ended controls with Harken Air Carbo hardware (backstay, 10:1 vectran boom vang, cunningham, bridle, & windward sheeting traveler). All new control lines & halyards, standing rigging, and bow stem fitting. APS tapered spin pole, mast mounted Suunto compass. 2 full sets of North sails, Sailors Tailor day cover. Trailer - \$3000. Brad 920.208.1620 or bbbncnc33@aol.com .

**11379 Allen.** Good VSP main, jib & spin. Older set of North, SS board, Allen trailer with new tires, trailing covers, good record and ready to race. \$2500 firm. Fisk Hayden (407)947-7994.

**11278 Allen.** Light blue hull white deck. This is an active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails. Trailer with spare. New North travel cover (top and bottom) and additional mooring cover. Price \$2500. Croom Maryland. Contact John Gastright at (301) 579-6455

**10892 Allen Oval spars,** SS board, trailer; 1 racing suit and many other sails; some rig-

ging upgrades. New reduced price of \$1500. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill\_weiss1@juno.com.

**9250 Fiberglass Lippincott.** White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

**8033 Lippincott wood** in great condition, trailer. Wood and oval spars with boom tent and full cover. Cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers. The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioas-say.com 802-598-8221

**7343 Wood Nickels and Holman.** Second owner, well sailed and maintained in fresh water only. Canvas deck. Two sets of sails. Wood mast. Cockpit cover. Glassed under waterline. New Nickels trailer. \$1800 Stephen Biggs, Petoskey, MI 231.348.5600 steve.biggs@cedarhomes.com

**7328 Wooden.** 1960. Boat has all the brass on it, with wooden mast as well, the interior wood is in good shape, the whole outside of the boat is covered in fiberglass. Always stored inside. Doug 920.366.0936, Green Bay, WI. deo10349@gbonline.com

**7286 Wooden 1959 J J Taylor and sons** in Toronto, Ontario, Canada. 2005 Allen Boat Co trailer. 2006 Allen Boat Co. did all the deck hardware. 2 sets of sails. \$6000.00. Ken Lambert, Ontario, CA 905-894-3452klam-bert@bell.net

**7216. Wood Lightning** sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) wdever@nycap.rr.com(NY)

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