# Kathryn, Lisa, Maria and Ninabring their captains good fun, fortune and sailing in the New World! 



During my return from Toronto this summer I was thinking about the Connecticut-Rhode Island District's performance at the NA's. This year's outstanding accomplishments were the repeat performance of Ched Proctor as North American Champion and the presence of current and past district stalwarts as crew on four of the top five boats. Noteworthy is that these four top NA crew are women. Like many Lightning sailors, I take a little time after big events to benchmark our district against the best of the ILCA. Our district membership is proud of the success we've enjoyed for many years. Congratulations, Ched! This year we are especially proud of Kathryn Josenhans, Lisa Brauer, Maria White and Nina Peck's world class effort. As one of their fans, I seized the opportunity and asked them to reflect on their experiences in our district and their accomplishments this past summer at the NA's.

Receiving letters from Kathryn in San Diego, CA; Lisa in Marblehead, MA; Maria in New York City; and Nina in Old Lyme, CT has been a lot of fun. I hope you all will enjoy their individual stories below as much as I did.

Good luck, ladies, in '95!
Chris Vann, CT-RI District Commodore


KATHRYN JOSENHANS ...team member with Ched Proctor and Jeff Eiber - First place finisher...

Although I grew up sailing with my family in Nova Scotia, I never sailed a Lightning until I moved to CT over 10 years ago. Ched Proctor at the time was doing a vigorous sail development and testing program out of Cedar Point YC in Westport CT. I wasn't working and Andreas (my very supportive husband) volunteered me to sail with Ched and the other test boat crews. I sailed all day long for weeks and weeks that spring, testing sails, etc..., finally Ched asked me to race a regatta with him. What a relief after sailing up wind and hiking and never racing, the thrill of a Lightning race had me hooked. I never looked back, and Lightning sailing has been my favorite boat and favorite people ever since. As I look back, I probably sailed against Lisa, Maria and Nina in that first regatta and we have been challenging each other and enjoying each other's company all the times in between.

One of my favorite things about the Lightning class that a lot of other classes miss out on, is the mixed crews of men and women on almost all of the boats, especially the winning ones. All of you out there who have never sailed with a mixed crew should give it a try. We women bring a lot of knowledge, strength, know-how and fun to a boat. Face it, sailing is meant to be enjoyed and I do.

I have sailed over the last 10 years in CT and around the world, Lightning Worlds in Greece, J24 Worlds in Japan, J35 Midwinters in Key West, etc, lots of different boats and lots of different locations with lots of different people. (Perhaps the light air of long Island Sound makes me travel a bit more than most.) My love of Lightnings and the class I owe to having spent my first years consistently sailing with Ched on Long Island and around the district, with good competition. After 10 years of hard work, practice, hiking, fun, a baby and just plain stubbornness this NA's in Toronto was a winner for me and the other CTRI women who challenged me these past years.


LISA BRAUER...team member with Stu Nickerson and Brian Hughes - Second place finisher... The parking lot in Toronto was filled with the usual chaos associated with packing up 100 Lightnings at the end of a North Americans. Maria, Nina, Kathryn and myself were leaning on someone's boat taking a break and chatting. At one point one of us realized that we had all placed in the top five. This called for an immediate toast, what a great feeling. The four of us have been racing against and with each other for years. We have husbands, children and jobs, but continue to enjoy the competition and camaraderie of Lightning racing in the Northeast and North America.

I have been racing Lightnings since I crewed with my uncle at Cedar Point Y.C. when I was sixteen. Before that Nina and I raced Blue Jays on Long Island Sound. I have been part of various teams, each with its own dynamics and experience. The many facets and nuances of the sport keep it challenging and exciting.

For a number of years I have been sailing with Stuart Nickerson. Every summer we try to balance family responsibilities with a sailing program that will prepare us for the North American's. Some campaigns are more successful than others, all of them have been fun. Last year's team included Brian Hughes and was one of our best efforts. I look forward to the '95 season and doing it all over again.


MARIA WHITE ...team member with Tito Gonzalez and Tito Holch - Third place finisher...

I was going, then I wasn't going - wait, I was going again, nope, I'm not goin'...who? someone from south America was looking for a crew - OK, Brian, sounds good; Hi , Tito. "We will have a lot of fun, Maria ..." The thought of being on a boat with wind (I hoped) and sunshine, in shorts and a T-shirt for a week... out of New York City was very appealing. I had already asked for the time off at work, and it didn't seem to be a problem - a major milestone. With all systems go, I was on my way to beautiful Toronto with Judy, Thomas and Charlie Proctor.

We arrived a little late with enough time to meet Tito's wife and father, who were on their way back home to Chile, and hop in the boat with two Titos for the practice race. You might think that having two people with the same name, two languages being spoken - two people only speaking really one language, never being on a boat together, much less meeting for the first time - would be a bit confusing and/or difficult? Believe it or not, it really wasn't. This is just one of the beauties of sailing - it has a language all its own. Tito Hoich and I were able to communicate fine and both learned a few new words that week. Most of the time, we were both speaking or feeding information to Tito G, a.k.a. "Speedy Gonzalez", and he would let us individually know any necessary information such as "hike" or "trim" when needed.

I was feeling very focused that week and happy to be in such a pretty city. Staying with Allison Peter and her father Georges for the week was like being with family, and, how can I forget Rick Fastiggi, who had come from Michigan to visit. Being at the North Americans and seeing old friends again is always a fun time. I can remember feeling very happy and lucky that week, and I think some of that lucky feeling proved true in the days to follow. Now for the actual sailing.

The practice race was just that, getting used to the boat and each other- and as some of you may remember, very uneventful. Our boat mechanics were not a problem, we just needed to make a few modifications to the boat set-up. The qualifiers went well - we were happy we had sailed well, and qualified. Tito was especially happy for his brother Manuel who was first in the qualifiers. Now the real racing began. Our first race luckily turned out great, but certainly didn't start out so great. We were in a pack at the pin end and barely able to get out alive! Luckily, there wasn't any contact between us and anyone else, so we headed off to the left side of the course for clear air and to regain composure. Jim Allen must have seen something out there, because when I looked up, he was in some great air, on the lifted tack to the mark, on the left side of the course. I remember the fleet being pretty split up, with maybe more boats on the right side. We caught the same shift Jim had, and were able to hang in there for a 2nd place finish. I don't remember the second race quite as well, but it was another good one and we were happy. At the end of the day we were in pretty good shape - in fact I remember being offered a Chilean passport that evening! The rest of the week continued on and I knew that it couldn't keep up this way, or that some of the other competitors, namely Ched, Stuart, and David, or, in the context of this article, Kathryn, Lisa and Nina, were going to show their true colors... and they did! It was a great week of sailing. Thank you, Canadian weather gods, Though looking back, had a hurricane come through Thursday night, Tito, Tito and myselt would probably still be recovering from the awards banquet!

When I returned home from Toronto and gave my brother Edson - you remember him, I hope - the blow by blow, I had to mention that quite a few of his former crew members had done very well. He was quite proud of us, and of himself! Why, of course, "he had trained all of us!" Well, Edson, whenever you and Barb finish up being pregnant, (they're on \#3 now) we'll be ready for ya!

I'd like to wish Tito 'Good Luck' at the PanAmerican Games this spring in Argentina, and look forward to sailing again with him at Henderson Harbor. And of course, I look forward to sailing against or with my co-authors Kathryn, Lisa and Nina all year!

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# THE FIRST YEAR IN THE LIFE OF A LIGHTNING SAILOR 

By Bill Mauk<br>Fleet 226, Biscayne Bay Lightning Fleet



On October 16, 1993, Fay Regan and I drove to the Florida Keys to make the final survey of Lightning 14066 and if everything passed, for me to pay the money and bring it home (14066 was formerly Fisk and Steve Hayden's boat). Fay, for the last several months, had been my mentor and advisor on how to become a Lightning owner and sailor. She had me on her boat for a 3-Race Regatta, introduced me to a number of Lightning enthusiasts and showed me around Coconut Grove Sailing Club in Miami, Florida.

While in high school, I had raced a Rebel around the Toledo, Ohio area with a modicum of success. That was over 35 years ago. Since moving to Miami nine years ago, I have been cruising Biscayne Bay, the Florida Keys and the Bahamas, and until very recently had done no dinghy racing. The chain of events that led me to the Keys with Fay started when a friend invited me to do some Ensign racing at Castle Harbor Sailing School in Coconut Grove. After several weekends of fun racing, one of the participants asked me to crew on his J-24 for their Mid-winter Championship, held at the Coral Reef Yacht Club. Some very competitive sailing raised my racing interest. I called Donna Foote in Columbus to get information on Lightnings and she gave me Fay Regan's name. Once I met Fay, there was no turning back.

My first year has been an eventful one. I've met many delightful people, attended some great parties, sailed a lot, fell in love with the Lightning and even may have learned a little bit about racing.

In my first Lightning regatta, with Robert Pincus and Reid Hutchinson as my crew, the jib swedge ball broke, which made keeping the jib up a continuous effort. For a novice driver, it was interesting racing, but this was only the beginning. The next regatta, second race, strong winds hit as we rounded the first weather mark, spinnaker up, boat over. It was a great experience, learning how to use the self-bailing devices on a Lightning. A month later, the boom broke. The next month, the mast broke. I had a heck of a time getting a Royalty sticker for my new mast, something about beads. It wasn't more than two months later that a forestay gave way in a critical race. My new jib didn't measure in at our District Championship, plus the sailmaker hadn't attached the Royalty tag. In addition, the sailmaker's logo on one of my new spinnakers was upside down. I guess that is like spelling your name wrong. Over the course of the year, I bumped into 6 or 7 other boats, ran into 7 or 8 marks, and hit a committee boat with my boom during a close finish. I learned how to
do 720 's pretty well. During all these times everybody was so polite and encouraging, even the guy whose rudder I almost took off at the start of one race.

Very early on, I was extremely fortunate that Fay introduced me to Cameron Carlin, a second-generation Lightning sailor. Cameron and I spent many hours practicing on Biscayne Bay. He had me sailing without a rudder. He had me sailing with my eyes closed. He had me doing an infinite number of time distance runs, practice starts and many, many tacks and jibes. We were also fortunate to have as crew in many of our races, Kevin Burnham. Kevin's a world class sailor; an Olympic silver medalist. Kevin's expectations and demands were high and many a time, his tactics put me into a situation that only an Olympic medalist could handle. Of course, some of those times were the ones when I ran into other boats. Cameron and Kevin's excellence put me on a very steep learning curve. I am very grateful for the patience they have shown.

After about six months into the program, I won my first race and then we qualified to go to the North American Championship. A highlight at the North American was winning one of the qualifying races. While we didn't get into the championship fleet, because of one very poor race, we felt that all of the hard work had started to pay off. We went to the PanAm Trials and had a wonderful time. Although not as competitive as the top people there, we didn't embarrass ourselves.

We met so many wonderful people this first year. Fisk and Steve Hayden, Eamonn, Heidi and Stuart DeLisser, Carol Stout, Jonel Rouse, Bill Fastiggi, Ched Proctor, Tom Allen, Sr. and Jr., Terry Hutchinson, Bruce Goldsmith, April Richards, Debbie Petibone (America3 sailor), Tito Gonzalez, Dave Peck, Michael Loeb, Jody Lutz, Don Brush, Greg Enos, Jon Ewing, Alicia Warren, and so many others. So many people have given me so much, and, of course, I found out that's what the Lightning Class is all about, competing and giving. Thanks every one for a wonderful year! ! !

## Lightning Pin

## Red Enameled Lightning Flash over Rhodium Plate. Size 1 " long. Cost \$10.50 each.

 Send check with order to: I.L.C.A. Office 808 High St., Worthington, OH 43085
# EXAMPLES OF RIGGING A LIGHTNING <br> By David Nickels 

## A Typical <br> Windward Sheeting Traveler



## Scarf Joint



## Basic Control Line Routing

# Cunningham Boomvang Bridle Backstay 




# New Concepts In Rigging Your Lightning 

(Several of the popular ones that appeared this year in Flashes)

By Bill Faude, Fleet 5, Chicago, IL



No Idea So Simple Ever Kept You So Dry.

An idea so elegant, it requires no tools and no diagram.

Who hasn't been in this position: It's Sunday morning. You're sailing down the first reach in the fourth race of a weekend series. You had a good day the day before and are in contention. Let's face it, you and your crew probably could have left the second keg a few minutes earlier than you did last night. You're not sure, but you think maybe somebody slept in the van's passenger side footwell...

You get to the reach mark in the first pack, bear off, square the pole back in a nuclear puff, reach for the main-sheet to pull the boom over and nothing happens! Dreaded "I can't pull it over" syndrome. Short summary of the next 10 seconds: You biff to weather when the boom finally does come crashing over after you've tried to bear off too far. You watch a tube of zinc oxide sink and your throwable float away along with your outlook for winning the event. The water clears your head.

Take heart. the "I can't pull it over" syndrome has met its match. Jim and Tom Allen have developed a very simple, yet inexpensive solution that we're calling "Jim and Tom Allen's simple, inexpensive solution." Catchy, huh?

Trouble pulling the boom over comes in two parts: 1.) You can't pull in enough mainsheet through the blocks at the precise point you need to pull the boom over. 2.) You can't reach the boom, 'cause it's all the way over there - and you're all the way over here, hiking for dear life.

Here's a solution: Take about an $18^{\prime \prime}$ piece of any $3 / 16^{\prime \prime}$ or $1 / 8^{\prime \prime}$ line you have lying around and tie it to the shackle that holds the forward mainsheet boom block. Then tie the other end to a stainless ring about $1^{\prime \prime}$ in interior diameter. Next, pull your mainsheet out of the centerboard mainsheet block and run it through the center of the ring. Then put it back through the mainsheet block. That's all there is to it.

The result is a 'direct drive' handle to pull the main over in white-knuckle conditions. More importantly, you've got a handle you can find, because it's always held captive against the mainsheet by the ring. There's only one caution: Make sure the line between the bale on the boom and the ring is shorter than the distance between the boom block and the mainsheet block, so the ring doesn't get inside the main sheet block and hide there until you get to the bottom mark and want to sheet in.


Peace Of Mind For The Highway
North American Champion Ched Proctor demonstrates ever more interesting thinking in the picture above. Before putting the top cover on his boat prior to trailering, Ched sandwiches two soft wood blocks around the centerboard with two large C-clamps. The clamps keep the board in the full up position while allowing the board pennant to be released. This removes strain from the lifting drum, $360^{\circ}$ block and cleat while the boat is on the road or being stored for the winter.

Ched then inserts two additional thin soft wood wedges into the trunk on either side of the board. These wedges prevent the board from vibrating and hitting the inside of the board box which may prevent leaks from starting.

Commenting on his trailering system, Ched said, "It may look a little neurotic, but I can't stand the thought of the board vibrating in there."

It does look a little neurotic, but then again who can argue with the recent results.
What inquiring minds want to know, Bill, is whether anyone, besides you, has, as yet, collected their winnings at Gold Coast Dogs.

## GEORGE'S AXE, PART TWO

By Bob Woofter

Continued from last year. . .
Last year's episode detailed the discovery, acquisition, planning and half the restoration of "old $871^{1 "}$. Now that she is done, here is "the rest of the story".

Our final chapter takes up with the installation of the sheer strake. (For you plastic boaters, this is the topmost plank on each side just under the deck).

Just fastening on the plank was no more difficult than the others had been - but establishing afterwards the line of the sheer (deck) on that plank was something else. The problem was that the old hull had "hog" in it. "Hog" is a marine term for the "droop" many (and sooner or later every, including steel) hull acquires as it ages. For example, "Old Ironsides" in Boston harbor has been in dry dock for at least 3 years to correct this as well as other structural problems. This is at least the third time she has been rebuilt to remove this hog.

Simply put, a hull afloat is supported by the water - and more so in the middle than on the ends. Stem and stern sag downwards causing Hog. I estimate this Lightning had three inches of hog at the bow.

To reestablish a "fair" deck line, the deck beams had to be removed, new ones made and reinstalled to heights and breadths consistent with the original drawn lines. Here it really got complicated because due to old age the deck beams were no good as patterns. The problem was that the Lightning prints I had did not have sufficient data to permit generating an arc at the print specified radius of 20 '. The method of laying down this arc is well described in numerous boat construction books such as the "Boat Building Manual" by Robert Steward, but a key ingredient was missing. A11 new boat prints will provide the dimension from the highest point of the boat deck arc to an imaginary straight line connecting one side of the boat with the other.

As a tool and die maker, I immediately thought of my Machinery's Handbook and here I found the solution. Whether the arc is a half an inch or 10 miles in radius, the mathematical solution is the same. As I think this is very valuable for anyone contemplating redecking their boat, I'll share it with you.

Where " $A$ " = height of arc at centerline.
" $\mathrm{D} "=20$ " (radius of deck)
"W" $=7$ " (arbitrary. Equal to length of pattern I need.)

$$
A=\frac{D}{2}-\sqrt{\left(\frac{D}{2}\right)^{2}-\left(\frac{W}{2}\right)^{2}}
$$

Note: If you work this using D and W in feet, the answer will be in feet and not inches.

Once the " A " dimension is arrived at, it can be plugged into the method for generating the arc. Said arc may be drawn full size on a board to be used as a permanent pattern. Although I have seen a few plastic decks that appeared almost flat, (causing me to wonder if this is not part of inspections) I think the deck arc, as designed, is aesthetically pleasing.

Transom
Before cutting the sheer line, the transom was installed. The sides, now as one massive plank per side had to be pulled in with a wench and steel cable. Once in place they were glued and screwed. As a precaution an 8 inch long stainless steel bracket was lag screwed on the inside of each rear corner joint.

At last the sheer line was scribed using a $1 / 4 \times 4^{\prime \prime}$ $\times 22$ foot long batten. It was then cut with an electric circular saw.

## Decking

What the hell. This boat is never going to stand for inspection so 1 m going to make it look "way cool" as my daughters would say.

The fact is I'm nuts about the gorgeous laid decking of classic Chris Crafts, War Woods, Hackers and Riva 5, classical works of marine 'art' from days gone by. So I wanted my boat to have drop dead looks, too.

It does and here is how I did it.
Quarter inch marine fir plywood was laid on the entire deck as a sub-floor. This was fastened in place with a million counter sunk silicone bronze wood screws. This sub-floor was filled where needed with thickened epoxy, faired and sanded.

Next, $1 / 4 \times 4 \times 8$ sheets of ribbon cut mahogany were ripped into $21 / 2^{\prime \prime}$ wide strips. A strip $51 / 2^{\prime \prime}$ wide of the same material runs the entire perimeter of the deck. Using disposable wooden wedges as a means of maintaining continuity of spacing between strips, each strip was laid into wet thickened epoxy and fastened down with temporary tiny brads. (very sparingly, usually only 2-6/board). After drying, the brads were removed and the spaces between the planks filled with epoxy thickened with pearl colored silicone powder.

Finishing
Before the hull was turned right side up months earlier, it was sanded with a belt sander. Even though I had worn a long shop coat, goggles, hat and respirator, I developed a severe case of hives that lasted a week. Ouch! Next time l'll do this outside in the summer. To begin the finishing, I followed the method of a great many mahogany boat builders and used a mahogany paste (stain) on the hull (NOT the deck) to equalize the colors from plank to plank. This material and the varnish is made by Stoppani of Italy. It's very expensive but great, great, great! The sides and deck were coated with four rolled-on coats of clear West System Epoxy and wet sanded with fine paper. Next four coats of Stoppani "Glass Top" were brushed on wet sanding between each coat.

The final result was a real "Eureka" experience. The looks are stunning. At its berth in the Mosquito State Park marina, she is always drawing astonished looks and exclamations of appreciation.

Before I forget. The centerboard well was trashed and a new one built of white oak.

The original mahogany floors, seats and cockpit trim were stripped (thanks to my lovely wife Marion) stained and revarnished.

The Launch
Finally, on a gray day in July, with thunderheads on the horizon and with the able "all hands on deck" assistance of daughters, son-in-law, wife, mother and father (see last year's pictures) the mast was stepped and she was launched. This was truly a once in a lifetime experience. Now, a half year later, she waits patiently in my barn for the beginning of the new season.

No "go fasts" are to be found here, no hiking straps or even self bailers. Just a good old concept given a new lease on life.

The foregoing is a very abbreviated summary of what was a very long and involved process. If I can be of any service to anyone by providing additional information, please phone me. (216-638-1009)

## Credit where due

I must thank two great suppliers. Yacht Systems of Mattapoisett, MA (Stoppani products) and Chesapeake Marine Fasteners in Annapolis, MD. Both offered excellent service, invaluable advice and are just great to do business with.

Heartfelt thanks also to the sailor from the Pymatuning fleet who graciously donated a beautiful suit of sails.
"Seabreeze" (my family voted on this new name) welcomes visitors anytime. Stop by.

"Seabreeze" in all her glory.
If this photo were in color, the beauty of the grain would be more visible. No doubt about it, this was an outstanding idea. ( I am certainly going to make a trip to see this boat.) You and your family are to be congratulated, Bob. We are proud of you!

