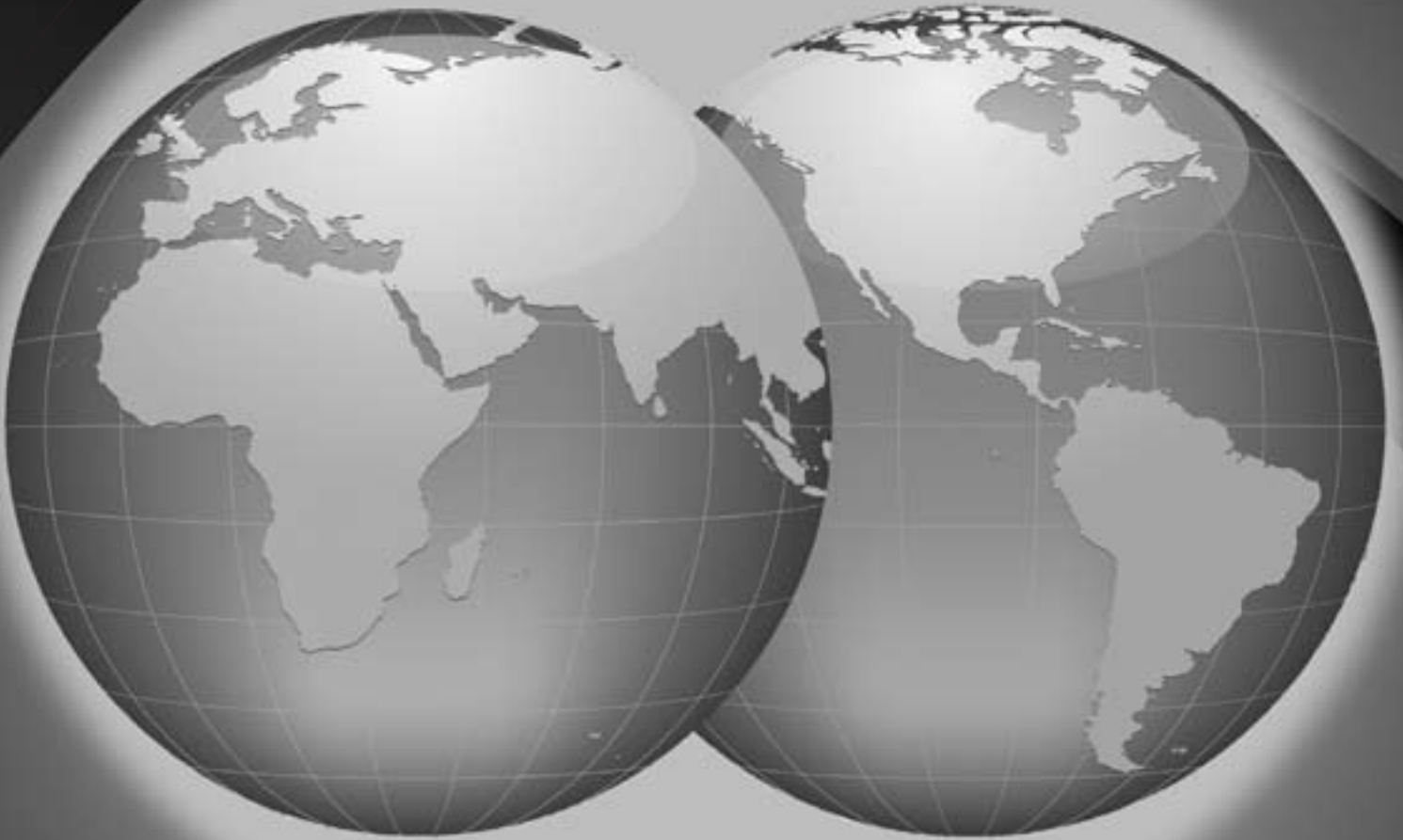


2007

Yearbook



**International
Lightning Class Association**



North Americans



South Americans



Youth Worlds



Europeans



Southern Circuit



Lightning Nationals—Nigeria

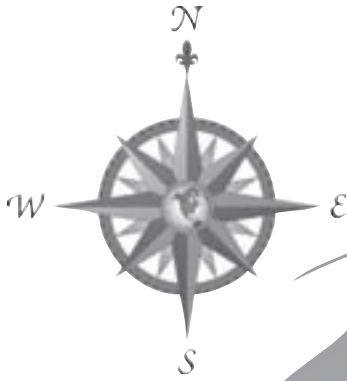


WJMs



Pan Am Trials

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International Lightning Class Association • 7625 South Yampa Street • Centennial, CO 80016

Phone: 303-325-5886 • Fax: 303-699-2178

www.lightningclass.org • E-Mail: office@lightningclass.org

Executive Secretary: Jan Davis

Editors: Steve and Jan Davis

Cover and Book Design: Sherryl Egy

Photos: Bill Clausen, Edna Johnson, Jan Davis, ILCA Members

Thanks to Clarke Newman for editing and rewriting Fleet Reports

PRESIDENT'S MESSAGE

It is an honor and a privilege to serve as the Class President. With Jan, my wife, as the Class Secretary, there are always plenty of Lightning Class issues to discuss from sun-up (actually for me somewhat earlier than that) to sun-down. We hope to continue to provide a level of leadership and service that will exceed the expectations of the Class Membership.

Our Association is changing. The population demographics and the number of alternatives available to the younger generation make it a challenge to attract new Members to our Class. Some of our Fleets are growing, but some of our Fleets are shrinking.

Our Association is financially strong. The ILCA, Limbaugh and Huntsman Funds have seen increased growth, and the Class Office operates profitably.

Our Association is very dynamic. The Membership requires services for wooden boat builders to world class racers and everything in between (ie., where most of us hang out!).

The Executive Committee and Governing Board have responded to these issues by re-invigorating some old ideas and trying some new ideas. Lightning Labs seem to be occurring every weekend this Summer. The Class wants to give something back to the Fleets that will help them to grow. The Boat Grant Program, the brainchild of Bill Fastiggi and Allan Terhune, attracted fifteen applications and ended up with four teams selected. This innovative Program could be an enticement to the Lightning Class for the next generation of sailors.

Our Association must continue to pursue new ideas to encourage sailors to the Lightning Class. Much of this type of effort occurs at the Fleet level, and it is a joy to celebrate some of the "Local Legends" in this Yearbook. The passion for Lightnings exhibited by these individuals is awesome.

Please mark on your calendar for the 70th Anniversary Regatta at Skaneateles Country Club on July 4–6, 2008. Hopefully, there will be some of the Mick Barnes home-brewed beer left over (see what you can learn in these Yearbooks!).

Steven H. Davis

Dedication



As the "Editor" (y'all know where I get my orders) of this Yearbook, I hereby dedicate this yearbook to "Johnnie Mac," Mr. John M. McIntosh of Savannah, Georgia.

This one's for you!

A Southern gentleman, a proud father, a successful businessman, a tenacious competitor, founder of the Southern Circuit, past ILCA President and host for the 50th Anniversary of the Deep South Regatta! You are an inspiration to all of us.

"This Year Book, and the others that have preceded it, is a faithful record of the names of sailors, the fleets, the races, regattas, prizes, pennants and cups. Yet it is, at best, only an incomplete memoranda of long summer days, sparkling water, sun, wind and the feel of the tiller in a good boat. Perhaps it may help in recollecting not only winners and champions, but many friends." This was written by ILCA President John Orelup in 1947 and is as good today as it was then.

Steven H. Davis
President

EXECUTIVE COMMITTEE

Steve Davis—President



Steve has been active in sailboat racing since age 6. Born in Southern California and a member of Newport Harbor Yacht Club, Steve raced sabots, snowbirds, Lehman 12s and Etchells. Steve's and Jan's, his wife and ILCA Executive Secretary, grandfather and father were also active Southern California sailboat racers who competed against each other. You can guess how they met! Since moving to the Denver area, Steve has enjoyed sailing and is involved in the Sailing Association of Intermountain Lakes (Area F Regional Sailing Assoc.), Denver Sailing Association and Rocky Mountain International Sailing Association (a junior sailor support organization). When not sailing, Steve is busy with fly fishing, hunting and skiing. Steve has vigorously participated in the Lightning Class since 1999 when he acquired his first Lightning boat (11457). As a consistent

participant at the Southern Circuit, NAs and many other Lightning boat gatherings across the US, Steve thoroughly enjoys the camaraderie, competition and friendships that the Lightning Class has offered.

Brian Hayes—Secretary



The Hayes family name has been associated with Lightning sailing since the mid 1940s when Brian's dad, Dick, started sailing on the family boat, #3445, at the Housatonic Boat Club's Fleet #6 in Stratford, Connecticut. Some twenty years later, I was born into the Hayes sailing clan, and I'm still "pushing around the box" some forty years later. Although I have been able to have some modest success on the race course, due to crewing for some great skippers and having even better crews sail for me, most of my great thoughts of Lightning sailing come from the great times and friendships I've made off the water at places like Kerr Lake, Nashville, Nyack and St. Pete, to name just a few. These days my wife Kelley and I are doing our best to juggle our work schedules

and raise our children, Olivia (7) and Brian Jr (5), while still finding time to sail Lightnings. I think I need to find a way to work less so I can sail more!

Rob Ruhlman—Treasurer



Rob was literally born into the Lightning Class as well as Fleet 36 at Pymatuning Yacht Club. Rob's dad, Jon Ruhlman was already a member of both organizations and later went on to be ILCA Chief Measurer and President. As a result of this fortuitous timing, Rob is a walking compendium of trivia useless to virtually everyone on the planet outside the Lightning class and Pymatuning Yacht Club. Having grown up in the class as well as the Ohio District, Rob has had the pleasure of sailing with and against a veritable "Who's Who" of the class. He participated in the inaugural Lightning Junior North Americans; built Lightnings with the Mueller family; has refurbished two pre-flotation Lippincotts; participated in numerous World Championships—the first in 1975; competed in countless North Americans and has a rather large collection of antiquated Lightning fittings and hardware. As you might imagine, Rob's family is heavily involved in the class: Abby has been sailing with Rob for over 30 years and their children, Ryan and Maegan have seen great success in local, national and world Lightning events. Periodically, Rob takes time away from racing Lightnings to be CEO of Preformed Line Products Co, a worldwide manufacturer of hardware for the communication and energy industry. Rob and Abby also own Sailing, Inc., a full service boat yard in their hometown of Cleveland, Ohio.

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Bill Clausen—Chief Measurer



Bill started racing Lightnings in 1947 on boat #134. He's owned 1495, 7195, 10895 and still has 14495. He grew up racing in Ocean City on the New Jersey shore. Bill crewed and worked for some of the greats of the Lightning Class: Bob Seidelman, Marcy Lippincott, John Tieglund and Jim Carson. He learned a lot about Lightnings from them and continues to enjoy being involved in measurement and photographing at major events.

His son David sailed in four Junior NAs and crewed with Bill in the last Worlds Masters at Miami. Bill has enjoyed being a part of the Executive Committee this year and hopes to continue to serve the Class as photographer and Chief Measurer in the years ahead.

Amy Smith Linton Executive/Committee Member



I came late to Lightning sailing, when I was already over 30. I married into the class, crewing for Jeff Linton and Mark Taylor when no body better was available. My provisional status was officially revoked on the flight home from the 1999 Worlds in Ecuador. I sail out of the Davis Island YC in Tampa, FL, home of the Suncoast Fleet 502.

My Vice Presidency resulted in part because of a weakness for rhubarb, and partly due to the convincing arguments of Brian Hayes, Steve Davis, and Colin Park. Thank goodness they use their powers for good, because it's hard to resist their combined blandishments. My overall goal is to have a vibrant, hugely successfully Circuit to pass along to the next Southern Circuit VP.

Jan Davis—Executive Secretary



I was born into a sailing family in Southern California. We all learned to sail while visiting our grandparents in Newport Harbor. It was not competitive, just fun on the water. We moved to Newport Harbor when I was in Junior High School, and I sailed in the summer Inter Club races until summer jobs and school activities took over my time. One fateful evening my Dad had a sailing friend over to dinner, who introduced me to his son and my fate was sealed. Steve and I dated, sailed, and were married two years later. Later we learned that not only our fathers raced against one another in Newport, but also our Grandfathers! Life brought us to Denver and away from the world of sailing; we raised our children, and came to the time when it was clear the children were going to indeed leave the nest. We saw boats racing one evening on the local reservoir and went down, met the gang and bought our first Lightning a week later. I was intimidated by the "enormous" size of the Lightning compared to what I had previously sailed, so it took a couple of years for

me to figure out the spinnaker and gain confidence to begin crewing. We started traveling to national and world events, and I loved meeting the Class members and returning to the world of sailors. Life took another turn, and I am now the Lightning Class Secretary, spending ALL my time with sailors, and loving it! Steve and I are completely immersed in the Lightning Class these days, traveling around the world meeting wonderful people and hopefully sharing our enthusiasm for this wonderful sport and Class.

EXEC COMMITTEE ON THE WATER/AT WORK



Steve



Brian



Bill at work



Amy



Rob

FORMER OFFICERS

Year	President	Chief Measurer	Secretary	Treasurer	Assistant Measurers
2006	Carter Utzig	Bill Clausen	Brian Hayes	Steve Davis	Buczowski, Calderon, Carson, Terhune
2005	Carter Utzig	Bill Clausen	Brian Hayes	Steve Davis	Buczowski, Calderon, Carson, Terhune
2004	Francisco Solá Tanca	Carter Utzig	Jim Carson	Steve Davis	Buczowski, Burke, Calderon, Clausen, Huntsman
2003	Francisco Solá Tanca	Carter Utzig	Jim Carson	Steve Davis	Buczowski, Burke, Calderon, Clausen, Huntsman
2002	Colin Park	Carter Utzig	Francisco Solá Tanca	Bob Harkrider	Buczowski, Burke, Clausen, Hayden, Schmitt
2001	Mary Huntsman	Colin Park	Francisco Solá Tanca	Bill Fastiggi	Alman, Burke, Hayden, Schmitt, Utzig
2000	Mary Huntsman	Colin Park	Francisco Solá Tanca	Bill Fastiggi	Alman, Burke, Hayden, Schmitt, Utzig
1999	Calvin H Schmiede	Colin Park	Francisco Solá Tanca	Mary Huntsman	Alman, Burke, Schmitt, Utzig
1998	William Faude	Calvin H Schmiede	Matt Burridge	Frank Mergenthaler	Alman, Burke, Schmitt, Utzig
1997	William Faude	Calvin H Schmiede	Matt Burridge	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt
1996	Paul Gelenitis	Calvin H Schmiede	William Faude	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt
1995	Robert Harkrider, Jr	Paul Gelenitis	William Faude	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt
1994	R A "Tony" McBride	Paul Gelenitis	Robert G Ruhlman	Robert Harkrider, Jr	Atkinson, Schmiede & Schmitt
1993	Michael Huffman	Christopher "Kip" Hamblet	R A "Tony" McBride	Robert Harkrider, Jr	Gelenitis & Schmiede
1992	Michael Huffman	Christopher "Kip" Hamblet	R A "Tony" McBride	Robert Harkrider, Jr	Gelenitis & Schmiede
1991	Fisk Hayden	Christopher "Kip" Hamblet	Michael Huffman	Robert Harkrider, Jr	Schmiede & McBride
1990	Jack Tibbs	Carl Clipp	Michael Huffman	Fisk Hayden	Clausen & Hamblet
1989	Robert Wardwell	Carl Clipp	Jack Tibbs	Fisk Hayden	Clausen & Huffman
1988	Anne Allen	Robert Wardwell	Fisk Hayden	Jack Tibbs, Jr	Clipp, Clausen & Huffman
1987	David Sprague	Robert Wardwell	Anne Allen	Jack Tibbs, Jr	Clipp & Clausen
1986	Richard Guinan, Jr	David Sprague	Anne Allen	Jack Tibbs, Jr	Clipp & Wardell
1985	George R Hatfield	David Sprague	Anne Allen	Richard C Guinan, Jr	Clipp & Wardell
1984	Djoerd Hoekstra	George R Hatfield	Anne Allen	Richard C Guinan, Jr	Sprague & Wardell
1983	Paul A Huntsman	George R Hatfield	Richard C Guinan, Jr	Djoerd Hoekstra	Sprague & Wardell
1982	George V Fisher	Paul A Huntsman	Richard C Guinan, Jr	Thomas R Bierman	Hatfield, Hoekstra & Norstrom
1981	George V Fisher	Paul A Huntsman	Djoerd Hoekstra	David W White	Gotschalk, Hatfield & Norstrom
1980	Donald P Delorme, MD	George V Fisher	Djoerd Hoekstra	David W White	Brush, Huntsman & Schmiede
1979	David O Peters	George V Fisher	Donald P Delorme, MD	David W White	Buckley, Huntsman & Schmiede
1978	John S Schneider	David O Peters	Donald P Delorme, MD	John R Nixon	Fisher & Schmiede
1977	Robert R Adams	David O Peters	John S Schneider	Donald P Delorme, MD	Fisher & Schmiede
1976	Robert K Smither	Robert R Adams	F C Jacobson	John S Schneider	MacDonald & Peters
1975	Gary A Cameron	Robert K Smither	F C Jacobson	John S Schneider	Adams & Hamblet
1974	Charles N Howe	Robert K Smither	Gary Cameron	Robert R Adams	Hamblet & Buckley
1973	C O Jones, Jr	Robert K Smither	Charles N Howe	Charles N Howe	Hamblet & Buckley
1972	Arnold Schwartz	C O Jones, Jr	Charles N Howe	Walter B Jacobs, Jr	Smither & Hamblet
1971	James G Carson	C O Jones, Jr	Arnold Schwartz	Walter B Jacobs, Jr	Spitz & Maltbie
1970	Charles H Schreck	James G Carson	Arnold Schwartz	Walter B Jacobs, Jr	Jones & Scrim
1969	Stuart Anderson	Charles Schreck	E C Roseberry, Jr	Walter B Jacobs, Jr	Grinnell & Carson
1968	Jon Ruhlman	Stuart Anderson	Charles Schreck	David M Peterson	Llovet & Grinnell
1967	Wilson R Scott, MD	Jon Ruhlman	Stanley Brander, Jr	David M Peterson	Anderson & Llovet
1966	John Swanson	Wilson R Scott, MD	G J Blake	Alan S Raffee	Walton & Ruhlman
1965	Hamilton G Ford	John Swanson	Alfred Coxa	Floyd R Arnold, DDS	Scott & Walton
1964	Jay Limbaugh	Mulin & Swanson	Hamilton G Ford	Floyd R Arnold, DDS	Swanson & Fisher
1963	Martin O'Meara	Herman Henschen	J R G Bleasby	Hamilton G Ford	Mulin & Powless
1962	John M McIntosh	Herman Henschen	Martin O'Meara, Jr	Hamilton G Ford	Bernel & Olsen
1961	Thomas D Fallon	James G Carson	Martin O'Meara, Jr	Hamilton G Ford	Herman Henschen
1960	Burrows Morley	James G Carson	John M McIntosh	Martin O'Meara, Jr	Herman Henschen
1959	H J Cawthra	Burrows Morley	Thomas D Fallon	John M McIntosh	James G Carson
1958	Carleton J Alan	H J Cawthra	Samuel D Knox	Thomas D Fallon	Burrows Morley
1957	Robert C Mann	Carleton J Allan	T J Ross, Jr	Allen R Oberson	H J Cawthra
1956	Ross G Allen	Robert C Mann	Burrows Morley	Allen R Oberson	Carlton J Allan
1955	Clifford J Prados	Ross G Allen	Jay Donovan	Burrows Morley	Robert Mann
1954	C B Crittenden	Clifford J Prados	Jay Donovan	Len Ladenburger	Ross G Allen
1953	H Richard Krauss	C B Crittenden	Len Ladenburger	Charles H Dore, III	Clifford Prados
1952	Wayne L Brockett	H Richard Krauss	C B Crittenden	Charles H Dore, III	Clifford O'Kane
1951	Walter E Swindeman, Jr	H Richard Krauss	Wayne L Brockett	Ed B Overton	
1950	LeRoy Amy	Walter E Swindeman, Jr	Wayne L Brockett	Alfred V Amy	
1949	Karl Smither	Walter E Swindeman, Jr	Wayne L Brockett	W A Grimm	
1948	Edward McCain	Arthur Burtcher	LeRoy Amy	Henry Williams	
1947	John W Orelup	Arthur Burtcher	Edward McCain	Karl Smither	
1946	Len Ladenburger	John W Orelup	Edward McCain	Edward McCain	
1945	James Trenary	John W Orelup	Len Ladenburger	Len Ladenburger	
1944	Ted Siferd	A J Webb	James Trenary	James Trenary	
1943	Hon L Stauffer Oliver	A J Webb	Henry L Schimpf	Henry L Schimpf	
1942	Hon L Stauffer Oliver	E Graham	Henry L Schimpf	Henry L Schimpf	
1941	C L Nicholson	Hon L Stauffer Oliver	E Gordon Conk	E Gordon Cronk	
1940	C L Nicholson	Hon L Stauffer Oliver	E Gordon Conk	E Gordon Cronk	

GOVERNING BOARD

STEVEN DAVIS—Treasurer
7625 S Yampa St
Centennial, CO 80016 US
Home: (303) 699-0317 • Work: (720) 875-3366
Fax: (720) 875-9114
E-Mail: sdavis@cetenv.com

BRIAN HAYES—Secretary
896 Wheeler's Farm's Rd
Milford, CT 06460 US
Home: (203) 878-5758 • Work: (203) 783-4238
Fax: (203) 877-6942
E-Mail: brian@od.northsails.com

BILL P CLAUSEN—Chief Measurer
RR#1, Box 1494, Beagle Run Road
Saylorsburg, PA 18533 US
Home: (610) 381-3592 • Cell: (610) 291-1186
E-Mail: claufam@aol.com

ROBERT RUHLMAN—Executive/Committee
13211 Lake Shore Blvd
Bratenahl, OH 44108-1148 US
Home: (216) 249-8005 • Work: (440) 473-9231
Fax: (440) 473-9162
E-Mail: rgr@preformed.com

AMY SMITH LINTON—VP Southern Circuit
420 E Davis Blvd
Tampa, FL 33606 US
Home: (813) 254-3455
E-Mail: aslinton@aol.com

JOE BUCZKOWSKI—VP Assistant Measurer
2560 Archdale Dr
Virginia Beach, VA 23456 US
Home: (757) 416-9807 • Work: (757) 836-1169
Fax: (757) 836-1799
E-Mail: joebuczowski@aol.com

JAIME CALDERON—VP Assistant Measurer
Guayacanes #123 y Acacias
Urdesa Central
Guayaquil, Ecuador
Home: (593) 4-283-1045 • Work: (593) 4-220-1110
Fax: (593) 4-283-9494
E-Mail: jcaldero@interactive.net.ec

JAMES G CARSON—VP Assistant Measurer
499 Princeton Ave
Brick, NJ 08724-4825 US
Home: (732) 892-1924
Fax: (732) 892-1735
E-Mail: jgcfuzzy@comcast.net

ALLAN TERHUNE—VP Assistant Measurer
1420 Millwood Ct
Annapolis, MD 21401 US
Home: (410) 293-5603 • Work: (410) 280-3617
Cell: (732) 644-1051 • Fax: (410) 293-5603
E-Mail: scowslr@aol.com

PETER BELLIN—California Circuit
9060 Meadowrun Ct
San Diego, CA 92129 US
Home: (858) 538-6742 • Work: (619) 297-5888
Fax: (858) 623-8741
E-Mail: wvllin6@aol.com

W CRAIG THAYER—Classic Boats
7268 Caswell Pl
North Syracuse, NY 13212-3445 US
Home: (315) 652-2154 • Work: (315) 458-3991
Fax: (315) 458-3897
E-Mail: thayer@a-znet.com

JAMES S ALLEN—VP Internet
1985 Wildbird Alley
Walled Lake, MI 48390-2170 US
Home: (248) 926-6260 • Work: (248) 960-6644
Cell: (248) 960-6644
E-Mail: lightning@jimsboathouse.com

DAVID SPRAGUE—VP ISAF/Pan Am Games
185 Hanna Rd
Toronto, ON M4G 3N9 CA
Home: (416) 423-1117 • Work: (416) 399-8989
Fax: (416) 916-7543
E-Mail: sprague@rogers.com

CAROL STOUT EWING—VP Midwinter Regatta
7175 SW 47th St, #202
Miami, FL 33155 US
Home: (305) 858-4791 • Work: (305) 665-8316
Fax: (305) 860-8228
E-Mail: lightning@cofs.com

TODD JOHNSON—VP North American Championships
3205 Homewood Rd
Davidsonville, MD 21035 US
Home: (410) 956-2033 • Work: (202) 349-3670
Cell: (202) 302-2622
E-Mail: todd_15202@comcast.net

DEAN S CADY—VP Rules & Regulations
4665 N Ardmore Ave
Milwaukee, WI 53211-1111 US
Home: (414) 961-1507 • Work: (414) 276-5100
Fax: (414) 276-4936
E-Mail: deancady@aol.com

AMY SMITH LINTON—VP Southern Circuit
420 E Davis Blvd
Tampa, FL 33606 US
Home: (813) 254-3455
E-Mail: aslinton@aol.com

MATT BURRIDGE—VP Special Projects
Kirksood, MD 63122-1805 US
Home: (314) 966-1014 • Work: (802) 655-7245
Cell: (314) 616-3922 • Fax: (314) 727-1199
E-Mail: matt@ribus.com

BILL FASTIGGI—VP Special Projects
150 W Canal St, #5
Winooski, VT 05404 US
Home: (802) 654-78568 • Work: (609) 921-6848
Fax: (802) 863-6292
E-Mail: bill@vtsailing.com

JOHN FAUS—VP Special Projects
POB 657
Rocky Hill, NJ 08553-0657 US
Home: (609) 921-6788 • Work: (609) 921-6848
Fax: (609) 921-6807
E-Mail: johnfaus@yahoo.com

JAMES P TAYLOR—VP Special Projects-US Pan Am Trials
7123 Zenith Ct
Hamilton, OH 45011-7215 US
Home: (513) 868-6472 • Work: (513) 243-3408
Fax: (513) 552-4361
E-Mail: taylorjp@fuse.net

TODD WAKE—VP Special Projects
2330 N 7th St
Sheboygan, WI 53083 US
Home: (609) 921-6788 • Work: (920) 207-2005
E-Mail: toddwake@aol.com

PETER BELLIN—West Coast
9060 Meadowrun Ct
San Diego, CA 92129 US
Home: (858) 538-6742 • Work: (619) 297-5888
Fax: (858) 623-8741
E-Mail: wvllin6@aol.com

BILL MAUK—VP World Championships
1 Grove Isle Dr, #902
Miami, FL 33133 US
Home: (305) 858-8855
Fax: (305) 269-9680
E-Mail: whmpenultimate@aol.com

JOHN H ATKINS—VP Youth World Championships
2547 Oakview Dr
Rochester, NY 14617-3241 US
Home: (585) 467-6934 • Work: (585) 242-3228
Fax: (585) 242-4708
E-Mail: jhatkins@frontiernet.net

JOHN STUART BENNETT—VP Brazil
Rua Fan 6
Jardim Lido, Sao Paulo, SP 04910-040 Brazil
Home: (55) 11-55146376 • Work: (55) 11-41979101
E-Mail: jsb@careplus.com.br

VALERIE TARDIF HOLLY—VP Canada
1 Rue Claude
Beaconsfield, QC H9W 4E9 Canada
Home: (514) 428-5778
Work: (514) 283-8002 • Fax: (514) 283-3103
E-Mail: valerietardif@justice.gc.ca

RICHARD WALSH—VP Canada
523 Stenberg Rd, Box 12 Site 26
Dryden, ON P8N 2Y5 Canada
Home: (807) 937-6376 • Work: (807) 223-2316
Fax: (807) 223-2380
E-Mail: richardmwalshr@aol.com

EDMUNDO PEREZ—VP Chile
Escribano Diego Rutal 2154
Santiago, Chile
Home: (56) 22741510
E-Mail: perez.edmund@gmail.com

MAURICIO VALENZUELA—VP Columbia
3000 N Ocean Dr, #14E
Singer Island, FL 33404 US
Home: (57) 16221125 • Work: (57) 16221180
Fax: (57) 16221169
E-Mail: maisva@hotmail.com

PACO SOLA TANCA—VP Ecuador
8580 NW 72nd St
Miami, FL 33166
Home: (593) 428-313 • Work: (593) 424-5224
Fax: (593) 424-5165
E-Mail: psola@norlopjw.com.ec

ANTERO PUNTTILA—VP Finland
Kyllikintie 3 C 6
Kerava, Finland
Home: (358) 92429863 • Work: (358) 0469131
Fax: (358) 08185286
E-Mail: antero.punttila@motiva.fi

GEORGE ANDREADIS—VP Greece
11 Vassileos Georgiou B St
Athens, Greece
Home: (30) 107234511 • Work: (30) 107234511
Fax: (30) 2109600645
E-Mail: stratanre@yahoo.com

GILBERT DESPLAND—VP Switzerland
Rue Des Oiseaux 6
Grandson, Switzerland
Home: (41) 24-445273 • Work: (41) 24-258150
Fax: (41) 24-455540

JEFF COPPENS

District Commodore—California
19660 Elfin Glen
Escondido, CA 92029-6001 US
Home: (760) 591-7860
Email: JeffCoppens@aol.com

JOHN TOWNSEND

District Commodore—Central Atlantic
2223 Spring Garden St, #1
Philadelphia, PA 19130 US
Home: (267) 872-5139 • Work: (215) 245-3541
Fax: (215) 233-4100
Email: johnscannonball@comcast.net

ROSS BAILEY

District Commodore—Central Canada
105 Villa St
Thunder Bay, ON P7A 7W5 Canada
Home: (807) 983-2889 • Work: (807) 626-4343
Fax: (807) 346-9069
Email: rbailey@tbaytel.net

EDWARD SEYERLEIN

District Commodore—Central New York
12 Murray St
Binghamton, NY 13905 US
Home: (607) 773-8571 • Work: (607) 723-7481
Fax: (607) 723-9307
Email: eseyerlein@cookcompanies.net

R NEIL HAYES

District Commodore—Connecticut/Rhode Island
26 Meetinghouse Ln
Shelton, CT 06484-2869 US
Home: (203) 929-7212 • Work: (203) 925-1991
Fax: (203) 925-8263
Email: mhayes@snet.net

NABEEL ALSALAM

District Commodore—Dixie
1706 E Ave
McLean, VA 22101-4707 US
Home: (703) 356-6032 • Work: (202) 225-2639
Fax: (202) 225-3149
Email: nabeel.alsalam@cox.net

JO MAUK

District Commodore—Florida
1 Grove Isle Dr #902
Miami, FL 33611-2417 US
Home: 3313
E-Mail: mamajo7745@aol.com

BILLY J ALLEN

District Commodore—Indiana
2130 Crystal St
Anderson, IN 46012-1722 US
Home: (765) 642-5502 • Work: (765) 643-5614
Email: billallen@iquest.net

WILLIAM E NEAL

District Commodore—Lake Erie
2 Gulf Rd
Wyoming, NY 14591 US
Home: (716) 495-6896 • Work: (585) 495-9920
Fax: (585) 495-9920
Email: wneal@rochester.rr.com

GEORGE W KOCH

District Commodore—Long Island
1250 Mt Beulah Ave
Southold, NY 11971-2315 US
Home: (631) 756-3464 • Work: (516) 318-4948
Fax: (631) 765-3464
Email: GKBear64@aol.com

DANIEL PARIETTI

District Commodore—Metropolitan
900 W 190th St, #8H
New York, NY 10040-3662 US
Home: (212) 781-2038 • Work: (718) 243-4403
Fax: (212) 781-2038
Email: dparietti@worldnet.att.net

JOHN HEAGY

District Commodore—Michigan
12990 LaPlaisance Woods Rd
La Salle, MI 48145 US
Home: (734) 242-2101 • Work: (419) 466-6354
Fax: (419) 269-0060
Email: john@heagy.net

WILLIAM GIBSON

District Commodore—Midwest
1137 W George St
Chicago, IL 60657-4313 US
Home: (773) 281-7653 • Work: (773) 727-2547
Email: gibsonjenkins@rcn.com

RICK BERNSTEIN

District Commodore—Mississippi Valley
714 Yale Ave
St Louis, MO 63119 US
Home: (314) 395-6224 • Work: (314) 968-3654
Cell: (314) 324-3024 • Fax: (314) 968-8928
Email: rick@aboveandbeyond.tv

ROBERT SHAPIRO

District Commodore—New England
8 Webber St
Wilmington, MA 01887 US
Home: (978) 657-0686 • Work: (781) 693-5924
Email: finallybk@gmail.com

MICHAEL H BROCK

District Commodore—Ohio
1746 Millbrook Ln
Loveland, OH 45140-6013 US
Home: (513) 677-0806 • Work: (513) 634-2490
Email: brock.mh@pg.com

JOHN DEBENEDETTI

District Commodore—Pacific Northwest
3300 NE 19th Ave
Portland, OR 97212-2405 US
Home: (503) 281-0352 • Work: (503) 232-8793
Fax: (503) 238-1649
Email: john@steinbart.com

TERRY E TYNER

District Commodore—Southeastern
143 Emerald Shores Cir
Chapin, SC 29036 US
Home: (803) 345-2561 • Work: (803) 935-3625
Email: tyner@sc.rr.com

LARRY FROST

District Commodore—Southern
1112 Helios Ave
Metairie, LA 70005-1548 US
Home: (504) 832-0917 • Work: (504) 482-5900
Cell: (504) 256-8418 • Fax: (504) 482-5904
Email: lfrost3@aol.com

PETER HALL

District Commodore—St Lawrence Valley
46 Summit Cir
Westmount, QC H3Y 1B3 CA
Home: (514) 935-7660 • Work: (514) 240-1171
Fax: (514) 935-9423
Email: peter.hall@videotron.ca

CLARKE NEWMAN

District Commodore—Texas
600 N Pearl St, Suite G-204
Dallas, TX 75201-7472 US
Home: (214) 654-0880 • Work: (214) 969-0467
Fax: (214) 969-0468
Email: cdnewman@earthlink.net

MARIO BUCKUP

District Commodore—Brazil
Rua Samia Haddad 150, Apto 141
Sao Paulo, Brazil 05709-050
Home: (55) 11-37430408 • Work: (55) 11-37219244
Cell: (55) 11-91144572 • Fax: (55) 11-37219244
Email: buckup@netpoint.com.br

EDMUNDO PEREZ

District Commodore—Chile
Escribano Diego Rutal 2154
Santiago, Chile
Home: (56) 22741510
Email: perez.edmund@gmail.com

MAURICIO VALENZUELA

District Commodore—Columbia
Carrera 12 No 93-37 Of 501
Bogota, Columbia 33404
Home: (57) 162211250 • Work: (57) 16221180
Fax: (57) 162211691
Email: ilcacolombia73@yahoo.com

CARLOS LECARO

District Commodore—Ecuador
Datiles 215 Y tercera
Guayaquil, Ecuador
Home: (593) 4-288-1112 • Work: (593) 4-288-7666
Fax: (593) 4-288-7660
Email: clecaro@fondosgenesis.com

SAKARI PESOLA

District Commodore—Finland
Kalamiehenkuja 3 C 28
Tuusula, Finland 04300
Home: (358) 405054411
Email-H: sakari.pesola@kalamiehenranta.fi
Email-W: sakari.pesola@slpilots.fi

COSTAS LIMBERAKIS

District Commodore—Greece
Ermou 60 Str
Glyfada, Athens, Greece
Work: 417-9730 • Fax: 412-4177

JULIAN CALVIN

District Commodore—Nigeria
62 Victoria Rd
Trowbridge, Wilts BA14 7LD United Kingdom
Work: 2348023831680
Email-H: juliancalvin@infoweb.com.ng
Email-W: julian.calvin@jagal.com

JACQUES PERRET

District Commodore—Switzerland
Chemin De La Chenaie 29D
Peseux, Switzerland 2034
Home: (41) 327315263
Email: npsa@swissonline.ch

LIFE MEMBERS

The International Lightning Class Association has traveled a nearly seventy- year journey that has made it, arguably, the most successful one-design dinghy in the world. That journey has been paved by many individuals who, through their dedication, commitment and tireless efforts, have guided the ILCA through both troubled times and smooth waters. It is for those individuals that the ILCA Life Membership was created and to whom the honor is bestowed. An ILCA Life membership is our highest honor and we, as a Class, are grateful for the contributions of our Life members.

Robert R Adams
Anne Allen
Tom Allen, Sr
George Andreadis
Stuart Anderson
Raimo Aromaa
Jack Beal
J R G Bleasby
Bill L Buckles
William H Buckley
Gary A Cameron
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Carter Utzig
Eugene H Walet, III
Robert C Wardwell
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Bruce Watters
Oskar Weber
Dave White

Where Are They Now?

Dave Peterson (10801)

I was introduced to the Lightning in 1939 at the age of eight. My dad bought one of the early Skaneateles (#137) boats, and I took to it right away. By the time I was twelve, I was sailing in local regattas and having lots of fun.

My best years were during the 50s and 60s. I had won about five Conn-Rhode Island District Championships and about five Connecticut Governors Cup Championships. My best was a 2nd and couple of 3rds in the NA Championship, 1st in one Presidents Cup and a 3rd at the Worlds in Naples, Italy. I continued sailing the Lightning until about 1984; then I succumbed to a 38-foot, Sirena 38, and have been racing PHRF to the present time. I call it the old man's Lightning where the keel does the hiking.

It's fun, but not like the good ol days in the Lightning. I give credit to all my old friends that have stayed with the Lightning, in spite of the aches and pains. Bryan Hayes' dad was my loyal crew for years and did a fabulous job. My old "Woody" is now in the hands of Brian's brother Neil, who has kept it in great shape. He took it to San Diego last Summer for the NA Championship. It looks like the boat will outlast me.

I live in Florida (November–April) and back in Connecticut the rest of the year. I still sail out of Niantic Bay, Fleet 85, which is the home port of the Sirena 38.

My latest activity is racing Soling one-meter, radio-controlled model boats in Punta Gorda. We have a group of thirty-four members and are having a great time. We race twice a week and abusing the racing rules like you wouldn't believe. Fortunately, no one is in the boats, so there are no injuries with all the collisions going on.

Bruce Watters

Bruce called the Office to let me know that he had not been very involved with the Lightning Class for some time now. He did share a little story that he worked very hard and finally received his Certified PRO rating from US Sailing but hasn't been asked to officiate a race since.

John Schneider

For the last couple of years, after we both retired, my wife Nancy and I have been spending more of our time in Glenwood Springs, Colorado. Last year Dick Hallagan got back in touch with us, as he is now spending considerable time here in the valley with his friend Sally Mencimer. We enjoy skiing and golfing together.

It would not be possible to pick a "best experience" over the twenty-two years I raced a Lightning because there were so many wonderful ones, but a particularly memorable event was the 1968 Metropolitan District Championship, which Nancy and I attended on our honeymoon. Dave White, Wayne Van Dyke and I sailed the brand new 10777, which was Nancy's engagement present. After a devastating cocktail party, Arnold Schwartz gave an impassioned speech demanding to be impeached as District Commodore (I don't recall the outcome of that meeting, and I am pretty sure no minutes were taken).

In 1981, while he was working in Dallas and I was unsupervised, as Nancy was finishing medical school in NYC, Kip got me hooked on fast cars, which led to sports car racing. It is a miracle that Nancy and I are still very happily married and that she considers Kip a best friend. A year later I took up this new avocation, which I still pursue, although no longer at the professional level. A week after the 60th anniversary at St. Pete, I will begin the 2007 Historic Sportscar Racing series at Sebring, Florida. To help while away the idle hours after retirement, I also enjoy motorcycles, snowmobiling and flying in these beautiful Colorado mountains.

The people and the competition in the Lightning Class all over the world were a major highlight in our lives, and we look forward to the 70th anniversary of the Class, which will also be our 40th wedding anniversary.

Tony McBride

I have many fond memories of my time spent sailing Lightnings and the fine people who make up the Class. From time to time I take a look at the Class' website and always read the Flashes from cover to cover. While I am still sailing, sadly I have only been in a Lightning a few times since I sold my boat in 1995.

Jim Force

I was born and raised in "Lightning Town," South Haven, Michigan, which was home to the ILCA headquarters office for many years. It was downtown off a second floor hallway above McKimmie's sporting goods and clothing store.

It seemed that everyone in South Haven had a Lightning, and every kid learned to sail on one. The boats comprised Fleet 30, based at the South Haven Yacht Club, less than a mile up the Black River from Lake Michigan. In those days, we sailed out the river to the "Big Lake." Today, you'd get run down by power boats before you got to the pier heads.

As teenagers, a group of us pooled scant resources, purchased #2494 and named it "Cardinal Puff" after a drinking game we participated in when not on the water. Later my brother and I bought #2946, and in our dating years, my wife and I bought #6039 in 1963. We still have it.

My life membership was awarded after I edited the Class yearbook in 1969. I was fresh out of journalism school at Wisconsin and just a couple of years into my public relations career when Helen Limbaugh asked me if I'd be interested in the job.

It was, and I know still is, a lot of work, but it was exciting to receive articles and photos from sailors and fleets all over the world. They came by mail in thick envelopes in those pre-Internet days, and I think I still have some "galley proofs" on yellow paper in the basement somewhere.

Another special memory was the 1968 North American Championships off Chicago. I rode on a committee boat and photographed and reported on the expertise of Bruce Goldsmith, Bill Shore, Carl Eichenlaub—who snapped a mast but still managed to struggle upwind and finish the third race—and Tom Allen, who won it all. The '68 NAs occurred just a few days before protesters tried to shout down the Democratic National Convention in downtown Chicago. We can judge those events through the lens of history now, but our priority at the time was sailing.

I've always been a recreational sailor, with an occasional race here and there. Our bright orange "Jabberwock" has been repaired and restored countless times over the years. Built by Hoernke in Milwaukee in 1956, she is about to hit the water for her 51st season.

We sail on Lake DuBay, a large windy basin on the Wisconsin River between Wausau and Stevens Point, and belong to the Lake DuBay Sailing Association. There are nearly forty of us with a dog's breakfast of vessels from scows to Flying Scots to small keel boats. We are the only Lightning.

Still, our woody turns heads when we've got her flat and flyin'. "Beautiful lines," they say. "Yup," we answer. "Beautiful."

Richard Guinan

I was Class President in 1985 and Treasurer for a few years prior. I was a member of the Texas District, Fleet 435, and sailed out of Rush Creek Yacht Club, east of Dallas. I was active in the Class from about 1969, first as a crew, and as a skipper from about 1973 until 1993 when I moved to Charlotte, North Carolina. I sold my boat when I left Dallas and have limited my sailing to other folks' boats on the North Carolina coast, where we have a second home on Bald Head Island.

For most of my sailing years, one or more of my three children and wife crewed for me and friends in our Fleet. The sailing and long haul trips to the NAs and other regattas were some of the best shared experiences of our family. We saw the country coast to coast and top to bottom and had great times with our Lightning friends everywhere we went. We still laugh at our adventures driving and towing the boat from Dallas to Seattle, including a side trip to the Timberline Lodge at Mount Hood—just to go where no Lightning had gone before. In short, sailing Lightnings for about twenty-four years is one of the most positive stories in my life. Thanks to the International Lightning Class Association for continuing to make the experience of organized Lightning sailing possible.

LIFE MEMBERS

Eugene H. Walet III

I started sailing in 1941 at the age of six in a dinghy which I put a sail on and made it into somewhat of a Pram. I would sail around the harbor in Pass Christian, Mississippi, and New Orleans, Louisiana, thumping over many times while teaching myself to sail. There were no structured sailing lessons being given during my youth in my area of the country. Therefore, I spent many hours alone in my boat learning the ropes. In 1945 I moved up to a Snipe, which is 15½ feet, and sailed in a knock-about class at Southern Yacht Club in New Orleans.

As a youngster I had that competitive spirit and wanted to get into a top-notch racing class with a spinnaker. I talked my father into buying me my first Lightning, *Spirit I*, #3647, which was built by Williams Boat Works in New Orleans in the summer of 1949. I invited Pudgy McClure to crew for me on my Lightning to handle the spinnaker. He told me he had no idea what a spinnaker was and didn't know that much about sailing. I convinced him that one day I wanted to sail in the Olympics and together we could learn how to use the spinnaker. Needless to say, he became my good friend and long-time spinnaker man who, with my father, enabled me to win many races around the world. Pudgy and Claude Kohler crewed for me in the 1960 Olympics in Naples, Italy, where we sailed in the Dragon Class and finished seventh.

I chose the Lightning because it was a very competitive class at Southern Yacht Club with fifteen to eighteen boats racing throughout the year. Southern Yacht Club Fleet, #62, was one of the early fleets in the country. I was competing against such notable sailors as Cliff Prados, former President and Chief Measurer of the Lightning Class, Ed Overton and Ross Allen. I was competing against many seasoned Lightning sailors and getting beat time after time until I went to the President's Cup in 1951 in Toledo, Ohio. I finished third behind such notables as Howard Folt and Carl Smither. I was sailing a boat that weighed about 950 pounds of solid mahogany. That was when I first learned about the light weight boats, such as the Lippincott at 700 pounds.

That winter I convinced my father to buy a new Lippincott, #5082, which was delivered the last weekend of May, 1952 in Riverton, New Jersey. I named her *Spirit II*. That year we finished second in the International Championship at Spray Beach, New Jersey. In 1953 we finished third in the International Championship at Buffalo Canoe Club and tied with Doc Murphy for the Mid-Winter Championship at St. Petersburg. In 1954 we finished third in the International Championship at Crescent Sail Yacht Club in Detroit. In 1955 I won the Pan American Championship in Buenos Aires, Argentina, with Danny Killeen, Sr. and Carlos Eccheveria crewing for me. Danny was a Lightning skipper on #1033, and I met Carlos in Toledo in 1951 when he was crewing for Johnny Teigland, Jr., who won the Internationals. Also, in 1955 I was fifth in the International Championship at Southern Yacht Club in New Orleans. In 1956 I was second in the International Championship at Buffalo Canoe Club. After that I was referred to as the bridesmaid since I had never won the International Championship. In 1958 I was first in the Mid-Winter Championship at St. Pete with Helen and Jay Limbaugh as my crew. At this time Helen and Jay had bought Spirit II, #5082, from me, and chartered it from them for the Mid-Winters since I was in the Air Force and not sailing actively.

In 1953, after competing in twenty-four races in various parts of the southeast, I won the right to represent Area D in the Mallory Cup, symbolic of the North American Men's Sailing Championship. The skipper had to be eighteen years old to sail in the finals, and I made that by twenty-one days. This was the first time a club from the South was invited to sail in the Mallory Cup. We sailed International One Design 33' sloops out of Larchmont Yacht Club. I had never sailed anything bigger than a 28 foot Sound Interclub. After arriving at Larchmont, Arthur Knapp who wrote the book "RACE YOUR BOATRIGHT" took me under his wing and invited me to crew for him on an International One-Design sloop. Between Arthur Knapp's hands on coaching that one day and reading his book in one night, I was able to win the Mallory Cup with my father, Eugene H. Walet, Jr., Ralph Christman and Jackie Ryan crewing for me. Ralph and Jackie were Lightning skippers from Southern Yacht Club. The fact that I had won the North American

Men's Sailing Championship at the age of eighteen and beating all of the greatest skippers in the country who were at least twenty years my senior made headline news from New York to New Orleans. We were honored by the City of New Orleans with a ticker tape parade with all the trimmings.

In 1954 the Mallory Cup was sailed in Lightnings at Southern Yacht Club in New Orleans. I had to qualify through the same lengthy series of races to get to the finals. I thought this might be an easy series in my home waters in Lightnings, but it turned out to be a Who's Who of Lightning champion skippers in the finals, namely Carl Smither from Buffalo, Walt Swindeman from Toledo, Hank Cawthra from Detroit. Out of the eight skippers, four of them were Lightning Champions. Tough series, but I won again. No small feat with the competition I had. In 1955 I again went through the rigorous series of races to gain the right to represent Area D in Detroit sailing Luder L-16s and finished second, losing the championship by one point. After that, my father told me I had had enough fun and it was time to settle down and go to work.

In 1956 I represented the United States in the Olympics in Melbourne, Australia, in the Dragon Class with my father, Eugene H. Walet, Jr., Danny Killeen, Jr. and Carlos Eccheveria crewing for me, finishing fifth.

In 1969 I started sailing and racing offshore boats. I either skippered my own boat or crewed with friends in fifteen Southern Ocean Racing Circuits and several Key West Race Weeks. I skippered my own 68' Nelson Merck sled SAGA in three SORCs and three Key West Race Weeks.

In 2001 there seemed to be some interest around Pass Christian Yacht Club for rejuvenating the Lightning Class. I bought #10812 from Dr. Larry Frost, Buddy & Bo Clarke bought Buck Ballatin's #9696 and restored it. Eric Aschaffenberg, who was a big boat sailor, bought #13931, Guy Brierre bought #14129, and Whitner Church bought #11311. We were all excited about the Fleet getting back to racing. We had a very colorful Fleet with red, turquoise, black, green and white hulls. We had a lot of good races and a lot of fun as a Class until August 29, 2005. Unfortunately Katrina took all of our homes and most all of our boats. My Lightning was strapped to the trailer and tied to the pilings under my home. When we got back to our property three weeks later, the trailer was still tied up, and the straps were still secure, but there was no sign of Spirit, #14620.

In 2006 I bought #14355, thinking there might be some interest in the Lightning Class between Fairhope and Mobile, Alabama. I sold #14355 to my crew, Pete Furze in Pass Christian. There isn't much in the way of racing there right now, as most people are trying to put their lives back together and building their homes when and where possible. Hopefully, one day we will all be back in Pass Christian, and the Lightnings will once again be active.

Meanwhile my wife, Patsy, and I are living in Fairhope, Alabama, but we already have our house plans drawn when the time comes that we can go back to The Pass. The Lightning Class has meant so much to me in the fifty-eight years I have been sailing off and on in

the Class. I have had a total of ten Lightnings, and all were named Spirit. The many friends I have made and enjoyed being with and sailing against include Jay and Helen Limbaugh, Tom and Ann Allen, George and Greg Fisher and others too numerous to mention. There have been many parties we all enjoyed at the St. Pete Yacht Club. I remember the Nationals which were held at Southern Yacht Club in 1996. I had my 50' wooden lugger as a spectator boat, and after one of the races, we towed around sixty-two Lightnings in two rows behind Alligator. At least that's the number my wife Patsy counted that day. That was a sight to see.

I have so many fond memories of being in the Lightning Class. I did have all of the Lightning Year Books from 1947 through 2004 until Katrina. I spent many hours going through those old year books and reminiscing about the good old days. I had hoped to be in St. Pete for the Mid-Winters this year, but we have a conflict and won't be able to make it. Don't count me out as a Lightning skipper, as I am only seventy-one years young and still wanting to compete. I hope to have another one in the not too distant future.

ILCA Fund

The ILCA Fund was established in 1982 as a way to guarantee the long-range operations of our Class. The goal is to secure funding equivalent to two-years of the operating costs so that the Class can remain solvent during hard times. This will assure that future sailors can have the opportunity to enjoy the excitement and fellowship of sailing.

The monies in the ILCA Fund are used as directed by the Executive Committee of the Class. The funds income and as much principal as necessary may be used for repairs, purchase of extraordinary capital items (not supported by the annual budget) or long term capital projects.

Donor Level

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Limbaugh Fund

The Helen & Jay Limbaugh Fund was established in memory 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.

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.

John Atkins	Henry O'Hern
Cindy Elfman	Bruce Richards
George Fisher	Todd Wake
Herb Jestel	John Werley
James Jones	John Werley
Jay Limbaugh	Anthony White
John McIntosh	

Huntsman History Fund ***(in memory of Mary Huntsman)***

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 will be restored and rightfully displayed.

The fund's money may be used to scan and archive all historic documents, publications, plans, constitution and bylaws, articles, brochures, etc. It may also be used to help restore and adequately display Lightning Number One. A main objective of the fund will be to organize the vast photo collection taken by Mary and other volunteers throughout the years and making it available to the Class members.

Dale Barney	Marc Schillebeeckx
Dean Cady	Jon Schwartz
Aaron Dewey	Craig Thayer
Tim Hodson	Bent Thomsen
James Jones	David Watts
Henry O'Hern	John Werley
Bruce Richards	Anthony White

OVER THE DECADES

Enjoy the 2007 Yearbook!!

**Here is a Brief Look at the
'47, '57, '67, '77, '87 and '97 ILCA Yearbooks**

**From the 1947 Yearbook, an excerpt of "Just for Laughs" by
Walter H. Phillips, on
The 1946 Internationals at Skaneateles Yacht Club**

Friday was the big wind. On the first lap, none of the first five boats used their spinnakers. We were the 6th, with George Barnes right on our tail. He rounded the mark and up went "Junior" (which is the name we soon adopted for the spinnaker). Should we chance it? His was going all right; in fact, he was going right by us.

"Up spinnaker." This was it! The next ten minutes of my life were tough. "Junior" would not stay full, and when he was full, Johnny, the sheet man, was nearly out of the boat. We soon realized our mistake, but how to get it down was another question. Barnes and crew, by beautiful work, had established quite a lead on us. The sail went down but not without difficulty. We learned later that he had taken on six inches of water. With the defending Champ bogged down, what would happen to us?

We were nearly at the mark, and "Junior" was still slatting around like mad. I went forward to pull it in—no luck, it wouldn't come down. We had our difficulties too and almost duplicated Barnes' near catastrophe. Suddenly, as if by magic, "Junior" collapsed in my arms. I think we violated about every rule in the handbooks about dousing spinnakers. Frankly, I'm still amazed at how it happened. We were lucky. That was no place for a bunch of kids to be playing with all that sail. I must have had a feeling that things were going too smoothly. In my mad rush for the cockpit, my foot hit the main halyard belaying pin. As if to add to our difficulties, it broke, sending our mainsail down in a shower. Our hearts sank completely. Actually, it wasn't too bad, but none of us seemed to realize that it could be easily remedied. As for myself, I saw weeks of preparation availing nothing. But we soon rigged it to a jury cleat and sailed merrily (?) on. I shall never know how all this happened in such a short time. When we started to take in the spinnaker, we were already dangerously close to over-running the mark. Everything is slightly vague but we must have worked fast. I do know that once settled down on the second lap, my throat was parched. In times like those I realized the veracity of the saying, "Water, water everywhere, but not a drop to drink!"

**From the 1957 Yearbook, an excerpt of
"Bill Cox Wins" by Wayne Brockett, on
The 1956 Internationals at Buffalo Canoe Club**

A hair-raising start and they are off. Tom Allen is first at the windward mark. In second spot yacht 6494, and third, Yankee Doodle, closely



**"Miss Halley,
I like the cut of your jib!"**

LOOK 9-6-1966
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followed by Karl Smither in THERMIS 3 Ms. The course is a long thin triangle running out into the lake a good two miles. It is landlocked and smoother at its base and blowing and rolling at its apex. Spinnakers pop at the mark, and Tom Allen's is lipstick red. Tom gradually pulls ahead, and Cox finds himself blanketed. Walet at this time is in tenth place. The sky is deep azure, and the clouds are breaking up and scattering. It is climbing toward high noon. Fallon is about fifth, and the boats out near the mark are making heavy weather of it. As they again start to weather, Point Abino Lighthouse shining white in the sun looks like a child's toy. The crews are soaked. Cox is two boat lengths behind Allen, and suddenly he is ahead. He keeps Allen covered and finishes first, with Allen right on his tail. The wind is now dying fast, and it is getting hot. Much yelling from the spectator boats. It now stacks up, with Cox leading, followed by Allen, with Karl Smither in third spot. Fourth is Tom Fallon and Fifth Gene Walet. We all have lunch and loganberry punch.



The Skipper



Now you tell me you forgot the stopwatch!



The Thinker!

**From the 1967 Yearbook, an excerpt of
"Happiness Is Sailing In The 1966 NAs"
by Bruce Goldsmith**

In the delightful world of Peanuts, Linus says, "You know, I learned something today, Charlie Brown. Never jump into a pile of leaves with a wet sucker."

My name is Snooper, Lightning #10100, and as I pulled in the Buffalo Canoe Club measuring stall, I felt exactly like that wet sucker. Things were sticking to me all over, only they weren't leaves. Instead there were measuring tapes for my spar, a large scale to tell my weight, magnets to determine what metal my centerboard was made of, and even a geiger-counter-type device to check my bottom for imbedded "impurities."

Along with well over one hundred other entries, I made it through the "pile of leaves" and proceeded to the lovely sand beach in front of the Canoe Club. As usual, there was to be one major technological discovery in the design of the boats or sails that causes raised eyebrows and an eventual ruling by the measurement committee. This year it was the light centerboard, heavy bedlog, low moment of inertia boat brought in by some of the better class "thinkers" that caused the furor. After much debate, the issue was solved, and these boats joined us on that lovely beach.

None of the boats were invited to the huge cocktail party at the Teaches, next door to the Club. However, not very many skippers, crews and friends missed it. The party was held the night before the qualifying races on a perfect summer evening. Everyone was having such a good time that the stories could be heard by us boats clear out on that long Canoe Club dock.

**From the 1977 Yearbook, an excerpt of
"The Other Side of the North Americans
(From Way Down)" by Jack Burwell on
The 1976 NAs at Sheboygan Yacht Club**

We are sure that if you have read this far, you have read the title of his article and are well aware that you will not learn anything about how to make a Lightning go faster. The idea behind this article is to be able to relay more about what happens at major regattas, such as the North Americans, to some of those people who are not fortunate enough to have come home with the "silverware." While we did not come home with the silverware, we feel very fortunate to have been participants in the North American Championships and to enjoy the festivities which take place at this regatta.

At the time, I was content to be the State of Maine Champion and had never ventured out of the state to compete. Therefore, I'd not attracted anyone to come into the state to compete. It was plain to see that if you wanted to win in your own waters, don't attract outsiders. For about the first three minutes of Stu's talk, I was a little dismayed to learn that he was not going to discuss sail shape, tactics, or how to get the most out of your crew to win races. The thing he emphasized was to get involved with this great bunch of people who sail Lightnings. He went on to say that among all of the people he had met, Lightning sailors were the most enjoyable. After listening to this great guy talk about what he enjoyed so much, it was apparent to my wife, Marilyn, and myself that we should start trailing our boat to other regattas. After meeting many of the very nice people in the Lightning Class, it did not take us long to get into the swing of things (although we have yet to win or even place in a major regatta, our children think it's great when we show up at home)! So, due to Stu Anderson, we did get involved, and we did almost everything he suggested except win. Therefore, if you are a serious competitive sailor, you may as well go along to the next article.

From the 1987 Yearbook, "Wanted: The Perfect Crew"

The perfect crew can have no name, for he or she must be able to respond to any grunt or barely audible sound the skipper barks and recognize it as his or her name. He or she must have ears as sensitive as a radar detector to be able to understand commands given when the skipper is facing the stern. And the crew must only speak when spoken to, or screamed at, whichever the case may be.

In appearance, the perfect crew must have two legs, with sticky feet like a fly's, and four arms to hold a jib sheet, a centerboard pennant and untangle the spinnaker sheet at the same time. "Perfect" must also have 360-degree, X-ray vision like Superman to see through sails, masts, and the skipper's head. Perfect can weigh as much as seventy-five pounds extra in heavy air, but must be able to miraculously lose the seventy-five pounds if the winds die. Another must is being clairvoyant and telekinetic—that way Perfect will never be caught in the bottom of the boat saying, "You never said tack!"

Lastly, Perfect must be humble. After a day of verbal and physical abuse, with the boat maybe coming in second, the next day in the newspaper Perfect's name becomes, "...and crew."

From the 1997 Yearbook, President's Message by William G. Faude

This year, I spent a week between Christmas and New Year's crawling around inside the International Lightning Class. I was typing Fleet reports for this Yearbook. In so doing, I learned who makes the best fried chicken for post-race pot luck suppers in the Central Atlantic District. I learned who capsized at which jibe marks and who fell out of the boat on the first weather leg at the Apple Blossom series. I know who bought a new boat in Ecuador and who sold an old boat in Ohio. I've read what's going on in every corner of the Lightning World from those who cared to report. I even personally met Vernal Equinox, longstanding Midwest District Secretary.



After all, he only has eight arms!

ILCA TRIVIA

Questions and answers researched and prepared by Jill Swanson.

- 1) How many countries are members of the ILCA?
- 2) What year was the first Lightning built?
- 3) Who was nicknamed Mr. Lightning ?
- 4) As skippers, brothers from three different families have won the NAs. Who are they?
- 5) Who won the first three National Championships?
- 6) Where does Lightning #1 currently reside?
- 7) Who is the youngest skipper to win the NAs?
- 8) Who is the only woman to have won the Jr. Worlds, Women's NAs and the NAs?
- 9) The gavel the Lightning Class President uses to call meetings together is made from the wood of what boat?
- 10) Where is Lightning Fleet #1?
- 11) Who has won the most NAs?
- 12) C.L. Nicholson and John Barnes conceived the idea of the Lightning. Who designed it for them?
- 13) The 19' length of a Lightning is measured: from the bow to the stern, by a formula, or along the waterline?
- 14) Who are the two skippers to have won both the Jr. Worlds and the Jr. NAs?
- 15) Name the father and son who each have won the NAs as a skipper?
- 16) What two women are both 3 time Women's NAs championships?
- 17) What type of wood was used to build the first Lightning?
- 18) Who has won the European Championships the most?
- 19) In the early days of the Lightning, after trimming the jib the crew used what to secure the jib sheets, a cleat, belaying pin, or their hands?
- 20) In 1961, where were the first Lightning Worlds held?
- 21) How many people have won both the Worlds and the NAs in the same year?
- 22) Who, as chief measurer in the early 1960's, was instrumental in facilitating the change in the Lightning construction from wood to fiberglass?
- 23) Who has won the South American Championships the most?
- 24) The Lightning Class Association was founded, they elected their first President, and published their first yearbook all in what year?
- 25) When sitka spruce became rare, what technological innovation was introduced?

- 26) In the 2005 Lightning Worlds in Chile, which contestant won a race, hiking in over 20 knots of breeze while sailing with a cast on his broken leg?
- 27) Who can be dubbed "Mr Runner-Up" for the most second place finishes at the NAs?
- 28) Name the three skippers who have won all three events at the Southern Circuit in the same year?
- 29) The first Lightning sails were made of what type of cloth?
- 30) Which is the only venue to host multiple ILCA World Championships?
- 31) Who are the two skippers who have won the Lightning Junior NAs, NAs and World Championships?
- 32) Which four ILCA presidents have had a child win the Junior NAs?
- 33) Sailors from how many different countries have won the World Championship?
- 34) Remarkably, who is the oldest actively competing skipper?
- 35) Where is Lightning Fleet #1?
- 36) Who is the ILCA Youth World Championship Trophy named after?
- 37) Which two countries other than the U.S. have hosted the most ILCA World Championships?
- 38) The first National Championship was held in 1939. Who was the host club?
- 39) In 1983, who won the inaugural ILCA North American Masters Championship?
- 40) At the 1979 NAs in Cleveland, what sailor's Lightning hull was a different color on each of its sides?
- 41) Name the colors of the flags given out for 1st, 2nd and 3rd at the North Americans?
- 42) Name the only two skippers, representing the Lightning Class, to win the US Sailing Championship of Champions regatta?
- 43) What is the original color of the deck of the Lightning #1?
- 44) In 1991, what crew won the Worlds and NAs each with a different skipper?
- 45) Name Jay Lutz's crew when they won the NAs in 1982 and the World's in 1983?
- 46) In the past, trophies were awarded for the practice races at the Miami Midwinter Championship and the St. Petersburg Winter Championship. Name the two trophies.
- 47) What skipper has won World Championships in three different classes, including the Lightning?
- 48) In last year's yearbook, Larry MacDonald was asked the question, "What is the strangest thing you have ever seen on the water?" What was his reply?
- 49) Since its inception 67 years ago, how many skippers have won the NAs three or more times?
- 50) Which former Lightning North American Champion, was an official stowaway on the night train from Kupio to Helsinki after the Worlds, having hidden from the conductor in the bathroom after boarding without a ticket?

Answers on page 150

WHAT HAPPENED TO MY BOAT?



Lean, mean fishing machine!



Is that an agapanthus?



*WOW!
How many people are on that boat?!*



"Incoming. Pull!"



Voted best use of the Lightning!

A BOAT FOR ALL SEASONS



*It's paper, cardboard, string & glue!
Copper Mountain Cardboard Derby*



Winter fun in Finland



Follow that fire truck



All hands on the deck!



*"Honey, let's take the boat
out this weekend"*



What a bachelor pad!