

# ***INTERNATIONAL LIGHTNING CLASS***

***2010***







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# *INTERNATIONAL LIGHTNING CLASS*

*2010*





# ILCA RESOURCES

The International Lightning Class Association offers you a variety of ways to stay current with Class members and activities.

## The ILCA Yearbook

This annual production (either paper or DVD) serves as an ongoing historical document. The Yearbook chronicles the regatta venues, the Champions, the District and Fleet reports, Boat Grant recipients, the Governing Board, Class Officers, members and boat owners. Photos of boats, smiling members receiving trophies, and parties are sprinkled throughout the book.

Additional copies and some past editions are available either from the website store or from the Class office.

[office@lightningclass.org](mailto:office@lightningclass.org)

## ILCA Flashes Newsletter

Ten issues per year, the Flashes Newsletter keeps members up to date on ILCA activities and events. Information on our worldwide fleet activities, go-fast tips from the sailmakers and champions, wooden boat projects and history of the Lightning are regularly featured.

## E-Flashes

The full color electronic version of Flashes are distributed via e-mail to all ILCA members: Active, Associate, and Crew.

## ILCA Facebook

The International Lightning Class Association is now on Facebook! New this year, the ILCA created and maintains a social networking Facebook page with almost 900 fans. Lightning sailors from around the world contribute photos and information.

<http://www.facebook.com/pages/International-Lightning-Class-Association/197584991571>

## Wooden Lightning Yahoo Group

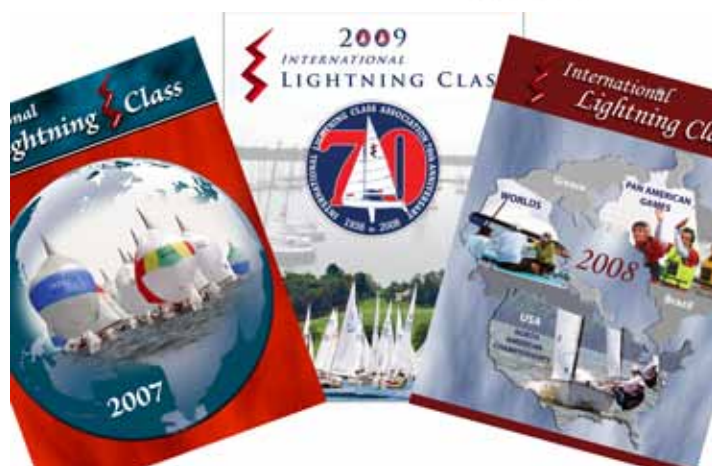
This group shares their knowledge of known Lightning woodies, restoration ideas, material resources, events, stories, and the like. It helps bind the wooden boat community together as well as provides an avenue for people trying to find, research, or sell an older wooden Lightning.

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

## Districts and Fleets

Many Districts and Fleets have their own websites or Facebook pages. Links are found on the ILCA website:

[www.lightningclass.org](http://www.lightningclass.org). Look under Membership in navigation, then click on District/Fleets members.





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International Lightning Class Association

# YEARBOOK STAFF GREETING



Greetings Fellow Lightning Class Sailors!

The 2010 lightning yearbook presents the state of the Class. The year 2009 is summed up with regatta results, champion's articles, District and Fleet reports, winners and members. The photos are superb! Apparently, we had a great year judging from the member smiles.

In addition to making us smile, what is the value of the Lightning? In a year of troubled economics, we can always focus on monetary Value. But there is so much more to the Lightning. This year a few noted Class members share their ideas and perspectives about the 'value' of the Lightning. The boat and the Class really offer a lot.

Enjoy catching up on last year as you prepare and sail during this coming season. We hope that you are inspired to do your best tackling the elements, having a blast on water and land, and totally love being a member of the Lightning Class.

Fair winds and full sails,  
Jan, Rebecca, and Sherryl





# *PRESIDENT'S MESSAGE*

*BRIAN HAYES, SR.*

The world in which we live is complex. It is constantly changing...and staying the same...and we find ourselves relearning the same lessons over and over again, even though they seem so "new." The theme of this yearbook is timely in that it speaks of the value of, not just the Lightning, but also of being a part of the Lightning family, as well as the benefits that sailing has on your health and your lifestyle—a way of "getting away from it all" when, nowadays, nothing seems like a better idea sometimes. We are slowly working out of a recession that, sans a very few, none of us has ever seen the likes. The uncertainty and instability that is attached to such an event is one that I hope that our kids and grandkids never see again, just as our parents and grandparents, who lived through the Great Depression, hoped for us.

The Lightning was born in 1939 while the US was still in the grips of the Great Depression and, through the early 1940s and while still in the midst of a unstable and uncertain economy, the Lightning thrived. Thousands of boats were built before WW II, and thousands more in the decades that followed. People fell in love with the boat, the people and the Class and, when they had the means, they bought plans, boats, sails and joined other like minded committed folks and built fleets, friendships and life-long bonds. They built a family. They created a lifestyle. They followed their passion. It was a time even worse than we have experienced over the past two years, and yet there were people, dedicated people, continuing to help the Lightning prosper and expand.

This yearbook speaks about all the value the Lightning and the ILCA have brought, and will continue to bring, to anyone who has the want to follow their passion. You will find great stories about families rebuilding old boats together, improving their healthy habits because of sailing, and the passion that our member/authors have for the boat and the Class. It's my hope that anyone who reads this yearbook is inspired to bring back the good old days of the 1940s when the economy was in the dumps, folks were struggling to find work and, still, they found the camaraderie and fellowship of being a part of the Lightning family brought them a wealth that could not be measured in one's portfolio. Hopefully, reading these articles will lift your spirits and get you excited about sailing in the coming year because, even in the worst of times, you always have your family to support and help you through.

Many thanks to all who got this book to press. Jan, Sherryl, Rebecca and all the fleet captains, article authors and photographers. Many thanks for your time, energy and dedication.

Sail fast and have fun,

Brian



# EXECUTIVE BOARD



## ***PRESIDENT – BRIAN HAYES, SR.***

Born into a Lightning family, Brian has been a passionate Lightning sailor for his entire life. As the youngest of four, he was last in line for crew spots on his dad's Helms #10746 but found opportunities sailing with other CT/RI district sailors at various events throughout New England.

Entering the world's second oldest profession in 1983 (sailmaking), Brian enjoys the time he can spend sailing, while also helping others enjoy their sailing opportunities.

He has served the Class as VP NAs, VP Southern Circuit and ILCA Class Secretary. A three-time winner of the St. Pete Winter Championship as a skipper, he also has won the North Americans as a crew for Ched Proctor, as well as NA runner-up with Greg Fisher and 3rd in the Worlds with past President Steve Davis.

Beyond his capacities as ILCA President, his most important tasks include Little League coach for his son Brian Jr., softball coach for his daughter Olivia and house painter, lawn cutter, gardener, errand boy, etc. for his wife Kelley.



## ***SECRETARY – ROB RUHLMAN***

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 thirty years and their children, Ryan and Mae-gan, have seen great success in local, national and world Lightning events. Periodically, Rob takes time away from racing Lightnings to be CEO of Pre-formed Line Products Company, 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.



## ***TREASURER – JOHN FAUS***

John started sailing Lightnings at age seven on his father's 10823 Helms. Growing up in the Barnegat Light Yacht Club's youth program, he later started racing Lightnings at age thirteen. His mentors, outside of his dad, have included Bill Clarke, Jack Elfman, Greg Fisher and Jim Carson. "As a junior sailor, I had no idea the gift that I was being given with learning how to sail." Unlike many other sports, sailing is a life-long sport where you can always continue to learn new things and improve.

While Lightning racing is a big part of being a member of the ILCA, meeting new people, enjoying various social events, and spending time with lifelong friends and family is equally important. Growth of the Lightning Class is important to John. Fleet Development, the Boat Grant Program, and just getting people to race or cruise is challenging, yet very rewarding. John is heavily active in recruiting and developing youth sailors and showing them how much fun sailing these boats can be. When not sailing, John likes to occasionally go fishing, work on his house and cheer for the New York Yankees and Washington Redskins. John resides in Rocky Hill, New Jersey, and spends extended summers in Harvey Cedars on Long Beach Island, New Jersey. He has worked in the sporting goods apparel business since graduating from Kenyon College. Although his yacht club is only 100 members strong, John is proud when his club is called upon to host a regatta because the membership comes together to throw a first class regatta as well as a 'not to miss' regatta party.



# EXECUTIVE BOARD

## CHIEF MEASURER – BILL CLAUSEN

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.



## EXECUTIVE COMMITTEE MEMBER – VICTOR LOBOS

Although Victor was born in Chile, his first encounter with Lightnings was at the age of fourteen in Arcabutla Lake in Mississippi, where he met an excellent group of people who showed him how much fun the Class is. Back in Chile there were no Lightnings in his hometown of Concepción so he continued racing on Snipes and IMS boats.

After being away from the Class for ten years, he was invited to go to the Southern Circuit with the Longarela brothers from Argentina, where he not only learned a lot about sailing but was captured by the spirit of the Class. It is this spirit that has provided him with the enthusiasm to get more people involved with Lightnings and to make the Class stronger in Chile and South America.

Even though his work as an architect keeps him quite busy, Victor is always imagining ways to escape and go sailing at a Lightning event, be it in Chile or anywhere in the world.



## EXECUTIVE SECRETARY – JAN DAVIS

I grew up sailing in Newport Harbor, California. My grandparents had a home on the water where we spent weeks every summer, sailing, swimming, and going to Disneyland. Both of my grandfathers were sailors, as is my father. I was introduced to racing as a young teen, sailing in the many kid's races around the harbor. Steve and I met through sailing; we sailed Lehman 12s while we dated and after we were married.

A business opportunity brought us to Denver, Colorado, away from the world of sailing, or so we thought at the time. With young kids our lives were full with music lessons, the usual myriads of sport and school activities. It dawned on us, as the kids were getting closer to high school graduation that we needed to "get a life." We saw boats sailing on the local reservoir one summer evening and decided to check it out. A week later we were proud owners of 11457. Steve and I got involved with the Denver Sailing Association. He was racing and I was cooking the after-sailing hamburgers. It was great to "return to our roots" and hang out with sailors again. Steve gradually got more and more involved with the ILCA, I started doing some crewing...next thing you know he's the Class President and I am the Class Secretary. The Lightning Class has become a HUGE part of our lives. We have had a wonderful experience getting to know all of you. I am so proud to support this outstanding organization with its dedicated volunteers and proud history in the One Design sailing community.



# FORMER OFFICERS

YEAR	PRESIDENT	CHIEF MEASURER	SECRETARY	TREASURER	ASSISTANT MEASURERS
2009	Brian Hayes, Sr	Bill Clausen	Rob Ruhlman	John Faus	Buczowski, Carson, Hayes, Ruhlman
2008	Steven Davis	Bill Clausen	Brian Hayes	Robert Ruhlman	Buczowski, Calderon, Carson, Ruhlman
2007	Steven Davis	Bill Clausen	Brian Hayes	Robert Ruhlman	Buczowski, Calderon, Carson, Ruhlman
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 Coho	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 Marley	James G Carson	John M McIntosh	Martin O'Meara, Jr	Herman Henschen



# FORMER OFFICERS

YEAR	PRESIDENT	CHIEF MEASURER	SECRETARY	TREASURER	ASSISTANT MEASURERS
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 Orellup	Edward McCain	Edward McCain	
1945	James Trenary	John W Orelup	Len Ladenburger	Len Ladenburger	
1944	Ted Siferd	A J Webb	James Trenary	James Tranary	
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	



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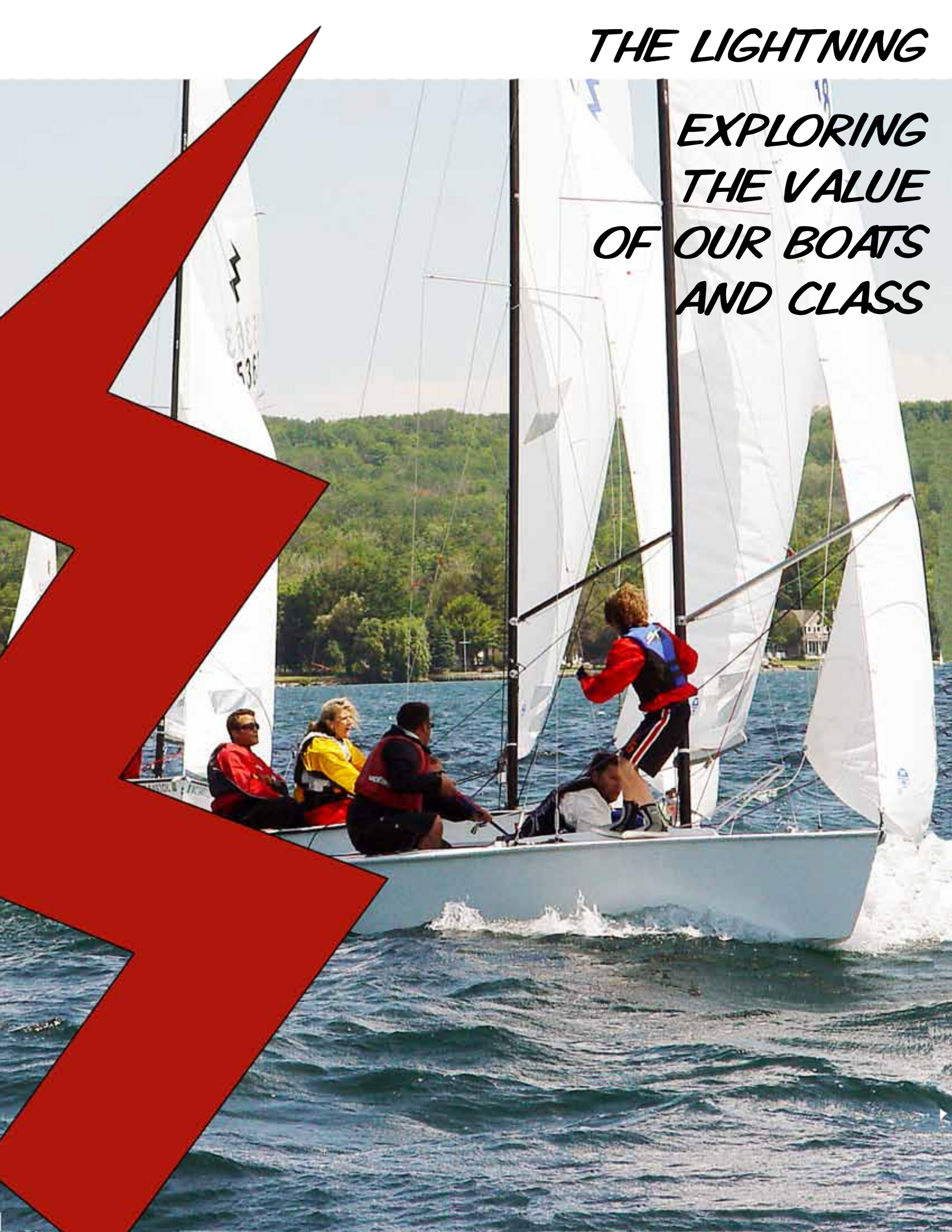
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***THE LIGHTNING***

***EXPLORING  
THE VALUE  
OF OUR BOATS  
AND CLASS***





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## **PACO SOLA: MR. WEST MARINE**

Past President of the International Lightning Class Association and part of a three-generation Lightning racing family, Paco shares his love for sailing with his family and friends in Salinas, Ecuador.

## **IAN EDWARDS: RED BOAT OWNER**

Introduced to the Lightning while working in Lagos, Nigeria, Ian discusses the syndication process used to introduce new sailors to the Lightning in a low-cost way.

## **TOM ALLEN JR: BOAT BUILDER**

Builder Tom Allen discusses the strengths of the Lightning design, the history and evolution of the Class and the boat.

## **JIM SEARS: DOCTOR & SAILOR**

Dr. Sears addresses the value of sailing for one's health, including muscular endurance, flexibility, agility, as well as the mental health benefits of our sport.

## **GREG FISHER: SAIL MAKER**

## **DAVE STARCK: RACER**

Both top racing skippers, Greg and David share their physical and mental preparation for elite-level competition in Lightning racing.

## **BOB ASTROVE: WOODEN BOAT LOVER**

This article is about how Bob got involved in wooden Lightnings, what he has learned about owning a wood boat, the history of the Lightning, and the special joy of maintaining and sailing a wood Lightning.

## **BILL CABRALL: ENGINEER SAILOR**

Hailing from Denver, Colorado, Bill addresses some of the history of the Lightning, the camaraderie of the Class, and the great investment that one makes in purchasing a Lightning.

## **REBECCA ESPINOSA: FROM THE BOW**

A couple of years ago, I accepted Nick Farina's crew invitation. I had never sailed Lightnings or raced before. Turns out, Nick is a superb skipper and nice guy. He put me on the bow. Really fun.

Along came 2009. I was hoping to crew here and there. One day, Bill Cabrall very politely asked if I were interested in crewing. Well, of course, why not! He put me on the bow. Turns out, Bill is a gentleman, a great sailor and a superb instructor. What more could I ask for? One day, Bill asked what I would be doing in August. Why? He, due to an auspicious birthday, qualified for the NA's Master Mariners. Well, this was just too good! A big leap from Cherry Creek Res to Lake Ontario. Like Whoa! Insta-sailing lessons. Way steep learning curve. It was a superb experience. I came home all black and blue. My son was like, "Wow Mom, what happened?" I learned more in one week than in years.

At Sodus Point, Jan asked for a Yearbook volunteer. I used to do this kind of work, so why not. Turns out, Jan is a wonderful person and knows everyone and everything about the Lightning Class. She put up with my many stupid questions and crazy design ideas. I really enjoyed editing the District reports filled with great stories and such character. It was a total pleasure to interview and work with our great contributors. The photos alone are superb. So 2009 turned out to be a huge surprise. A crash course in the Lightning Class and culture.

I am so impressed with the amount of time, energy and good spirit that the Lightning Class members contribute. I really encourage you, new or tried n' true, to volunteer. Yes, volunteering takes time, energy and effort. But the rewards are great. Not only do you interact with the Class on varying levels, you can meet great people as well as contribute your skills and knowledge. You can personally help keep our Class alive and vital. The Class really needs YOU!

Thanks to Nick, Bill, Jan and all the super Lightning Class members for a great year. It's been a blast!





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# SAILING SPIRIT IN SALINAS



## PACO SOLA

Sun spattered waves sparkle. White hulls glisten. Blue waters blend into blue skies. Sails snap full. Boats heel. Bodies reach out over the water. Hair wind tousled. Faces smile. This could be a snapshot of many a boat in many a location. But in this particular snapshot, we are looking at Paco Sola in Salinas, Ecuador.

Paco Sola, former ILCA President, and his sons passionately race Lightnings. Their active Fleet sails every other weekend nearly twelve months a year. They love both the competitive and social aspects of sailing and belonging to their Club. However, Ecuador is faced with a number of economic and location issues that require creativity to sustain the Fleet. Purchasing boats and traveling to other racing venues pose interesting obstacles that need workarounds. And it would seem that the involved Fleet members are doing so with great spirit and ingenuity.

The District has two Fleets: #405 at the Salinas Yacht Club and #447 at Club Nautico San Pablo near Quito. The latter is quite inactive and its boats generally sail in Salinas. The Salinas Fleet happily sails out of the Salinas Yacht Club on a gorgeous crescent shaped white sanded bay. Lightning sailing first started in the 1950s in Guayaquil whose rivers and lagoons reach down to the sea. Paco's grandfather was an early Lightning sailor on these waters. But Guayaquil's Fleet #272 has been inactive for a couple of decades.

The Lightnings race in steady moderate winds. The Club regattas average eight to ten boats. The major regattas average fifteen to seventeen boats. The Fleet currently has twenty-five boats, twenty of which are active. The Salinas Yacht Club is a well appointed and comfortable facility. Their website writes "The Salinas Yacht Club is one of the most traditional and exclusive clubs in Ecuador. We are pioneers in the sport of sailing and incorporate many social and cultural activities to promote the sport." A Lightning is provided for junior use. Boats usually stay at the Club, as it is neither easy nor convenient to transport them on the local roads.

Most of the Lightnings are from the 1990s or newer. The sole wooden boat belonged to Paco's grandfather. Paco's family gifted it to a friend who continues to sail it though

not on a highly competitive level. The boats are competitively rigged and adhere to rules and regulations of the ILCA. Some leeway is given to safety issues such as anchors as Salinas is a safe place to sail.

All Lightnings are imported. This is a rather complex and expensive undertaking. Lightnings are manufactured in the United States and Brazil. Craftec in Brazil makes their own Allen-type Lightning. Apparently only enough boats are made each year to supply the rather large Brazilian Fleet. Though this source would be most cost effective, Ecuador has not been able to import boats from Brazil. This leaves the United States companies of Nickels Boat Works and Allen Boat Company located far away in the northern states of New York and Michigan. As you can well imagine, distance is costly.

When the boats finally arrive (yay), an import tariff must be paid. Great for the government: not great for the boat owner. Boat ownership is considered a luxury in Ecuador and is taxed as such. The import tariff is nearly 50% the cost of the boat. Let's do this rather simple math. A new boat might cost about \$20,000. With the added import tariff it would cost about \$30,000.

Boat costs, transport, and tariffs add up to expensive boats. It is rather difficult for one person to easily manage the task and expense of buying a new boat. Obviously the Fleet members must carefully consider how to get the most value for their dollar. So the Fleet helps its members navigate these turbulent waters.

The Fleet officers join together to facilitate this process. They contend with the expense of a new boat by negotiating Fleet contracts and purchase costs with the boat builders and sail makers. Shipping costs, methods, and logistics are dealt with. Tariff payments are expedited. The Fleet officers also do marketing in a sense. They look for current active sailors such as an active crew member and 'promote' owning a new boat. Replaced boats are kept within the Fleet usually going to a junior sailor. This group effort keeps the Fleet alive.

Boats are purchased in groups of four. Four Lightnings fit into a shipping container thus keeping transportation costs somewhat lower. This system was used the last time the Fleet purchased boats only. It worked quite nicely.





# SAILING SPIRIT IN SALINAS

However, there was still a need to deal with increasing costs of purchasing and shipping. So the Fleet members came up with a creative idea to work around the high expenditures. They worked closely with Nickels Boat Works to purchase four new boats as boat kits. Very simple. The purchase price was a lot less as there were no assembly labor costs on Nickels end. The boats cost about 20% less therefore the tariffs were reduced significantly. All the parts, bits and pieces were neatly packed into the shipping container; hulls without even a single screw, all the rigging, the masts, the instruments, everything.

When the boats arrived in Ecuador, the Fleet worked together to assemble the boats. They of course made a party out of this project! Everyone enthusiastically pitched in doing what they could from carrying beer to technical work. The Fleet members didn't quite realize just how involved this four-boat project would be. It ended up being A LOT of work. Not so simple. As Paco says, "We learned the hard way."

This project became an Event. It took a week to ten days both evenings and full weekends to assemble the boats. With great excitement, the boats were put into the water only to discover that a lot had been rigged upside down! So out came the boats and time for a careful check and re-rigging. Despite the boat kit issues, this most recent method of boat purchasing worked well from a practical perspective. In true Lightning spirit, this event was not just about boat assembly but also about great camaraderie and good fun.

One of the biggest sailing events is the South American Championship. Started in the 1960s, it rotates between countries that have Lightning Fleets. Usually about thirty to thirty-five boats race. The leadership of the South American Championship is always working to find new and improved ways to keep the Class active on the continent, not just within individual countries.

Boat transport is a huge challenge. Unlike many European countries and the United States, travel between countries is very difficult. There are multiple serious obstacles along the road. Distances are long and travel is slow. For example, there is no road from Salinas to Brazil. In order to attend a regatta in Brazil, the Ecuadorians would have to drive through Peru then cross the Atlantic (not really a feasible trip). This journey would take three to four days. Road conditions tend to vary, often mediocre to poor. There are many customs stations. Often under-the-table monies are paid to pass easily through customs or police road stops. There are few to no service stations available for gas, food, rest, or repairs. Driving a luxury item on the road systems in South America is very dangerous. There is really no security to speak of. Often the police are not trustworthy. Guerillas and road bandits are only too real. They attack cars, steal, and hurt people on a regular basis. Driving at night, which we in the United States or Europe take for granted, is just not done-period.



If driving is too intimidating, there is the shipping option. It takes about one to two months to ship one's boat to another South American country. It is expensive. Then there is customs to deal with. Customs in the different countries are problematic, slow and unreliable. Sometimes boats get out of customs on the regatta start day. A lot of precious time is consumed between shipping and passing through customs. Therefore, the skipper and crew are not able to sail their own boat for quite awhile and, as we know, this does not make for optimal racing preparation.

In 1999, after the World Championship in Salinas, the South American Championship organizing committee agreed upon a new system of boat sharing. This alleviates the boat transportation issue and makes it easier and cheaper for Lightning members to participate in the event. Similar to the Youth World Championships, the host Club and country lend Lightnings for all participants.

Each participating country conducts qualifying races. The top two sailors from each country are allotted two boats. The host country is allowed to have four boats sailed by their owners. The sailors from the visiting countries 'draw' their boats from the host country's Fleet. Other sailors are allowed to attend as well. Every sailor may bring his/her boat; however, most visiting participants use local fleet Lightnings.

Again in true Lightning spirit, sailors from all over Latin America have the opportunity to race in a large venue as well as renew friendships. Big parties are an integral and very serious part of the South American Championship! This generosity of spirit through boat sharing really has allowed the South American Championship to continue.

Salinas hosts the Youth World's Championship in July 2010 as it did just a few years ago in 1998. Championships such as the Youth's serve multiple purposes for the Ecuadorian Fleet. It is an honor to host a championship. They can show off their beautiful country and sailing venue, thrill in the camaraderie as well as improve the health of their fleet.

The local Fleet lends Lightnings to junior Ecuadorian sailors from any sailing class for the Lightning competition.

# SAILING SPIRIT IN SALINAS



By doing so, they hope to hook the young people and build the Lightning Class.

Local Fleet boat owners are asked to lend their boats to the visiting junior sailors. Group insurance is obtained to protect their precious boats. The Boat Committee offers to set up the boats and bring them up to date. This serves two purposes. The Committee maintains some control over 'matching' the boats. And this is a superb way for boat owners to upgrade their boats.

One thing to keep in mind is that there are fewer new boats in Ecuador due to issues discussed above (import, cost, tariffs). Also, access to materials such as sails, hardware, and lines is not easy. There is no West Marine down the street. Paco often purchases many boat items on his trips to the United States to help keep local boats in good repair and using current equipment. He is affectionately called their Local West Marine.

As many of the boats vary in make, year, and maintenance, the ILCA required boat measurement process is a huge collaborative effort. Over time boats gain weight through water absorption, leaks, or water in the hull. The Angle of the Dangle changes. Sails loosen and change shape. So this rigorous process is an effective way to bring the Fleet up to date.

The Fleet made all their own measuring tools including the Angle of the Dangle and the centerboard thickness gauge according to ILCA specifications. The Club has invested in tools that are too expensive to individually own such as the swagging kit, pop riveter, etc. They also have very qualified craftsmen who work wonders on fiberglass for those inevitable crashes.

For Paco, the family aspect of sailing is one of the most cherished values of the Lightning Class. It is a healthy activity that builds the Fleet as well as hopefully bonds the family. The love of sailing Lightnings has passed from father to son starting with his grandfather Paco, his father Paco, Paco, his sons, Paco Jr. and Eduardo. His sons are now eleven and fifteen years old.

Paco eased his sons into sailing. They started on Optimists but only learned the basics as they did not like sailing on their own. Overtime Paco started inviting the kids to crew with him and a good friend, Arturo Iturralde. This long time

crew member patiently showed them the ropes. Paco Jr. might crew in the Junior's this coming year.

During one of the very first regattas Paco and his sons sailed together, they were fighting for 1st place. Paco was very focused and intent on winning. Eduardo, aged seven, started asking questions about the other boats anchored in the bay. Typical kid why why why questions. The conversation went as follows. What are those ships? They are oil ships. They transport gasoline. What is gasoline? It is made out of petrol. What is petrol? What makes cars run? Where does gasoline come from? And on and on. Needless to say, they did not win. They came in a mere 2nd. To this day, they all laugh and tease Eduardo about this race.

The Ecuadorians join many of the Lightning Class members in this wonderful family activity. Family sailing in Salinas is a very traditional aspect of their Club. Without reservation, Paco is having the time of his life sailing with his sons. A memorable Lightning family snapshot.

## About Ecuador



Ecuador is one of the smaller South American countries. It is bordered by Colombia, Peru and the vast Pacific Ocean. Though a small country (the size of Colorado), Ecuador rightfully boasts unique natural, historic, and cultural riches.

Ecuador's terrain spans a varied range of ecosystems from Pacific coastal white sand beaches, open windswept grasslands, sticky hot Amazon rainforests, high Andes Mountains and the world renowned Galapagos Islands. All these ecosystems provide haven to a vast number of animal and plant species making Ecuador one of the few megadiverse countries in the world. The cities of Quito and Cuenca are designated UNESCO World Heritage Sites for their outstanding historical preservation. Ecuador contributes unique indigenous cultures, food and music to the Latin American mix. It also proudly claims the origin of the Panama hat.

As biased ILCA members, we can proudly say the Lightning mariners are definitely part of the riches of Ecuador.

REB



# *SAILING SPIRIT IN SALINAS*



Salinas Club Annual Fleet Photo

This is our annual fleet photo. Sailors and their families. We gather up to celebrate Santiago Romero's birthday, which he celebrates every October 31. Yes, on Halloween! He also sponsors a regatta which bears his name. There is a permanent trophy and every year he designs a special t-shirt which he gives away to competitors. I would say this is our biggest gathering each year.

# A SYNDICATE = A NEW LIGHTNING



White Star is the original syndicate boat sailing in Lagos Harbor just near LYC taken during the ExxonMobil regatta.

## IAN EDWARDS

Low cost shared boat ownership is really a great way to get someone into a Lightning.

Look at all those potential Lightning sailors out there—old hands who sailed a Lightning years ago thinking about starting again, new comers just picking up sailing, those only able to be 'part time' sailors, those who just can't afford solo ownership, and more.

The cost of buying a Lightning can be a huge barrier to getting started in the Class. To many people it requires just too much commitment, particularly before you are established in the Class.

Let me tell you about the shared ownership scheme we pioneered in Lagos, Nigeria.

It started when Andrew Barton, Gary Schwantz and I landed up in Lagos in early 2004. We did not know each other. We all knew that sailing at the Lagos Yacht Club (LYC) was a possible interest to pursue as expats in Lagos from our incoming briefings from people who were there. However, there were no active sailors in our company at the time to help us get started.

I met Andrew and our common sailing interest came out. I immediately charged him with finding a boat to buy, and we would sail together. At this stage we barely knew what classes were on offer. Andrew visited LYC. Long-term Lagos expatriate and Lightning stalwart, Julian Calvin, told him that another 'Mobil guy' had been down that day looking to sail and passed on Gary's name. We quickly linked up and decided to buy a boat together. Two other Mobil expats expressed interest. The group of us formed our own boat 'Syndicate.' Together we bought a twenty-five year old Nickels.

Very quickly with this momentum, others wanted to be part of the shared ownership. We extended the syndicate to nine people by buying another twenty-eight year old Nickels.

We wrote up a simple set of rules for shared ownership which, importantly, treated ownership as shares with predetermined value to be recovered on departure, including rules on syndicate termination and maintenance. We were clear about what our goal was: to maintain the boats to be

competitive against other Lightnings of similar vintage. An area of debate was responsibility for damage. We landed that as we were all sharing in sailing and wanting to get the boats out on the water. Any damage cost, beyond insurance, was a shared cost with no attempt to establish 'who did it.. This certainly reduced a potential area for finger pointing and conflict.

We set up a roster for usage, including rotating the skipper position. It helps that Lagos has racing every Saturday of the year, with more racing or cruising every Sunday. In time we found that there were those who preferred to skipper and those that preferred to crew. In general, the roster was not the limitation we thought it might be.

Actually, having nine people sailing meant we generally had both boats on the water by eliminating the 'finding a crew' challenge. I am not sure we ever were oversubscribed on a race day. It may have happened, but there were plenty of other walk-on crew opportunities at LYC.

We organized work days on the boats and training sessions for the less experienced. We developed a real team spirit around the boats. The Mobil Syndicate was quickly a visible presence at LYC. This was somewhat of a misnomer, as the rules did not require you to be a Mobil employee. There were member owners from other areas, including competitors like Shell. But these boats were forever the Mobil Syndicate Boats. At LYC newcomers that were looking for cheap entry were referred to the Syndicate, even though it was not a club organized structure.

In time some of us decided we were fully committed to the Lightnings and wanted our own boats. So we left the Syndicate. Until very recently, the Syndicate boats have continued successfully, but the Syndicate's own success has started to sap its energy. There have been perhaps six 'sons of Syndicate' boats, with graduates of the Syndicate. There are so many that they have enlisted newcomers as crew faster than the Syndicate boats. I think this is the type of success I can only be pleased about.

I owned five boats during my time in Lagos: the two syndicate boats (T34/#15523 Spetters and T48/#13759 White Star), then three red ones (T50/#13753 Twister,





# A SYNDICATE = A NEW LIGHTNING

T64/#15273 Scud, and T68/#15323 Whirlwind). The first wooden Lightning in Lagos in 1948 was named Tarpon. So Lightnings were numbered in club sequence T1, T2, T3 to the latest T73. In those days the international Lightning number was of little consequence, and still today most boats in Lagos just use the T numbers. It makes it easier for the Race Committee too!

Andrew, Gary and I were instrumental in making the first ExxonMobil Regatta happen in 2006. It was really a byproduct of our syndicate's success. The photos show one of my old boats sailing in the ExxonMobil Regatta 2010 held just a few weeks ago. This boat was actually a 2006 Nickels. It was part of the first six new boats we brought into Nigeria. We imported eight more in 2007. This is a great photo with the red boat on the plane, the spin up and Lagos Victoris in the background. It is good to see the Regatta is still going with about fifteen to twenty Lightnings racing.

I think the keys to making the Syndicate shared ownership work were:

1. Publicity. It was well known and newcomers were directed to it;
2. Low entry cost. One ownership share just above \$1000
3. Written rules. Simple but effective;
4. Clear definition on exit price;
5. Provision for boat sale if numbers fell or member majority voted to sell;
6. A few key people to organize maintenance and roster at any point of time.

Oh, how did sailing together work? Great except if you got Gary, Andrew and me in a boat together. Over the last six years we have become good friends, we have sailed against each other, and with each other extensively. But we sailed just once, with all three on one boat, early in our Syndicate time. It was the funniest day with three people trying to call tactics, trim etc. We did far worse than our norm. We have decided that any two of us on a boat works well but all three just represents too many strong inputs.



In general, however, the shared ownership and availability of the opportunity to sail worked very well on the water. Training and the opportunity to step up to the skipper position developed new skills. The boats were generally competitive with the right crew combinations.

This approach is suitable for friends or unassociated people getting into a Lightning. We made this work without any formal sponsorship, but it would work well if a fleet had a boat and the basic shared ownership structure available for a newcomer to sign on with. Fleet loaner boats for daily rent can be a great option too, and we had some in Lagos. The thing about the shared ownership is that it developed a consistent team and a level of commitment to sail at a low entry price.

Since my shared ownership of the two syndicated Lightnings, I have owned five more Nickels (four new boats), so it definitely worked in getting me into Lightnings!

Please contact me if you would like more information or the Syndicate rules. To see some great photos of Lagos and our sailing club, see Jachym Rudolf's website:

<http://picasaweb.google.com/Fasta.Oga>

Now get out there Lightning sailing!

# ABOUT THE BOAT



***TOM ALLEN, JR.***

There are many different areas that we could talk about on this subject. This story will be more about the boat than the Class, but you can never completely separate the two. The Lightning Class does a lot of things very well.

So what value are we getting with the boat? Some other boats cost less; some cost more. You have to weigh the options when buying a boat. Other boats out there can do some of the things that the Lightning can; very few out there can do as many things well. There are many reasons why this is true. A great deal has to do with the original design.

So let's talk first about the original design and what they were trying to do. In the late 1930s the Barnes family of Skaneateles, New York, asked Sparkman & Stephens to design a boat for them. They didn't want an extreme racing skiff or a big plodding boat; rather, they wanted a boat that could do a lot of things well. In particular, they wanted a boat that was good sailing to weather. It was supposed to be raced, day sailed, and easy to trailer. So after the Barnes family came up with some of the design ideas, Sparkman & Stephens executed them—very well. That is partly why the boat continues today to do what it does.

The Lightning was designed to be built by amateurs so the average person could afford to construct it. It could be built at home with relatively common lumber such as spruce and mahogany. These materials were easy to get back then. The early basic boat was straight forward to build and, with a

number of friends helping, could be built in a garage or even in a basement, like my father did. The number of home-built boats, with the help of friends and family, helped the Class get started and explains some of the early popularity.

Now almost all boats are made of fiberglass. The wood and labor costs associated with the original building methods would price the boat out of what most are willing to pay or can afford.

There are still a number of wooden Lightnings out there and a number of wood enthusiasts restoring them. The restored wooden boats are labors of love. They are beautiful to watch sail and admire in the parking lot. I have listened to many individual stories and histories of the people who worked on these boats. For the people who spend time restoring a Lightning, it's their hobby and a labor of love. If you had to pay someone to keep up your wooden boat and maintain it, that wouldn't make much economic sense. Most of these guys do spend money but not all that much. It's mostly all labor. If you are going to refinish the bottom of a wooden boat, sand to wood, router out dry rot and plug it, you might have to spend \$400 to \$500 in materials, but you could put more than 300 to 400 hours into it. Think what the bill that would be if you were paying to have it done.

So the original boat was designed to accommodate a lot of things. This gives the boat a sense of value. People in the 30s were in the Great Depression, so good value was on everyone's minds. Big cruising boats that needed crews and lots of money to build and operate were just too much for most people. They wanted something simpler and easier, more affordable, and user friendly for a family and/or a group of people. Lightnings do all of this well, along with other things that people were looking for. Lightnings can: sail in a wide variety of wind conditions, be trailered, easily floated on and off at a ramp or be taken on and off the trailer at a hoist. The trailers aren't too big and most cars, even back then, can tow them. The Lightning can be used to race. Obviously, that is what a number of us do, but actually it is a very good day sailor. You can set the boat up to sail with three to five people or sail it with just one person. This is because of the combinations of the main, jib and centerboard. You can use either one or both of the sails, even shorten the main (reef it). Being a centerboard boat, you can pull up the centerboard to change the lateral resistance of the boat. This allows you to sail with the main only if you want to. Realistically, you can do a lot of different configurations with the boat because of the way it is designed. The boat accommodates different water depths. You can launch and use it from shallow water. You can even race in five feet of water. With the board down, the draw is only 4' 10". You can sail in rivers, or even put on kick up rudders to get in and out of shallow water, like off the beach. It is truly an accommodating original design.

There are two different ways a sailboat Class can be organized. There are Class-owned boats and builder-owned boat Classes. The Laser design is owned by the builder who



has all the rights. The Laser Class Association has a set of rules but has no control over the boat. They make rules for events, qualifications, how to race the events and provide rules of the Class. But the builder can change anything on the boat since they own the rights to the boat. In the case of the Lightning, somebody was smart enough to ask Sparkman & Stephens, "Do you want to sell the rights of the boat to the Class organization?" They worked out the details, and the Class got the rights to the boat. That was a very interesting turning point in the Class. From then on, the Class controlled its own direction. One of the few things I have heard from Sparkman & Stephens is that they would probably not do that again. Obviously, their boat design ended up being fairly successful, and they lost a lot of royalties. Even today you can charge whatever you want for a royalty if you own it. Let's say the Class charges \$100 a boat. So for every number that is sold, the Class gets \$100. And that would have been going to Sparkman & Stephens forever. In fact, a Blue Jay, which is a two-thirds scale Lightning designed after the original Lightning, was designed by Sparkman & Stephens also. They still own the rights to that design, so they still get the royalties.

The ability of the Class to control the boat is a big plus. If you want to make changes, you can; or if you want to stop changes, you can. For instance, Laser could decide they want to make boats even lighter. They could figure they'll just sell more boats if they were faster but fall apart in four years. A builder-owned Class could do this even if it was not good for the Class. In the Lightning Class, there is a long list about how to build and measure a boat. The Class can watch over and shepherd the process so you can't make a throw away boat. This also helps keep the boat consistent so you don't end up with lots of different versions of the "same" boat.

Over the years, with the Class in control, we have been very careful with changes to the original design. Trying to decide which changes to allow and which ones to implement is difficult without changing the Class in a negative way. The wisdom and dedication to do this well has been a strength of the Class through out the years. This has to do with the Measurers and the other strong Class officers we have had. The Class hierarchy allows discussion, experimentation, then rulings and well written laws for enforcement. Say you want to make a change to your boat, your first step would be to approach the Chief Measurer. The Chief Measurer has the ability to look at any kind of possible change and determine if it is accordance with the rules of the Class or not. If you get the OK from the Chief Measurer, you can implement your change. If, however, the Chief Measurer decides your ideas do not fit within Class specs, you have two options. The first is to retire your idea or change your plans. The second option is to approach the Class with a new rule or change to the specs and rules which would then allow the change on your boat to be possible. Any rule or spec changes must be voted on at the an-



nual meeting or a general meeting, but these amendments or specification changes can be raised by anyone.

Once we figure out how the process of change works, the next questions are what do you change and why. Everyone wants to go faster. Finding ideas to change your boat have never really been too difficult. Change happens because everyone wants to find a way to beat the other guy, or there is a problem common throughout the Class which requires a change to be made. For instance, in the early years, a number of people were breaking masts. You would generally break a mast once a year or every other year. It was just something that was a given: you were going to have to replace your mast. Eventually the Class realized this was not going to be good for the Class in the long run. There are some other options, so let's take a look at them. It was not just, "Oh, let's do this;" it was well thought out. A committee was put together, and they first they tried an exact duplicate mast in metal (aluminum). It was hard to build because it had to be tapered and welded. There was engineering and testing done and lots of discussions back and forth. The group developed and implemented the tear-dropped shaped aluminum mast which we have today.

There are a lot Classes that will not change anything. You can not even use a different cleat or pulley from what was supplied with the boat. The owners of the Laser design control the builders, molds and everything about the boat. There are other classes, what we call "experimental classes," which allow you do anything within a broad framework, like the international Moth. The International Moth has to fit within a specific size box. Anything you want to do within the size of the box is fine. After lots of development, a builder designed a Hydrofoil Moth that is considerably faster than the normal boat. Now they have two different classes because you can't sail a foiler Moth against a normal Moth in anything but extremely light conditions. They are not even remotely the same boat. These are the two extremes and there are pluses and minuses to both ways of doing things. The Lightning is an excellent balance someplace in between. It is one-design more than the experimental class, but it is not as strict a one-design as others. This bal-

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ance has allowed the Lightning to be home built and also be built by a number of different builders. Here are just a few of the names of Lightning builders: Skaneateles Boat Works, Lippincott Boat Works, Eichenlob Boat Works, Muller Boat Works, Nickels and Holman, Nickels Boat Works, Allen Boat Company, along with a number of other builders over the years. There are a lot of tolerances on the boat which allow some change. So the builder can change things a little bit here and there. We still try and keep it one-design, and in a big part it is. But a lot of this due to the basic design and keeping the clamps on and not letting people go hog wild and do anything they want. The Class allows changes and adaptations that will benefit it in the long run, avoiding any changes or adaptations which could cause the Class harm.

When we do contemplate making changes to the boat, we should be asking questions like: Is this change making the boat safer? Is it making the boat easier to use in some way, shape or form? Is this change keeping the cost in line or reducing the cost of the boat? A lot of ideas come because of wanting a faster boat. That's not really a good reason to change something in a one-design class. Going faster might be a product of a change but should not be the driving reason for a change. For instance, when we went to the aluminum mast, we decided that we could now have an adjustable backstay. Having an adjustable backstay does not make the boat necessarily faster, but it makes the boat able to sail in a much wider variety of wind conditions comfortably. You can depower the main and boat with the backstay—which you could not do before. Now you know a lot of changes come from wanting to go faster, but they aren't necessarily approved with that in mind.

There is another factor we should consider: whether or not we are going to make the old boats obsolete. I think

this is very very important. There are some classes, as we talked about above, that have hurt the chances of growing their fleets by not keeping change in check. For instance, the Flying Dutchman boat went to a full carbon composite boat. There is a huge difference between a glass boat and a carbon boat; you really can't race the two competitively with each other. You can see this over and over again. The DN Ice-boat Class had an aluminum mast, and now they have fiberglass masts. So they have two fleets: an aluminum mast fleet and a fiberglass mast fleet. They are not the same boat. We are always trying to be very conscious about how much change is made to the Lightning.

We also need to consider what changes are going to cost. If you make a change that costs \$50 to upgrade, there are not too many people who are going to complain. If you make a change that will cost \$1,500 in order to stay competitive, there are going to be a lot of unhappy people. A happy class is a class that's going to grow. A happy class is a class that is going to keep people coming into it. Those are the things that you have to think about when you are considering changes. For the most part, we have done that very well in the Lightning. Some of the big changes the Class has gone through are: wood to aluminum masts, wood to fiberglass in the hull. Sails have also changed a lot over years. They are now much more user friendly. They last longer and don't rot. We've changed ropes and other things as materials progressed, but we didn't lose sight of trying to keep everyone competitive to some degree. Obviously, we can't keep everyone competitive forever. You can't build a boat that will never get tired, but we do a pretty good job getting close to that.

A lot of factors affect the used boat market. For instance, when fiberglass boats came around, everybody was using fiberglass and foam. The foam at the time was urethane foam. It was a very common building block in a lot of boats—not just the Lightning but in many sailboats and power boats. Then eventually we realized that the urethane was susceptible to water absorption. Once they started sucking up water, these boats were no longer racing boats. If your boat weighs eight to nine hundred pounds, unless you are sailing in light air and in lots of shifts, you are just not going to be competitive. You can't carry two hundred extra pounds and think you are going to win races. You might win occasionally but not very often. So there was a whole era of boats that became day sailers and could not be raced. This put a serious dent in the number of used boats in the Lightning Class for a long time. I think we are past that now. It's more than twenty-five years since the last one of those boats was built. For awhile though, there was a shortage of used boats within a certain price range.

Now we are all building with construction materials that are a little better. We use a cross-linked foam/pvc core that should not absorb water, but we also have changed building techniques. When it comes to the Lightning, Sparkman & Stephens did a good job balancing the different aspects



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of design like the weight. The Lightning goes pretty fast because it is not too heavy, but it is also not too light. There are problems with real light boats built at the edge of the material limits; the crew weight becomes very sensitive. Sometimes the boats break or do not stay competitive for long. As an example, some of the Olympic class boats have a very short competitive life due to their very light weight and tight tolerances. Another example would be the 12-meters which have had some pretty spectacular catastrophes. These were mostly caused by errors in rigging or by the crew doing something the boat was not designed to do. The 12s had been designed to nth degree and had little or no safety margin.

Let's talk a little bit about building what we call "flat bottom" boats. The Lightning is not really a flat bottom, but compared to a round bottom boat, it is pretty flat. If you envision a big flat panel, it's hard to keep it stiff. So you have to put some framing in it to make it strong enough so that it does not flex much. Therefore, the boat has to be built relatively strong in order to be a flat bottom. This strength really helps the boat be stiffer so that it can be competitive speed wise and also have a better chance of lasting longer. The Lightnings are a pretty strong boat for its size and will stay competitive for a long time. A much lighter boat could be competitive for a while, but then you may have to get a new boat to keep up. Just imagine if you had to get a new boat every four or five years, and your old boat had very little resale value.

One of the philosophies I have when building a Lightning is that I am not necessarily just building the boat for the guy who is buying it. I am trying to build the boat for that guy, the next guy and the guy after that. The reason is counter intuitive. It certainly costs more money to build a boat that way, but the boat will last. That longevity is a major plus to the Class. There is always somebody who wants to get into a boat at a certain price point. If you don't have a boat around at that price point, they might decide to get into a different boat. So you need to have a boat around that is going to be competitive for a long time to have the range of pricing needed. This range of prices strengthens the Class. Having a strong class that is thriving is another goal of ours as a builder. If you don't have a strong class, eventually you're not going to be building that boat any more. Yes, our building viewpoint is to make a strong and fast boat that people are going to want so they can win races; but it's also about getting a boat that will last for a long time so that you get the value out of your boat. This way you can keep the used boat market and the Class going strong.

The used market is probably as important or maybe more important than the new market now. The Class might be selling twenty to thirty new boats a year, but there are hundreds of used boats that change hands. A class needs a continuity of used boats that go all the way from new to very used. If not, you can get too big a price separation between a new boat and a used boat. It's not good to have



a used boat and nothing that's just another step up. Let's just say for instance, the best used boat you could find was \$12,000, but a new boat was \$25,000. All of a sudden you now have a \$10,000 to 12,000 differential to buy a new boat. When that differential gets too big, the Class really is going to hurt in the long run. There are basically two possible ways for this continuity to be broken: if something happens to make a large number of boats obsolete, such as the past issue of the urethane boats in the Lightning Class; secondly, if people stop buying new boats. This doesn't mean that individuals are wrong to work on their older boats. Only a small percentage of boats must be new in order to keep the supply flowing. Think of it this way. If everyone starts working on their boats to make them last longer, no new boats will be put into the system. So the boats being fixed are getting older and older, while no new ones are filling the gap. This leaves a shortage of boats available. Working on older boats is great for our Class. So is the balance which comes from the fact that not everybody wants to work on their boat. A lot of woody guys do their own work but not a large number of others. I know a lot of other people who say there is not enough time in the day for what they want to do—never mind going out to work on a boat. Those are the guys who want to buy a new boat every three or four years. They want to sell their old boat, add about \$4,000 to 5,000 to get a new boat, and do no maintenance. They just want to drop the boat in the water and go sail, that's it. So for that they are spending that \$1,000 to 2,000 per year. They had to do the initial outlay at some point to buy the boat, but after that, they are not spending too much money to keep themselves in a relatively new boat. This turn-over lets the next guy buy a boat for about \$18,000. That guy then sells his boat to another guy who buys it for about \$15,000. So this continuity of used boats that goes on and on is a big plus for

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our Class. These used boats need to and can stay competitive. I've seen people win the North Americans in boats that were ten years or older. They had to do some work on them and fix them up, but it was an older Lightning, not a brand new boat.

When there is an active used market. You get value for your boat when you want to sell it. There are some classes where that is not the case. Let's say you want to get into the Star Class. It might cost you \$120,000 to \$150,000 for a state of the art Star-brand new and straight over from Germany. You can buy a used one that's not really a strong competitive boat from anywhere from \$5,000 to 7,000. What does this mean? There is no one buying new boats at that point unless you are a really top-end racing guy. In this stage when racing the Lightning, you can find any price range you want to get into. Now they are not all as competitive as the next. You are not going to buy a forty-year-old boat, step right into and be super competitive in the North Americans. But if you want to buy a forty-year-old boat and spend some time fixing it up, changing rigging, reinforcing it in some places, you could go and be competitive in a flat water North Americans.

The market strength is based on the racing life of the boat. Any market price is set on what someone is willing to pay for the boat, and that price is based on how competitive the boat will be in racing. I know a lot of Lightnings don't race, or race very little, but racing is what influences the price. So how long the boat can stay competitive has a lot to do with how much you can sell the boat for. Now that we are passed the issue of the urethane foam boats, you can have a boat for a long time, sell it and not get hurt too much financially. I know it's not your car and you aren't using it every day, but in relative terms, with the Lightning you don't lose value to depreciation as fast as other things in life. When the prices were going up pretty steadily, a number of people sold their boats for almost the same amount of money as they paid for the boat. All I am saying

is having a good used market, having a boat that's good enough to race later in the life of the boat is very important and part of the reason we have a healthy Class.

We keep slowly changing building practices over the years. I wouldn't say it is state of the art right now, but we have evolved over the years from wood to fiberglass, to changing the core, to what we have now which is a hollow bottom boat with an air pocket with skins of glass and foam on the bottom and on the top. It's one of those things. You just keep trying to evolve and stay up with it. So if there is a faster or easier way to build the boat, you do it that way.

We still need to be competitive and have the boat be what everyone wants. We also need to keep adapting to building for the way the boat is sailed now. For example, as the rigging improved, the necessary crew weight and size has changed. This means now lots of different body sizes are accommodated by the Lightning. The crew weight for the boat has been coming down pretty steadily through the years. Because of this we have been increasing the purchases on controls over the years. The biggest crew weight change recently was when we went to all windward/leeward courses. There are no more tight reaches, so there is no need for a heavy crew to help hold the boat down on a strong reach. The ideal crew weight range has changed from 475-525 pounds to probably 450-480 pounds. We can jockey the crew weight around quite a bit if needed, especially as some of the Class sailors have put on a few extra pounds!

The Lightning is not a highly acrobatic Class. You don't need to be super strong. You don't need to be a special size, like a 280 pound Star crew, or tall and thin 470 pound crew. This average size crew makes getting crew so flexible. This crew flexibility is another draw for the Class. It means you can sail with a lot of different people. I have sailed with older people, my two kids, and people of age nine to seventy-five.

The rules for how you build a Lightning add value to the boat, help control the value, and even stop it from eroding. These rules are governed by the Class. So what the Class does now is have a Chief Measurer or certified Measurers that certify the boat builders every couple of years. They come and measure one of the boats that came out of the mold to see if it still fits the specs. Then they say 'OK you can keep building'. If an individual wants to build a boat, they say that's fine 'You build the boat, and we'll measure it.' If it's legal, then you get a Lightning measurement certificate and you can race the boat.

Even though building your own boat is a bit of a lost art, there was a resurgence of the practice five or six years ago when Wooden Boat magazine did an article about building a Lightning. They had a group of guys build a wooden Lightning out of all the modern wood building practices, then rig it and sell it. The Lightning Class got a lot of PR, and a lot of numbers and plans were sold to amateur builders. The



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amount of boats built and actually measured wasn't too many, but you have to start some place. The Wooden Boat magazine guys wanted to sell the boat for around \$25,000 after they were done. They said that just covered their costs. So building your own Lightning is not a highly cost effective thing. Boat building is its own art form that takes a lot of skill and knowledge. Building a boat yourself can be very rewarding, but unless you have time and experience and patience, I would not recommend it any more.

So let's look at measuring at the regattas. We do less measuring than we used to do. It used to be that every District had a full measuring. So every year you would get a list of what they were going to measure at the NAs. The District level was supposed to do the same set of measuring. This made sense because then you could fix any problems before you went to the North Americans. Most Districts do not do that amount of measuring any more. So now people can show up and end up not measuring in at the NAs.

There are tolerances and things that change a bit from time to time. For example, I've seen scales change from five to ten pounds depending on wind direction. Lots of things can affect them, so I don't get to upset about the weight. Even stuff like the Angle of the Dangle; if you drop that centerboard, you can bend that plate a little bit. An eighth of an inch at the crash plate is like a quarter of an inch at the bottom, which is a pretty big difference. If there is a big change and it's obvious, the Measurers should catch it. The point is not that the boat is exactly 700 pounds or the angle is perfect but that your boat is the same as all the other boats that you will be racing against.

The Class and measuring is a chicken and egg kind of thing. Is the Class good because we measure or do we measure because the Class is good? I don't really know, but certainly I'd like to have some measurement instead of no measurement. If people know they aren't going to be measured, they become more likely to adjust things on their boats and eventually enough of this could lead to boats out of spec. It could cause the Class to unintentionally become less uniform and not in a good way. Measurement is keeping things in line so you can't get huge differentials between boats. You won't get someone who is out-of-sight faster. This is part of what helps keep up the value of the boat. Being able measure and control to some degree what some people do and don't do helps a lot. Nobody particularly likes measurement. There is the time it takes to do it, then either it goes smoothly or you have a problem. But if you look at it from the Class point of view, it is keeping the boats more one-design. It is keeping the boats more competitive with each other. I understand people don't like it, but there is a place for it. There was talk about not measuring sails built within the last two years because they are all the same. But I think to myself, how are you going to prove that the sails are the same. You can prove when they bought the sails, but what if one of the guys used it fifty times and the other guy used it five times. Then the



sails won't be the same. It's the same thing with the boat. Well my boat measured last year so I should not have to measure now. But have you changed your mast? There are a lot of little invisible issues behind the scenes things that can change the boat. These get taken care of when we get measured at the major events. Measuring helps keep the boats one-design and competitive with each other

Now there is racing to talk about. Here is what I want to say about racing. Because we have continuity of boats and wide range of sailors, you can pick what level you want to race at. You can sail once a week for three months. Or you can sail every day. There are some people who just race at their club or travel regattas. There are people who do Districts and North Americans. You can decide what level you want to take your racing to. We have that option because we have a Class that is strong. Because we have such a wide range of racing levels, you have the ability to buy a boat that fits into your level, and can race in that level competitively. You can target what level you want to race at and how much money you want to spend to do that. Most other boats do not have the breadth of sailing anywhere from day sailing up to a very competitive world championship that you can pick and choose from.

The Lightning was designed to accommodate a wide range of people and a wide range of tasks. It still does that! Thanks to its history, design, and Class involvement, the Lightning is a great boat to sail. I see a bright future for the Lightning Class because you don't get just what you paid for, you get a lot more. When someone buys a Lightning, they get the boat but they also get the history, the Class, and the people. Now that's good value. SA/REB

# SAILING IS HEALTHY FOR YOU



## DR. JIM SEARS

Yup, sailing is healthy for you. As we stand around after a race enjoying our beers, laughing and sharing stories, we can all be satisfied knowing we have done something 'healthy' today.

Most of us know that being outside as well as doing physical activity is good for us. But we don't necessarily think sailing is doing something 'healthy' because it is fun (well most of the time). We usually don't email our friends saying 'I'm going sailing because it is healthy for me.' We might say we sail to de-stress or just plain have a good time on the water and with friends.

"I was thinking about the health aspects of sailing and was really quite surprised how many ways sailing actually impacts us physically and mentally," says Dr. Jim Sears. Here are some health benefits for you to consider the next time you go sailing.

### Sailing as Exercise

When we sail, we are constantly using our muscles. We move our eyes and flex our necks looking up at the sails, turn our necks from side to side and rotate our torsos to look at other boats or locate the mark, bend our torsos and rotate our bodies to tack, use our biceps and other arm muscles to pull on lines to raise and lower sails, as well as use our abdomen and legs for hiking. Of course there are a lot more large and small muscle movements used in the sport.

If you think about it, many of the movements that we do when sailing actually mimic the movements we do in an exercise class or in the gym. There are stretches and exercises involving side to side neck movement, torso rotation or extension, forward bends, squats, leg lifts, etc. When we lift weights, let's say a bicep curl, we are moving a clenched

fist towards the body. Pulling sail lines with a clenched fist is a similar movement.

In sailing we use our muscles with 'purpose' rather than just exercise. We are actually 'doing' the exercise. At the gym, we usually work single muscle groups such as the thighs. In a class we might work out two or three muscle groups. On the boat we incorporate many muscle groups in a much wider range of motion. This is a great way to look at our sailing 'workout'.

### 3-D Movement

Three-dimensional movement is superb for our bodies. Ordinary everyday motion works all parts of the human body system. It literally keeps the juices flowing and also works the different muscle groups in a non-intensive way (as opposed to weight lifting for example).<sup>1</sup> When we sail we use our bodies in a non-repetitive fluid motion. This provides for overall body toning and general health.

### Aerobic and Anaerobic Exercise

Sailing provides aerobic fitness. Aerobic exercise usually includes lower intensity activity for longer periods of time. So if you get your heart pumping even for a few minutes repeatedly throughout a race, you are performing aerobic exercise. The benefits of aerobic exercise include strengthening the lungs, heart, body muscles, oxygen flow, and improving blood circulation.

Anaerobic exercise works specific muscles in isolated, limited movements. The benefits include speeding up metabolism and strengthening bones, ligaments and muscles. Generally sailing is not highly anaerobic; however sailing at the more competitive levels can incorporate this intense form of exercise.

### Muscular Endurance

Muscular endurance is a great side effect of sailing. Muscle endurance refers to how much exercise and movement your muscles can take. As we use our muscles constantly and often for hours pre-race, during long races on the water tacking, hiking, jibing, sails up, sails down, spin up, spin down and post-race, we are building their endurance and strength to perform our sailing tasks.

### Muscular Flexibility

Now consider flexibility and agility. Where would we be without these vital components to healthy bodies? Again by simply using your body during sailing you are helping maintain a good range of motion. "Anti-couch potato stuff here," as Dr. Jim says.

Muscular flexibility is the ability of the body to move through a full range of possible motion. Flexibility can be increased by stretching to some extent. Not using your muscles shortens them while using them maintains their length. People who enjoy a variety of activities tend to be more flexible. When you are flexible, your body does not get stiff as easily and you are less likely to injure your muscles or have lower back pain just to name a few benefits.



# SAILING IS HEALTHY FOR YOU

## Physical Agility

Physical agility is the ability to change your body's position efficiently. It requires the integration of isolated movement skills using a combination of balance, coordination, speed, reflexes, strength, endurance and stamina.<sup>2</sup> In sports, agility is defined as a rapid whole body movement with change of velocity or direction in response to a stimulus.<sup>3</sup> And that is exactly what happens when we sail! The more you move in all different directions helps maintain agility. Being flexible and agile help us accomplish the many tasks required in sailing.

## Gross Motor Skills

"When working on the boat or being on the water, we use our gross motor skills," adds Dr. Jim. Gross motor skills involve our large muscles groups and whole body movement. Gross motor skills are developed in early childhood and continually improve until adulthood. They peak before 30 years of age, usually between 18 and 25 years. After peaking, these muscle groups sadly start to decline. This is why older adults move, react, and perform slower than the 20-somethings. Again, maintaining an active lifestyle on the water helps to slow down this process. When supplemented by additional exercise, older adults are able to perform at higher levels. (See Dave Starck and Greg Fisher's Yearbook articles.)

## Fine Motor Skills

"Sailing helps develop our fine motor skills. Fine motor skills are the coordination of small muscle movements in the hand, fingers, and thumb, usually in association with the eye (eye-hand coordination). We use our hands all the time when sailing or fixing our boats. All the tinkering and fidgeting with the small parts on the boat can actually help keep your finger joints flexible and strengthen finger muscles. Hand health is important in staving off arthritis. Studies show that people who work with tools and use their hands such as sailing or gardening tend to live longer," says Dr. Jim. So put away your squeeze balls and go work on the boat!

## Balance

We constantly fine tune our bodies to accommodate the movement of the waves, the wind, the boat, and our onboard duties. We are constantly tweaking our vestibular systems. It is a sensory system linked to the auditory and nervous systems. Balance exercise works a multitude of small and large muscles. We move from side to side sitting in the boat. The bowman obviously uses a lot of balance. If we do not maintain our inner balance, we get seasick. (Seasickness is a lovely combination of auditory, visual, and sensory disorientation affecting our balance.) Working on our sense of balance on the water of course translates to having a healthy sense of balance on land. Older people or inactive people tend to lose their sense of balance. So sailing can help keep this complex body function healthy.

## Body Awareness

Dr. Jim tells a funny story. "Another benefit of sailing (or doing anything active for that matter) is that you can be more aware of your body, its needs and changes. I first realized that I needed eye glasses when I couldn't read the sail numbers at the 1993 NAs in Milwaukee. We have a better chance of noticing changes to our bodies and physical facilities if we are aware of and using them."

## Fresh Air

"Being in the fresh air is a 'no brainer' side effect of sailing. We all know that being outside is healthy for us," says Dr. Jim. Right? Why? Indoor air is not fresh. It is filled with a concentration of dust, radon, bacteria, and other particulates. All this stuff gets recirculated around our houses and offices. It gets into our respiratory systems.

Fresh air cleans out our respiratory system. The volume of outdoor air is essentially infinite so there are fewer particulates per volume as compared to indoor air. Also, the constant circulation of outdoor air dilutes these particulates. As the sun's ultraviolet rays rapidly destroy germs, fresh air is basically very clean.

We tend to breathe more deeply when outside. This brings more oxygen into our cells of our entire body. More oxygen brings increased physical and mental energy and clarity. Our brain needs twenty percent of our body's oxygen to function at top capacity. So next time you are on the water and a gust of wind blows your way, inhale deeply.

## Awareness of Nature

Recently, people have begun studying the connection between the natural world and being healthy. It turns out that just looking at green vegetation, water, clouds, flowers, etc. can reduce stress, lower blood pressure, and put people into a better mood. Sailing helps us be aware of nature around us. We need to have an awareness of wind, clouds, water conditions, changes in weather, etc. All these things greatly help our overall general health and well being.

## Green Sport

Being 'green' is a hot topic these days, with increased costs of energy and concern for the environment. Well, we non-motorized sailors have been on top of this for decades now. Sailing small boats such as Lightnings is clean for both our bodies and the environment. As we do not use motors, we are neither inhaling gas fumes nor spilling gas into the water and the air.

## Mental Agility

Let's look at the mental aspect of our sport. We need mental agility to sail. Mental agility includes the capability of rapidly adapting to change. Well this certainly applies to a good race, doesn't it? Like muscles in the body, the brain needs exercise to keep it in shape. Dr. Jim says, "In our sport, we are constantly doing mental exercises figuring out the end of the start line, wind shifts, course changes, what our challengers are doing and more. The

# SAILING IS HEALTHY FOR YOU

very act of learning a new skill such as installing a new radio or GPS on your boat is a mental exercise as well. I know it sounds simple but the best way to keep your brain sharp is to use it."

The more you use the brain, the more it grows and remains healthy. It actually shrinks with inactivity. Physical and mental exercise builds new neurons and strengthens synaptic connections. Moving our muscles produces proteins that help reconstruct the brain. Doing a complex sport such as sailing stimulates both the brain and the physical system. These activities build a more complex brain structure and synaptic connections.<sup>4</sup> We see such results with the more mature sailors. They can be sharp as tacks!

## Stress

"One of my favorite parts of sailing is its impact on stress. Stress is a part of our daily lives. We all have physical and psychological stress. There is actually good stress and bad stress," says Dr. Jim.

Negative stress is long-term chronic stress that builds up around us. It demands too much of our bodies and minds, wears us out and inhibits our ability to function well. The long list of negative effects includes a weakened immune system, high blood pressure, heart disease, cancer, and depression. It disrupts nearly every body system and speeds up the aging process. It erodes the connections between our nerve cells in the brain making us mentally less sharp. It is really amazing what bad stress can do to us.

So we need to learn how to manage our bad stress. "Sailing offers a vacation from chronic stress. We are hyper focused on one small situation (getting a good start, hitting the first shift...). All the other negative stress factors get to go away for a short period of time. This is really really good for us. Probably a lot of people sail to relieve their stress. If we are able to lower our bad stress level, we have healthier bodies and minds," adds Dr. Jim.

He says, "When sailing upwind off the starting line, you are thinking about nothing other than the boat, wind, and water. Your adrenaline is flowing. This is positive stress (called eustress)." Positive stress is short-term. It gives us a jump start, gets us alert with a burst of energy and active, then is gone. It prepares our minds and bodies for immediate challenges. It helps improve blood pressure, circulation, and boosts our immune system. It also helps us learn new things, adapt to change and sharpens our intelligence. All in all, positive stress can strengthen us mentally and physically helping us accomplish more.

## Social Health

Dr. Jim loves this part of sailing. "The friendship and camaraderie part of sailing is huge for many of us. It's just great fun to see fellow sailors, talk boats (and other stuff), chase them around the water, chill out afterwards telling stories. One thing I love about the Lightning Class is that you can go to a big regatta and see friends you only get to see once a year or you can see your fellow sailors every weekend. It's such a blast." And yes this is healthy for you.

Studies show that people who socialize and have friends live longer, have less stress, and are generally healthier all round. "Connecting and building relationships, communicating and problem solving, laughing and being part of something contribute to a healthier mind thus a healthier body," adds Dr. Jim.

## Hormones and Internal Systems

Sailing, socializing and being active have amazing effects on our glands and hormones. We release hormones naturally all the time. But stress (good or bad) releases more of them. A little can be a good thing: too much can be a bad thing. All in balance.

The thyroid gland releases hormones that elevate the level of alertness present in the brain and central nervous system. Concentration and reaction time are more focused as a result.

The adrenal gland releases adrenaline. Adrenaline is a stimulant produced when the body is exposed to excitement or self-defense. It immediately increases the strength and frequency of heart contractions and gives blood sugar energy to our muscles.

When we are active, higher levels of dopamine are released giving us feelings of excitement, anticipation and immediate pleasure. This is one reason we might feel 'great' after a good stressful day of sailing.

Endorphins give us a feeling of well being and physical wellness with some euphoria. Some drugs such as cocaine provide a similar feeling. So keep sailing and you can stay happy drug free.

Being outside in the fresh air and being active help with our serotonin levels. Serotonin affects many things including appetite, sleep, memory, learning, mood, behavior, and depression. A good night's sleep can be a wonderful by product of sailing.

## Sunshine

When we are outside we are exposed to the sun. This can be beneficial and detrimental. While the sun's ultraviolet rays shine down vitamin D, they can be extremely damaging to our skin. "Eighty percent of skin damage happens before the age of eighteen. Kids really should wear sunscreen even if they hate it. It is vital that you protect your skin by wearing appropriate clothing and sunscreen," says Dr. Jim. Remember sunscreen takes about fifteen minutes to start working so lather up prior to heading outside.

## Hydration

"Water water everywhere and not a drop to drink."<sup>5</sup> Hydration is really important. The sun and elements dehydrate our bodies. Water helps nearly every part of the human body function from the little toes to the big brain. Our bodies are nearly two-thirds water, nearly 60%.

On average, our bodies lose 2.5 liters of water per day. Changes in body fluids affect blood volume, circulation, and hydration of our cells. Our bodies function much better if



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we can keep our body fluids consistent. Water even helps regulate body temperature. It flushes toxins and waste from our system. Proper hydration ensures our wits are sharp. Hydrated skin helps guard against damaging UV rays and environmental conditions.<sup>6</sup>

By the time you feel thirsty, you are in the first stages of dehydration. Even mild dehydration can drain your energy and make you feel tired. And this diminishes our sailing experience and performance. There is many a story of dehydrated sailors making poor decisions! So watch your water intake. Even though you are around plenty of water, you need to take it onboard with you.

## Enduring Sport

Dr. Jim really emphasizes this aspect of sailing. He says, "Sailing is a sport or activity that spans the ages. Sailing can be done in many types of boats, with different crew configurations, and at levels of varying difficulty. The physical and mental requirements of sailing allow for this wide age span. It is an accommodating and enduring sport. Some sports we learn when young such as football, baseball, or gymnastics do not have such lasting value. Studies show that less than five percent of high school team sport athletes continue as they mature. Actually playing football when you are older can be detrimental to your physical being. We can pretty much sail our entire lives starting at a rather young age continuing until we are elderly. Even though I have been sailing since I was a kid, I am still getting clobbered by sailors old enough to be my dad or young enough to be my son. Sailing is very inclusive in this way."

## Gift for Life

"Teaching kids to sail is really giving them a gift for life. As we have seen above, sailing engages them physically, mentally and socially. Sailing teaches them to use their bodies and feel comfortable with the water. One of the benefits that I got when I was younger was that it was great to be good at doing something. With sailing, a kid can feel a sense of accomplishment. A kid might not excel on the Little League diamond but he or she can sail. It builds self

confidence. Kids are part of a crew, learn to work together, communicate, rely on each other, learn the benefits of team work and that each part of the team is as important as the other, etc. Sailing is something they can do their entire lives at nearly any level. You can't say this about most sports," says Dr. Jim.

To finish up, the best type of exercise is doing something that you enjoy. If you like what you do, you will continue doing it. It is a positive feedback loop. For us in the Lightning Class, we are indeed having fun and being challenged while taking care of ourselves physically and mentally. What could be better? In our case, we can truly say 'Sailing is the best medicine'.

Please note: Remember to consult your physician before starting any new exercise routine or program. The information above is for informational purposes only. It is not medical advice about you and your specific health needs. REB

<sup>1</sup>Dan Buettner. "The Blue Zones: Lessons for Living Longer from the People Who've Lived the Longest." TEDxTC. TED: Ideas Worth Spreading, Sept. 2009. Web. March 2010.

<sup>2</sup>Byron Mays. Strength, Speed, Agility, and Jump Training. Innovative Fitness. 2009. Web. March 2010.  
<http://www.byronmays.com>

<sup>3</sup>Sheppard JM, Young WB. "Agility Literature Review: Classifications, Training, and Testing." Journal of Science and Medicine in Sport, 2006; 9:342-3449. Web. March 2010.  
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<sup>4</sup>John J. Ratey, M.D. with Eric Hagerman. SPARK: The Revolutionary New Science for Exercise and the Brain. New York, New York: Little Brown and Company, Hachette Book Group, 2008. Print.

<sup>5</sup>Samuel Taylor Coleridge. "Rime of the Ancient Mariner." England. 1798. Verse 29: Lines 3-4. Memory.

<sup>6</sup>Wikipedia: The Free Encyclopedia. Wikimedia Foundation, n.d. Web. 15 March 2010.

# ***FITNESS TO THE FINISH***

Greg Fisher and Dave Starck, as many of us know, are top Lightning racers. Dave was 2nd at the World Championship in 2005 (Chile) and 2009 (Vermont), and the 2007 Pan Am Silver medalist. Greg won the North Americans in 1990 and was second in 1977. They enjoy the sport, the fun, the camaraderie, being on the water, the challenge of the wind and weather—all those good things that we love as well. What sets them apart? Well a number of things. They are naturally talented sailors. They have sailed for decades. They have tons of experience sailing on various water bodies as well as in different weather conditions. However, they are also calculated sailors who take the sport seriously. In other words, they do specific things so they will be better sailors and will place/win more often than less. They work at being 'winners'.

There are any number of things a racer does to remain at the top of the class. For both Greg and Dave, physical health and mental preparation are very important. They deliberately work at eating well and staying physically and mentally fit. Greg and Dave share their specific approaches with us.



## ***GREG FISHER***

Sailing is a way of life for my family. I was fortunate to start sailing really young, around five or six years old. I crewed for my Dad in his Lightning, enjoyed the best of junior sailing and then sailed in college. I enjoyed the sport so much I made it my avocation and became a sailmaker for North Sails One Design. Sailing is not only my avocation, but it's my hobby, my favorite sport and my passion. I feel very fortunate about this. I enjoy all the different things sailing offers: the racing competition, teamwork, strategy, tactics, boats and equipment tweaking and of course the socializing and camaraderie.

My wife, JoAnn and my kids; Martha, Kurt, Bessie and Addyson, love sailing as well. JoAnn and I sail together and in fact, it was through sailing that we met. JoAnn started sailing Lightnings with her Dad as well when she was young. She is an excellent well rounded sailor and not only is she a great crew on a number of boats she is also great skipper in her own right. She has become an accomplished Match Race skipper and regularly competes on the Women's Match Race Circuit. We recently had a great week sailing the J/22 Midwinters in New Orleans with Jo Ann and

my daughter Martha on the boat...and we even won. Those regattas are especially fun for me.

About ten years ago, I had a wake up call during an especially windy series. We sailed three back to back races in breeze over 20 and I was amazed and disappointed at how spent I was when it was over. I was not as competitive later in the day because I simply couldn't physically handle it. It became quite clear then that you can play the game better and concentrate longer if you're not worrying about being worn out. I had taken for granted my physical conditioning and paid the price. I started a fairly regular work out program shortly thereafter.

A couple years back we had another reality check when my father passed away from stomach cancer. This event gave my family and me great pause for thought about how we were living our lives, what we were eating and reaffirmed our concerns about how we were exercising. So we as a family refocused and regrouped. Now, we make conscious choices around our physical lifestyle both in what we eat and how we take care of ourselves.

After the wake-up calls, JoAnn and I cleaned up our diets and regimented our exercise routine. It is interesting how I have noticed a big difference not only in my physical "being" but also in my racing. When you're not as concerned as much about your health, you can focus better on so much more during the actual sailing.

We (primarily at JoAnn's urging) now are very conscious about our diet and watch what we eat. We focus on organic, less red meat, higher protein, little gluten, and no refined white flour (mostly). We are aware of food allergies. We found that Jo Ann has a couple that once dealt with helped her feel better as well. Our calorie and protein intake is watched on a daily basis. We avidly read labels prior to buying food. (As a consequence of our diet change, I lost a bit of weight.)

Having a strict diet is a challenge when travelling to regattas. We bring good food to eat such as power bars, protein bars, apples and non-processed foods. We try to make sure we hit all the food groups. No running out of gas and sugar crashing. We usually eat a big breakfast (with eggs)



# ***FITNESS TO THE FINISH***

a couple of hours prior to racing so we are well stocked before leaving the dock.

We probably over do the water and make sure we are well stocked when we leave the dock. We force ourselves to drink during the race. JoAnn had an experience once where her skipper became badly dehydrated during a race and no one realized it. She lost focus mentally and made some really poor judgment calls that resulted in some poor finishes...and even collisions. Once she was rehydrated they were quickly back on their game. So this was our hydration reality check.

After racing, like everyone we like our parties! We do have a few drinks after racing but try to counter it with a lot of water to flush it from our systems. We also make sure we stop so we are not in trouble the next day. Eating well also helps with alcohol consumption issues. For every beer or glass of wine, we have a glass of water. It's not exactly a game but we try to keep a good balance with it all.

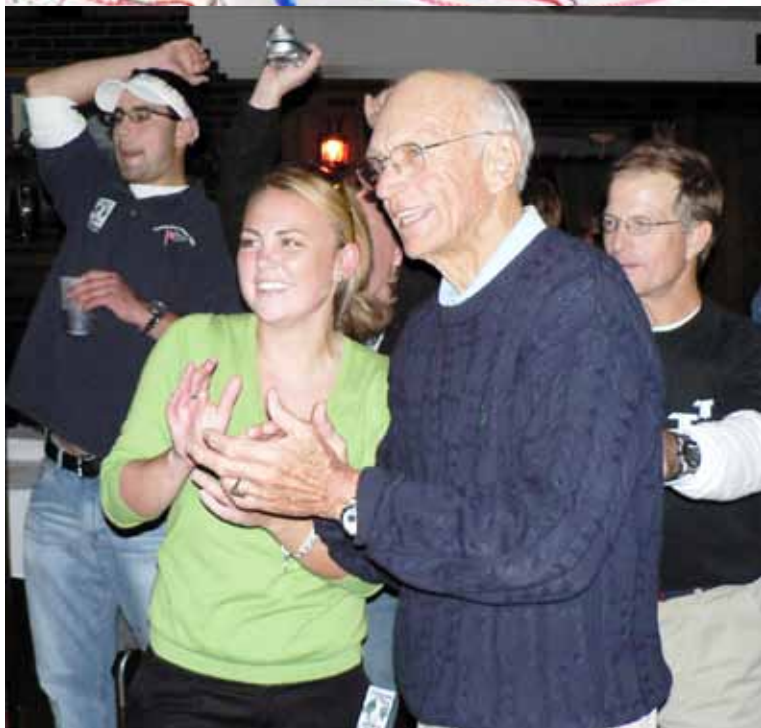
Again, I noticed a big change when I started working out regularly. I do aerobic exercise (I like spinning the best) three days a week. I lift weights two to three days a week as well. I break it up so I'll work on the upper body, legs, core and abs on different days. I usually pick exercises that focus on the muscles we use most in sailing and even do specific exercises for the different boat positions. I'm pretty religious about my workout routine. JoAnn does a similar exercise regime. She likes step classes.

Sailing is such a good physical outlet. When it's breezy, sailing is physically demanding forcing us to stay in shape. Sailing in light shifty breeze air is mentally challenging. Sailing requires organization and forces us to be up on what is important and on game.

The mental aspect of racing can be rather complex. There are so many things to stay on top of. You are forced to keep sharp and focused. To sail well, you need to coordinate all the details of weather conditions, water conditions, the team, and the boat. Before getting on the water, there is a lot to prepare. Then you need to pull it together into a game plan when racing. To stay at the top level, you have to master a number of these aspects.

It feels as though I have just started doing my best in racing during the last four to five years and I am over fifty years old now. I feel there is a direct correlation to my wake-up calls during the past ten years when I started to exercise routinely and eat better. As long as I take care of myself, I am not as physically limited and am able to concentrate better during racing.

The beauty of sailing is that you can do it from five to eighty-five. It is a sport that helps keep you healthy for a lifetime. I feel so appreciative and lucky that sailing has been, is and will be a part of my and my family's lives. REB



# ***FITNESS TO THE FINISH***



## ***DAVID STARCK***

I come from a long line of Lightning sailors. My parents sailed Lightnings. I grew up sailing in the Class as did my wife, Jody. I have gained superb practical experience by virtue of sailing a long time.

So what are some of my secrets to being at the head of the Fleet? Physical exercise and mental preparation are pretty close to the top of the list. A few years ago I represented the U.S. at the PanAm Games. Sailing at that level, I was struck with how taking care of oneself is such a factor to racing well. I definitely feel that you cannot be a top sailor without both physical and mental fitness and preparation. It simply makes a huge difference.

My wife and I are naturally athletic people. We like to exercise. Jody is quite diligent. She was on the U.S. Sailing team and had a more regimented workout routine for a long period of time. She goes to the gym daily as well as runs, etc. I try to work out routinely. I run, spin or lift weights regularly.

There are specific exercise routines you can develop for each position on the boat. It is important to look at what each position does then develop exercises to be effective in this role. The bowman is usually agile, needs good hand/eye coordination and generally is always moving. The helmsman needs a lot of patience, does more sitting and

thinking about strategy and conditions. All three positions require weight shifting, bending, and reaching/pulling. Doing exercises that support these roles helps in the execution of tasks while racing.

For all three positions on the boat, core strength is important. Top sailors really work on this area. Core strength supports our arms and legs in doing what they need to do during a race. Also it makes hiking a whole lot easier. We can hike at a lower angle for longer periods of time. A strong core extends our range of motion in strength.

Well conditioned sailors really notice the difference in their fitness especially on those long multiple race days on the water. When most people just want to have a beer or lose their concentration due to adverse conditions, well conditioned sailors are able to better focus and maintain themselves. They have developed physical and mental endurance. They neither tire nor get discouraged as easily. Their physical system supports rather than hinders their sailing.

Generally, my crew and I like to exercise during regattas. For example, at the World's in Vermont last year, we would race for hours, get off the boat and bike or run to the place where we were staying. People are always surprised by this. However, this is a routine that works for us.

About a month before a major regatta, Jody, Ian (Jones) and I started preparing for racing in earnest. We ramp up our exercise, watch our diets more closely and prepare mentally as well.

Mental preparation is just as important as physical. Both are vital to being a top racer. They go hand in hand together. Mental preparation for sailing is under appreciated. People don't tend to focus on it. This particular aspect of racing preparation really helps me stay in top racing form.

I start mental rehearsing. Studies show that mental rehearsing is equally as effective as actually doing the actions. It builds mental patterns in the brain allowing your brain to go on 'auto pilot' when need be. I 'see' the entire race in my mind. I spend a lot of time thinking about





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the upcoming venue(s). I visualize the race course over and over again and where our boat will be all the time. I develop and review strategy and tactics. While exercising, I think about the maneuvers of sailing the boat. I decide what to do if something changes such as boat placement or wind shifts. Different situations, tactics, angles of attack are all thought out ahead of time. This planning makes for better boat handling and racing in the long run.

Knowing your competition is part of race prep. Since I have been a Lightning Class sailor for years, I really know much of the competition. So I spend time accessing my competitors' strengths and weaknesses. I watch and learn from what they do well. Often I go and speak with them about how they sail. If someone comes up to me and asks what my rig tension is, how I prep the bottom of my boat, what kinds of sails do I use, I gladly answer questions. The more questions you ask, the more you get to know your competition as well as learn about sailing. The Lightning Class is great in this respect because skippers and crew willingly share with each other.

Having the right diet and eating correctly is actually pretty important. We eat quite cleanly and healthfully as a matter of course. We watch what and how we eat during racing. You really don't want to blood sugar crash halfway through a race. You lose both perspective and focus. Skippers can get short with the crew, yelling starts, mistakes happen, etc. Hydration is also a key to keeping a clear mind and functioning body. On board we drink two-thirds water/one-third electrolyte solution (Gatorade).

Our alcohol consumption depends on the type of regatta. During serious regattas such as the World's, we are very focused and do not hang out and drink after the day's

racing. We exercise, eat a large dinner and get good sleep in preparation for racing the following day. If we are at a more social regatta or weekly races, we do enjoy our drinks (rum and coke for me!) and relaxation after sailing. "All in moderation. Nothing excessive. Just being smart." Good racing happens when things are good in both the mind and the body.

There are two different ways to look at sailing: recreation and sport. Many people sail and enjoy the recreational side of sailing and often attend races for their vacations. However, if you go out to the starting line and treat the race as a sport, this perspective puts you on a different plane. This is how my crew and I approach racing.

Many recreational sailors who want to win more often might have to make the leap to the 'sport' level. Basically shift their approach to sailing. There are a lot of competitive and athletic sailors who finish between 11th and 25th place. They are not quite in the top ten but not all the way in the back either. If they want to improve their placement, these sailors should work on both their physical and mental racing prep. There is a fork in the road between having fun and really excelling.

Remember the simple rule of physics: something at rest stays at rest and something in motion stays in motion. Just go do something for at least twenty minutes a day. This 'little' thing can be just huge. Get your heart rate up. In the end, you will be so much further ahead in your conditioning because your body is 'tuned' up.

You can be a good sailor with knowledge of the wind and water or your boat but you can be a great sailor if you keep in both physical and mental shape as well.





# FINDING VALUE IN WOODYIES

## BOB ASTROVE

### Why Did You Want a Wooden Lightning?

Just something I had to do to be a complete Lightning sailor. I bought my first Lightning in 1978 two weeks before I graduated from college. Except for a two year period, I've owned one continuously since then. My current boat is my fifth. I moved up to a wooden boat after I suffered a bad accident. In 2002, while laying in bed recovering, I got the bug to have another Lightning. But I wanted to do it differently this time. It had to be more than a boat I'd just jump into and go sailing. A wooden Lightning gave me more of what I was looking for.

I didn't grow up in a sailing family. My parents' best friend, Paul Grinberg, had a Lightning, Pandora, and he sailed out of SSA in Annapolis for twenty-five years. You know how it goes. He needed crew. I tried it and forty years later I'm still at it. Mr. G. may hold the class record for number of races sailed without ever winning even one. All the fluke wind shifts but he never so much as got lucky and won a race. But he loved it and he taught me to love it too. He passed away earlier that year and that certainly weighed on my interest in getting another Lightning. In fact, my Woody is named Pandora – 2 in tribute to Mr. G. and his first Lightning, the first one I ever sailed.

It is more of a year round hobby then is the modern boat. In fact it is more than a boat. It lives. It talks to you. It has stories to tell. I know that sounds silly, and you'll never understand until you have one. We sail our Woody's in the warm months and tinker with them in the cold months. It is that added effort that builds a bond between owner and boat that is completely unlike the modern glass boat.

### How Did You Find Your Boat?

Pretty much the same way I would have found a glass boat. I watched Flashes for several months and let a few people know I had an interest. One day I was talking to Frank Gallagher (Fleet 50). He said he heard of a Woody down at Rehobeth, Delaware. I called Dave Racine, Mr. Lightning in Rehobeth, who suggested it was a good boat and that I should drive down and take a look. Early February of 2002, I threw my 13 year old son in the car and drove the four hours to the beach.

First off it was a pleasure to see Dave and his wife Kitty, whom I had not seen in over fifteen years. I had spent my teens and twenties sleeping on their floor at regattas. And, of course, my son was rolling on the floor laughing at the stories of all the bad things his dad had done.

On to the boat. Humm, a little rough, definitely needed work, re-rigging, no mast, lots of nicks, and the centerboard was rusted in place. And how did all that petrified goose poop get in there? But no rot. It looked like a real Lightning. I have a rule: never to buy something on the spot. So I waited until the next day, called Dave and said I'd be back the following weekend to take it.





# FINDING VALUE IN WOODYIES

How much? Well, Dave didn't actually own the boat. It seems a Delaware Supreme Court Judge who had retired and moved actually owned it and kind of maybe abandoned it. They stored the boat in the club building all winter, so how about \$100? Not exactly a clear title, but what the hell, my word versus the Delaware Supreme Court Judge. . . I then begged Dave to take it to get the bearings repacked on the 1960 trailer, to save me time the following Saturday. Well anyone who knows Dave, of course he did it himself. So I paid another \$100 for his help. In the meantime, I bought two new wheels and tires for the haul back to the D.C. area. So technically yet another \$100.

I get home w' the boat. I'm beaming. My wife comes out of the house, takes one look and says "You overpaid." Wham, wind out of my sails...

Next, the kid across the street wanders over. Takes one look and just starts shaking his head. Damn, these people have no vision. At least my son Billy was excited. As for the kid across the street, Matt Klise, he manned the front position on the boat for the next six years.

## What Did it Cost to Get the Boat Back in Shape?

Well first let me say I had no intention of racing this boat. Oh maybe occasionally for grins, but I knew better. No way it could be competitive. I figured sanding, varnish, paint, find a used or maybe spliced mast somewhere, used sails. Maybe \$1,500.

I did find a mast. An aluminum tapered spar w' jumpers from the early 70's. I think I paid \$250. Four trips to motor vehicles and they finally agreed that I must have built the trailer myself and gave me a title. Then the sanding, sanding, and more sanding. Mostly w' an oscillating sander and a good bit of hand sanding. I did the bottom without flipping the boat, laying down underneath.

New floorboards, and okay I did buy a new main and jib then found a used chute. Then there were fittings. I tried to reuse what I could and bought new to supplement. But in an old boat you don't run all the controls to both sides, so there really are not that many blocks and cleats.

I have a rule about NOT counting what I spend on the boat but I was probably in the \$2,000 neighborhood before I launched for the first time. August of 2002, just 6 months after I brought it home.

Now that I'm eight years into this endeavor and have helped many others, I can positively conclude that one can be on the water in a fun Woody for \$2,000 to \$3,000. You can spend the money for a partially restored boat or spend less on the boat and invest time and money yourself. Either way \$2,000 to \$3,000 is the low end of what you'll get on the water for. You can certainly spend more, and over the ensuing eight years, I'm quite guilty of that but you don't have to.

## Was it Very Time Consuming to Get the Boat in Shape?

Surprisingly no. Remember, I started with zero woodworking skills and didn't have much experience maintaining boats beyond a drill and a pop-rivet gun. But what I had was a good vision of what a Lightning looks like and how it's rigged.





# *FINDING VALUE IN WOODYIES*

I also had commitment to the project. I worked on it almost every day. And that was the key. Often as little as fifteen minutes but something every day. I did not develop a big long written plan. That is the kind of stuff one does at work. This was for fun and I just worked on whatever I wanted to work on it. The key was to keep momentum moving forward and doing something every single day.

I did have a helper, my son. And working with him on this project was very special and something I will always remember. One of his tasks was to varnish the interior. He had never painted or varnished anything before. And like all first timers, he left a few (okay, few dozen) brush hairs in the varnish. One of the things I did right as a parent and wrong as a boat restorer was I left every damn one of them in the varnish. To this day every time I see one, even in the middle of a tense mark rounding, I get an ear to ear smile on my face, remembering that I did that w' my son. You can't put a price on that and it is a huge part of the "value" of my wooden Lightning.

## **Did You Do All The Work Yourself or Did You Use Any Professional Help?**

Not for the first seven years I had the boat. We did all the work ourselves. And I repaint often. I don't think twice about stripping down a side and repainting or maybe I'll do a section of the bottom. That is a Saturday afternoon project. So I guess the boat probably gets a repaint every two years but rarely all at once.

But I do get some help. There is my good friend Doug Dixon. Doug is also an old Lightning sailor from the 1980s. We had owned #14019 together for a few years. After I bought mine and he crewed for me once, he went out and bought #584 which had been in a barn in Colorado for forty+ years. A 1940 Skaneateles. Unlike myself, Doug is a craftsman. His boat is restored essentially as original. So what does Doug's boat have to do with mine? Free skilled labor! I wanted new rub rails. The old ones were okay but a little beat up. Doug made me a set out of African Mahogany. I paid for the wood but he made them. And then he didn't trust me to install them to his standards so he drove them three hours to my house and I helped him put them on.

## **And That is Just One Example of the Classic Lightning Friendships That Are Built. How is That for Value?**

The only thing I have had done by a professional was this past winter. It was written up in Flashes in February. (The details of this story are online on the ILCA website.) I took my boat to Corky Gray's place in North Carolina and he re-did the deck. After seven years of racing the boat, the fifty year old deck was showing its age. Yes, Corky is a professional and I did pay him for his work – but. . .

And there always is a "but" in wooden Lightning experiences. I already knew Corky. He was a counselor at the summer camp I went to thirty years earlier, Camp Sea Gull in North Carolina. Corky had built his first Lightning as a teenager with his father. Once again demonstrating that it is the relationships and family participation over long periods of time that are so much of what the Lightning is really about.

## **You Said You Had No Plans To Race This Boat, But You Do?**

Well, once a racer. . . I raced once that first year in 2002 and been a regular on the race course with my local fleet ever since. I guess my competitive side wasn't really done, but doing it a Woody totally changes the game and one's outlook on racing.

Yes, the boat is slower than my competitors' modern glass boats. Who cares? I'm not out to win until the five minute warning that is. We try our best and have just as good a time as we did when sailing a modern glass boat. Maybe even more fun as expectations are much lower.

What I have found is that I think the Woody is definitely a little slower than my competitors' boats. However, on our short Potomac River courses and predominately light winds, the boat is plenty competitive. We even win sometimes.

## **And What a Blast to Finish Ahead of a New Boat!**

We go to a few away regattas every year. Sure, on the mile plus legs the other boats just grind us down and the speed issues become more noticeable. But it's still fun. As long as the winds stay light and we get a little lucky, we'll have our sporadic great races.



# *FINDING VALUE IN WOODYIES*

In the 2007 Masters at Leesylvania, with Doug Dixon driving my boat, we finished the light air race in 7th. Some good individual finishes at the Borderline too. In our fleet's "Sunday Series", we generally place in 1st out of every three races in a typical ten Lightning Fleet. I think the key is that we do well enough often enough to still enjoy racing a fifty year old wooden Lightning.

One of the neat things about racing an old Woody is that there is always something else I can do to the boat to make it faster. The bottom can be smoother, parts of the hull made stiffer. It never ends and it is fun to do. I often think this must have been part of the thrill of the sport back in the 1950s, and maybe something we have lost as a Class and sport? The modern boats are so good, there is virtually nothing to do but put it in the water.

As I said earlier, sailing the "classic" boat takes the warm weather sport and makes it a year round hobby. Depending upon your view of the world, more fun and more value!

The classic Lightning Fleet is considered to be well organized and you have events. What can you tell me about that?

Pretty soon after I bought my Woody, I needed some hiking straps. So I called my old friend, Craig Thayer at Fabricraft. Craig and I had met maybe twenty-five years earlier at the first Borderline regatta. As you know he sails #736, Huntress. He asked why should we wait a decade between Woody races. So we found some other Woodyes and held the first event in 2003.

I think we had seven boats that first year. By dinner time that Saturday evening, we had already figured out we were on to a good idea and assigned some tasks for us each to go home and follow up on. The result has been our Wooden Lightning Yahoo Group, our annual event, the almost monthly 'classic' articles in Flashes, efforts to preserve the history of the Class, and providing real support to our fellow Woody owners.

We've had some contact with other one-design Classes as well who are trying to do the same thing. By dumb luck and Craig's hard work, we were the first to organize. But the Snipes are making progress. This summer's Woody Get Together will be a joint Snipe and Lightning event. Comets next?

## **Could a Modern Competitive Lightning be Build of Wood Today?**

I believe the answer is YES. And someday I'll put up the \$20,000 to \$30,000 to prove myself right or wrong. A stringer frame boat was built in Finland a couple of years ago and promptly won their big events.

One of my internet Lightning friends in Argentina just finished building a beautiful modern Lightning in wood, rolled deck and everything. He just launched it this spring. He has not raced it yet so the speed report is pending.

One of my lifetime goals is to build a Lightning. I've had new ones, used ones, glass ones, and an old wooden one. But I now feel like what I really need to do to be a complete Lightning sailor is build my own. Someday...

Along those lines, I have had some long discussions with others about this. In fact, this past January, Corky and I began tinkering w' the idea of, what my wife called, "Man Camp" at his place in North Carolina. A group of maybe four or five of us and we'd assemble two hulls. Those who put up the bucks take them home to finish the work. It won't be a cheap week's vacation and details are still vague but it's under consideration.

To me, the point is not to come up with a boat faster than those built by Tom Allen or at Nickels. Come on, they are great boats sold at very reasonable prices. Both companies run by the nicest people on earth. They are perfect. But to have a boat 98% as fast and to have built it with my own two hands is a powerful draw for me.

Some of the issues I think are the Class rules that could perhaps better allow for modern wood construction techniques. For example, ever note how thin the transoms are on the new boats, push on one w' your index finger. And look at a bow after it's been in a T-bone. Compare that against the 1/2-inch Mahogany transom on a Woody or its 3-inch solid hardwood stem. The Woody has weight in the ends that the modern boat lacks.

## **Do a Lot of People Contact You Throughout the Year?**

Oh my, YES. Multiple times per week. Sometimes it's people looking to see if we know where the boat they sailed as a kid is still around. Sometimes it's people looking to dispose of that thing in their back yard for the past forty years. And sometimes it's people who just bought a boat and looking for information on where to start.



# *FINDING VALUE IN WOODYIES*

What we have done is create a Yahoo group for Wooden Lightnings and now have over two-hundred participants. On one level it is simply fun social networking w' fellow Woody owners from all over the world.

Also, via the internet, it provides a place to go for getting all those pesky questions answered. Not that you won't get differing opinions but the online discussion usually leads to consensus that boat restorers really find helpful.

I think the internet has been the key ingredient facilitating the resurging interest in wood and classic Lightnings. It provided the Class with the missing link enabling communication with others located far apart. Between the Class website and the Yahoo group, we are reaching new people all the time.

As an example, one of the hot recurring and sometimes heated topics is whether or not to cut your mast in half and install a tabernacle. While the racing community might view this as sacrilegious, you'd be amazed at how many Lightning day sailors have done it. Step and drop the mast yourself in seconds. Not such a terrible idea, just not fast on the race course.

Unfortunately, we get more contacts from people looking to dispose of boats than potential buyers. But every now and then we connect with big winners!

I'll never forget it only took forty-eight hours to find the boat Scott Graham (America's Cup designer) had owned as a teenager. He bought it back and is currently restoring it himself in San Diego. How about that? Restoring a Lightning is his stress relief from the insane world of "the America's Cup".

Finding Ted Turner's old boat was equally a thrill. That boat is also now restored, on the water, and a great story. Sam Albergotti's dad owned the boat. They raced it for a couple of years in the 1960s. Time came to repaint the boat and he assigned the task to his sons. Well, teenagers are teenagers and the boat sat in the shed for the next forty years. Last year, Sam finally pulled the sofa off the top and got to work!

## **What Do You Have Planned for 2010?**

For six of the past seven years we have held the "Wooden Lighting Get Together" (we shy away from the word "regatta") in Syracuse, New York. The one off year was the Class 70th anniversary event in Skaneateles. But this year we are going to try something new.

One of our regulars couldn't make the event in Syracuse because their home Fleet was hosting an antique boat show. They requested we move forty-five minutes to the west and hold our event concurrently with The Finger Lakes Boating Museum's show and event.

So this year we will be in Geneva, New York over the July 24/25 weekend. We already have eighteen boats indicating they are going to try to make it! That would be a good turnout for any event and unbelievable considering the newest boat is at least forty years old.

We'd love to add a second event perhaps in the southeast. Wooden Boat Magazine had been trying to organize something but it didn't pan out. Maybe next year?

## **What Can You Tell Me About the Transition from Wood to Fiberglass?**

Great question. Something I too would like to learn more about. I'm not old enough to speak w' authority. This question is probably better put to Tom Allen Sr., Bill Clausen, Jim Carson, or Dick Hallagan. But I'll share some general information.

The transition of professional built production boats was quite rapid occurring between about 1962 and 1967. Hull numbers below #8,000 are almost all wood and hull numbers over #9,000 are mostly all fiberglass. At the time, of course, there was much concern for keeping the older boats competitive. But the ease of maintenance of the glass boats and the simpler construction drove the market effectively killing production of wooden boats in very short order. Simultaneously people upgraded their boats and the competitive issues quickly disappeared.

From what I read in old yearbooks, back in the late 40s, a much bigger issue was competitive imbalance between wet and dry sailed boats. The weight difference was often a hundred pounds or more.



# *FINDING VALUE IN WOOLIES*

## **What has Happened to All the Old Lightings?**

A big piece of what Craig Thayer and I work on. As boats have been bought and sold so many times over the years, people move, or they don't join ILCA, the Class records have become out of date. As we learn of boats we enter them into a database we maintain. Every year or so, I try to reconcile with the Class membership data. We have located perhaps two-hundred boats in the past seven years.

That means there are still thousands out there waiting to be found. Sure many have been destroyed but many are still out there on the water. All day sailors and so many happy owners. They are invisible to the bulk of ILCA membership, who are primarily the racers but none-the-less happy Lightning sailors.

Let me put in a plea. If you know of an old boat somewhere, let the Class office know about it. Our goal is to provide a level of support to these folks and by extension encourage them to join the ILCA.

## **What is Happening to Preserve the History of the Class?**

Not enough. The fact that #1 is in Mystic is fantastic and very important. But how many people know that #2 wasn't built by Skaneateles and it has a single plank bottom?

Most Lightning sailors don't understand that Skaneateles Boat Works was not trying to build a high quality boat. They were building a price point sensitive, production boat, using high speed construction techniques. They sold so many boats because they were a great design and low priced family fun.

We have a long term project scanning the old yearbooks and putting them on the internet. These old books are a wealth of information and I often spend my evenings looking through them researching questions people have emailed or phoned in. The pictures are great, but I think the old advertisements are the best part.

So many builders have produced the Lightning. So many crazy ideas for spinnaker design. The innovation of materials and evolution of fittings. You see it all in the history of the Lightning.

It would be great someday to compile a directory of who built which boat. How many were home built. How many were built by each of the production builders and when. How many hull numbers were sold, but no boat was ever measured.

What are the hull measurement differences and how have they evolved over time.

So many questions. These are the topics of conversation at our annual Get Together. The fact that we actually race the old boats is really fun but only part of our events.

## **So What is The Value of the Lightning and in Particular the Classic Lightning?**

Impossible to measure.

You've got to start with fun and friendships just like the modern glass racing boat. Different in that it is not competitive but every bit as much fun.

It is about meeting all the people that just walk up in the launch area and tell you that they too sailed a Lightning just like yours fifty or sixty years ago.

It is about the challenges of maintaining something old in useable condition or giving a second life to a boat headed toward the landfill.

It is about the skills one develops in doing this. It is learn as you go. It is about challenging yourself to do what you've never done before. It is developing creative solutions to problems.

It is about family fun and family projects. It is about preserving the history of the Class or the time period in which your boat was built. It is researching the history of each other's boat. Who owned them, were they fast, where did they sail.

And it is about passion for something beautiful. Nothing prettier than a group of Lightnings with their Jumper stays rocking through the chop in ten knots of breeze.



# SPARKMAN & STEPHENS BROCHURE

Courtesy of Sparkman and Stephens

SPARKMAN & STEPHENS



*Lightning*



# SPARKMAN & STEPHENS BROCHURE

## SPECIFICATIONS

★ *Double Planked Bottom* of selected vertical grain clear cedar. The side planking is full length vertical grain clear cedar ship-lapped.

★ *Mahogany Frame and Trim.* The keel, bottom and deck frames and practically all hardwood parts are of Philippine Mahogany, resulting in a strong, light hull of superior weight distribution.

★ *Bronze Fittings,* plain finish, specially designed for LIGHTNING. More efficient and attractive than stock fittings. The tiller is pivoted to permit raising and lowering. The centerboard is operated by a specially developed winch.

★ *Racing Finish.* Three coats of the best marine finishes carefully rubbed between coats. Bottom, racing copper bronze; topsides, gloss yacht white; deck, Skaneateles gray-green; inside of hull, French gray; spars, cockpit trim, transom, rudder, tiller, gunwales and centerboard case, three coats of best spar varnish.

★ *Light Weight Spars.* Expertly made of material carefully selected to give the greatest strength and lightest possible weight aloft.

★ *Racing Sails.* Jib and mainsail nicely finished and of good cut and material are standard equipment. They are complete with headboard slides on hoist and foot, battens, bag, LIGHTNING emblem and racing number. See separate list for spinnaker prices. We will quote and supply sails by any sail maker, allowing credit for standard sails.

★ *Rigging.* Two lower shrouds, two upper shrouds with spreaders, two jumper stays and struts, and permanent backstay all of 1 x 19 double galvanized plow steel wire rope. Complete running rigging of manila. See separate list for prices on spinnaker rigging, which includes double ended spinnaker boom with fittings for tack and guys at both ends; hal-yard with snap shackle, block and cleat; guys, sheet and cleats for both.

★ *Outboard Well* permitting the use of standard outboard motors can be supplied at small extra cost.

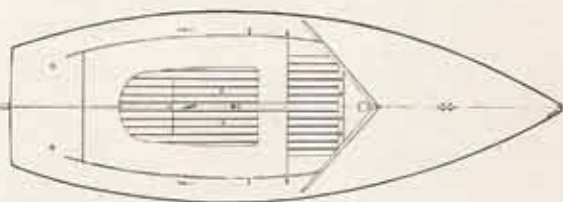
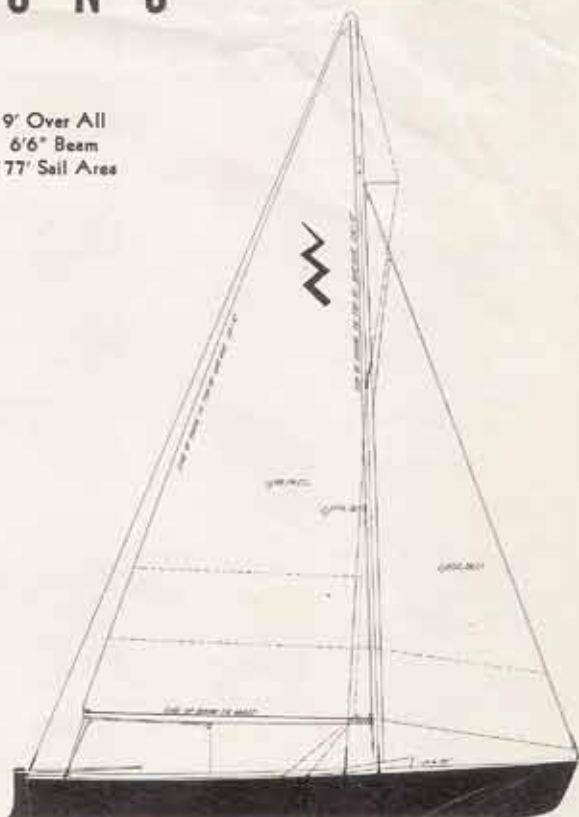
★ *Weight* in racing trim approximately 820 pounds, crated for rail shipment approximately 950 pounds.

★ *Truck Delivery* can usually be arranged to destinations in eastern United States, effecting an economy and having the added convenience of delivering the boat to the exact spot you wish, often including launching.

★ *Easy to Buy.* We can arrange a time payment purchase plan for customers in most states which necessitates a down payment by the time of delivery, amounting to \$175. The balance may be paid over a period of ten months. Otherwise terms are 30% with the order and the balance on delivery.

★ *Note.* If at any time it is, in our mind, for the improvement of the boat or our service, we reserve the right to alter these specifications without notice.

19' Over All  
6'6" Beam  
177' Sail Area



### SKANEATELES BOATS INC.

*Fine Boats Since 1893*

SKANEATELES, NEW YORK

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# SPARKMAN & STEPHENS BROCHURE

## Lightning

WONDERS can happen! LIGHTNING is one of them. What a thrill is waiting for you when you first step aboard this remarkable new boat! That thrill becomes an exciting reality when you take the tiller and marvel at her convincing performance under sail, her roominess, her amazing versatility.

LIGHTNING is the answer to long-felt needs of sailors and clubs all over the world—a moderately-priced, *faster* boat for the challenging demands of the crack racing man, and at the same time meeting the requirements of a very comfortable and seaworthy day-sailer for larger parties. You'll agree that LIGHTNING does everything a fine boat should do. And you'll find that she keeps right on doing it—without ever losing her lovely balance—long after other boats have scurried to their moorings. It remained for the designing genius, the experience and superior technical knowledge of Sparkman and Stephens to achieve the ultimate fulfillment of such diversified needs.

## NINETEEN FEET OF FL

Designed by SPARKMAN and STEPH

### *A Faster Boat—Beautifully Balanced!*

In LIGHTNING, Olen Stephens has designed a boat that is fast—distinctively faster than other boats of her size and sail area. Close winded and beautifully balanced, you feel that unmistakable thrill of a thoroughbred as you take her up to weather. The thrilling response and effortless speed in light weather give no hint of her reassuring stability and docile, yet awe-inspiring power in rugged going.

The complete lack of irritating helm will be a constant source of wonder to you. In addition to this inherent quality, the long narrow centerboard is designed to shift its center with the raising pennant in such a manner that, whatever the weight of wind or combination of sail, the feel of the boat may be adjusted to a nicety.

In what would normally be an overpowering wind, one man can sail with ease under jib alone or close reefed mainsail, and so regulate the balance that he may actually leave the tiller and walk about the boat! Going to windward under such a rig or lugging full sail, there is no pound but the determined, sea-kindly motion of a deep, heavy yacht.

Running under working canvas or tearing along behind her tugging parachute spinnaker, LIGHTNING is steady on her course, without the yawing or rolling you'd normally expect. That's why you'll say, in performance, she's the smaller version of a large racing yacht. Yes, Sparkman and Stephens know boats—not only how to make them sail, but how to make them sail at top performance all the time.

### *An Aristocrat Afloat*

Along with this built-in performance you'll see distinctive character in her appearance. You'll like the graceful ends, the sheer, splendid freeboard and handsome rig. You'll like the aristocratic sail plan with its high fore triangle, permanent backstay, double jumper stays and spreaders. LIGHTNING has the beauty of functional simplicity, *plus* the very essence of efficiency and ease of handling.

Notice how the modern parachute spinnaker completes the picture of a fine yacht. You may know the thrill of sailing—even fast sailing in all kinds of weather—but this kite, lacking in other classes of similar size, adds that enviable touch of finesse and develops the skill demanded by the large racers.

Whatever may be your wonder at the exhilarating performance and sparkling beauty of LIGHTNING, the relaxing comfort of ample room so subtly blended into her trim appearance will be your most agreeable surprise. It makes the miracle complete.

On stepping aboard, your first impression is her remarkable steadiness. Here, you will say, is a big, steady, able boat. Then you walk about, forward or aft, around the deck, with complete freedom. Plenty of deck space to loaf about, and new comfort in the roomy cockpit. But wait—

You'll have to use this cockpit to know how right it is. Seats the right height for leg comfort—the right width to stretch out on—coamings just high enough and at the best angle for back comfort—a low centerboard case that crowds nothing, and a handy, clear space forward where you can stand while working halyards or setting the spinnaker.

Sailing parties? Bring along those friends who want to share your sailing joys in LIGHTNING. Even a group of ten envious



S K A N E



# SPARSMAN & STEPHENS BROCHURE

## LASHING PERFORMANCE

YACHTS . . . Built by SKANEATELES . . .

people will not overtax her generous accommodations. It's almost impossible to ship water, and any spray that comes on deck is stopped by the graceful Vee-coaming forward. All this is worked into the deck plan in a practical way that you'll like.

In fact, it's a sure bet you'll like everything about LIGHTNING from her looks to how she lives up to them. Whether you are a veteran of many seasons or a novice seeking relaxation and wholesome pleasure in sailing, LIGHTNING is the boat you've dreamed and built so often in your mind. Now she can be yours.

### *What it Means to have your LIGHTNING Built by Skaneateles*

How fortunate that you can match this excellence of design with unmistakable soundness of construction and refinement of detail in a SKANEATELES-BUILT boat! Here in the SKANEATELES LIGHTNING is the culmination of over forty-five years of sailboat experience.

You will get a far better boat today at a much lower cost than was even imagined a few years ago—thanks to the great strides which Skaneateles has made through constant study and the advantage of highly specialized quantity production. Skaneateles is the largest builder devoting their efforts exclusively to sailboats. In the SKANEATELES LIGHTNING price and quality meet.

For instance, consider the double planked bottom—an outstanding feature of Skaneateles construction. Long recognized as the finest building practice, its use was confined to the most costly yachts until adapted to boats of this type a few years ago by Skaneateles.

Two layers of plank are used. The inner layer runs athwartships, and the outer layer fore and aft in the conventional manner. Each layer is fastened to the frames and the layers are fastened to each other. The total thickness of the two is the same as the thickness of the ordinary single planking.

Crossing the plank in this manner obviously creates a tremendous increase in strength, with no increase in weight. Not a seam runs continuously through both layers of plank, not even at the garboard, and no caulking or putty is necessary. These flush seams mean a fast, beautiful bottom. Not a leak from drying out! And it will stay tight for years.

In the specifications you will see that the SKANEATELES LIGHTNING has mahogany for practically all hardwood parts. This has been done as a result of a long study of weights and proper weight distribution, so essential to the best performance of center-board yachts.

Again, notice how the efficient centerboard winch, installed under the fore deck, makes handling the board extremely easy and possible from any point in the cockpit. The specially designed bronze fittings are attractive, and do their jobs better than stock products available for the purpose. You'll like the seamanlike execution of the rigging and how naturally handy it is from the hinged tiller to the pin rail.

When you check these and the many more exclusive features of SKANEATELES LIGHTNING in the detailed specifications, remember that long established master builders who specialize in this type of craft are making such extra quality possible. And possible at a price which means the fulfillment of life-long ambitions for many a sailor or would-be sailor in moderate circumstances—to own and sail a truly fine yacht.



Heavy weather finds Lightning in her stride. Here are thrilling requirements and Lightning meets every challenge.

Running under working canvas or tearing along behind her tugging parachute spinnaker, Lightning holds steady on her course.



The thrilling response and effortless speed in light weather gives no hint of her reassuring stability and docile, yet awe-inspiring, power in rugged going.

A T E L E S B O A T S

# THE VALUE OF A LIGHTNING



## BILL CABRALL

On October 15, 1938 Rod Stephens came to upstate New York and took Lightning #1 (then only a few weeks old) out for a sail on Lake Skaneateles. It was a blustery day, blowing 25 to 30 miles per hour with a nasty chop. For several hours he sailed the boat in every imaginable way, with and without the spinnaker, with and without the jib, with the main reefed without jib, without a reef with the jib, the centerboard clear down, the centerboard half way, etc., etc.

Finally, Stephens took her out alone, beating against the wind without touching the rudder merely by lowering and raising the centerboard. He came back on a reach the same way, stepped out of the boat and remarked, "It is beyond all my expectations. To my mind she is the finest small centerboard boat ever built."

This story comes from a History of the Lightning Class written in 1947 by Ben Ladenburger, then Honorary Commodore of the Lightning Class. It demonstrates that from their inception, Lightnings were something special. Note: it also shows that Rod Stephens was something special—anyone want to try single handing their boat in 25 knots without touching the rudder?

The boat was designed by the legendary Olin Stephens of Sparkman & Stephens to be a fast comfortable daysailer suitable for racing. His brother Rod's feat with the very first boat shows that they succeeded in creating something truly special.

Early histories of the Lightning Class also record that the boat was designed with the idea of a strong Class association in mind. Sparkman & Stephens gave the rights of the design to the ILCA so that the royalties from each boat would go to strengthen and preserve the Class.

The ILCA was formed on January 12 of 1939. By then twenty boats had already been sold. By 1941 seven hundred boats were registered and forty fleets had been formed. By 1947, 3,014 boats were registered. By 1955, 5,900 boats had been built. The 10,000<sup>th</sup> hull was registered in 1967. The rate of increase has slowed a little since then as fiberglass boats last longer.

By any standard, this is phenomenal growth, especially since it occurred during the Great Depression and the Second World War. Think about that for a minute. I am writing this article in 2010 at the tail end (hopefully) of the greatest recession since those depression years that spawned our beloved boat. We have also been a nation at war for most of the last decade. Has your response to these events been to buy a set of plans and a pile of cedar? Have you called Nickles or Allen Boat Works to order that new hull? Our grandparents did and as a result we are the beneficiaries of the greatest small boat organization ever formed.

I believe that this combination of an inspired design, coupled with a strong one design organization, and generations of dedicated small boat sailors sharing the skills and technology to create, maintain, and sail these boats at a reasonable cost is what makes Lightnings the best value in sailing today.

Go back to the design. Lightnings are a large open dinghy with hard chines, a moderate, well controlled sail plan, and a big spinnaker. The hulls are easy to build or buy at reasonable cost. The big open cockpit means you can take the kids and your friends out for sail. It's easy to get five or six people in a Lightning cockpit on a nice day. For the price of a dinghy you can have a small yacht.



Bob Astrove's Lightning and Caddy



# THE VALUE OF A LIGHTNING

I've never heard it said, but I personally believe that Sparkman & Stephens knew exactly how big an American two-car garage was. A Lightning is the biggest combination of car, boat and mast you can fit into one. The mast has to go in on the diagonal up in the rafters but it fits. This makes it possible to keep a Lightning at home, in the garage you already have, and makes it easy to care and maintain the boat. After all, it's right there, just past the washing machine. No other boat offers performance like this – smaller boats won't carry the people and bigger boats won't fit in the garage. Own a Lightning and your whole family can go sailing from your own front yard.

The size of the boat also means that there is plenty of room for a three person crew to race the boat. They can be three normal sized people of either gender to boot. According to the latest ILCA newsletter, data from last year's World Championship indicates crew weights averaged 498 pounds, from a low of 423 pounds to a high of 620 pounds. Better yet, there was no statistical correlation between crew weight and finishing position. This means that any three people can be competitive in the boat. You don't need to cherry pick a crew based on weight, height, or gymnastic ability. You can race, and race well with your spouse, your kids, or the kids next door. This makes Lightning sailing a multi-generational activity, where many of our best competitors are third or even fourth generation Lightning sailors. When you take your whole family racing, you can race every weekend. And downwind, the three-hundred square foot spinnaker means you can really fly!

The International Lightning Class Association (ILCA) was created when the first boat was only four months old. Through the years a tremendous amount of work has been done to create and maintain the specifications, manage the growth and evolution of the design, support the local fleets and promote the Class. The Class has a full time secretary which provides for tremendous clarity and continuity in our operations. While other classes live or die on volunteer enthusiasm,

Rod Stephens



the ILCA keeps right on growing every business day, maintaining our history and traditions, and building for the future.

In most one design classes, if seventy boats showed up for the National Championship, press releases would get written touting such a wonderful year. In the Lightning Class, we wonder why the numbers are down from one hundred, then we do something about it. Recent initiatives include a very successful boat grant program that provides competitive boats, sails and coaching to several young teams a year, and the International Fleet Development program that subsidizes transportation of boats to new or growing fleets if the gaps created are backfilled with new boats.

Even more important than a great boat, however, are the fantastic people that make it a legend in its own time. I have only been in the Lightning Class since 1992, so I am just beginning to have enough experience to understand the magic. The Lightning Class is filled with the best people I have ever sailed with. In addition to being addicted about their boats, Lightning people are casual, easygoing, friendly, and fantastic sailors. Regattas feel as much like family reunions as sporting events, visiting the same great places again and again. The beer is always cold at a Lightning event, the smiles are always there, and even though the racing is as close and competitive as any you'll ever find, there are very few protests at major Lightning events.

I think the heritage of the Class has been crucial to creating/attracting multiple generations of fantastic people. When Sparkman & Stephens granted the rights to the design to the ILCA, they established a standard for generosity, setting the bar for all to follow. During the wooden



Marty, Martha and George Fisher

# THE VALUE OF A LIGHTNING



Courtesy of Sparkman and Stephens

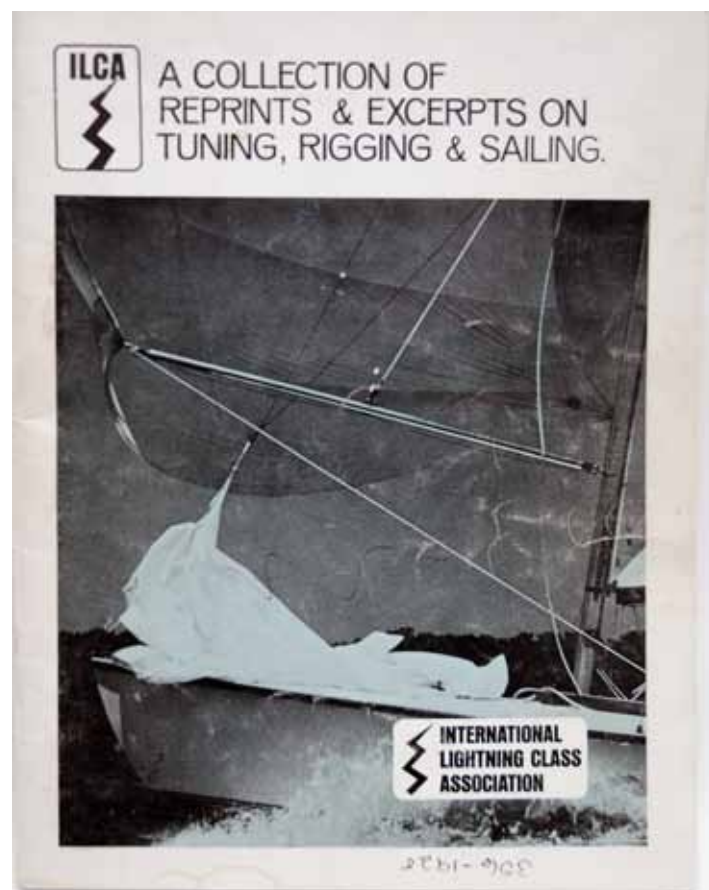
ILCA Fund, the Boat Grant Program, the Limbaugh Fund, and the History fund). Most one design classes are lucky to survive on efforts of a dedicated volunteer or two. We have an army.

A month ago I rescued the fourth wooden Lightning that's surfaced since I moved to Denver in 1995. Along with the stuff that came with the boat is a Lightning specific magazine containing sixty-five pages of articles published in 1971. On the inside front cover I found a paragraph that reads "This book has been published and donated to the Lightning Class by Lightning Sailor F.C. Jacobson through the Jacobson Advertising Agency and Universal Printing. Paper stock donated by Lightning Sailor Bill Hayes of Steen Macek Paper Company. Make up and preparation donated by Lightning Sailor Tryg Jacobson. The Authors and Photographers who prepared the original material are again thanked for their contribution to Lightnings." As I hold this book in my hand and realize how much effort it took to create, I want to thank them too.

One result of all this is that the Class and the wonderful people in it grow on you after a while. I am beginning to discover a need to live up to their standards, to try and be wonderful myself, at least occasionally. I don't know if I could ever come close to being a Greg Fisher or a Jan Davis or a Tommy Allen, Jr. (Although my girlfriend does wish I could be as good looking as his dad! Alas, some things are impossible.) I have discovered though, that I can volunteer to be a Fleet captain for two years, instead of one. I have

era, when incredible numbers of boats were being built each winter, a strong sense of camaraderie developed. Class records indicate forty fleets were organized and seven hundred boats were built in the first two years. That's a lot of varnish, a lot of time out in the garage with your friends, and a lot of beer. When the spring came and that boat hit the water, you could sail with your kids, or the neighbors kids, or everyone that had a hand in creating your new boat. Then the next winter you were in their garage building their boat. On the water you were going to race hard but clean also because those other boats were your friends, your neighbors, their kids, and the guys that knew how to plank your hull and glue up your mast. If there is one cardinal rule in yachting, it's that you never, ever piss off your boat builder!

As a result we now have third and fourth generation Lightning families, full of people in their twenties and thirties who are genetically primed to sail the boats, be the Fleet captains, organize the regattas, and run the Class. When I go the Southern Circuit this year I will be going to the 52nd annual Lightning Miami Midwinter Regatta, and the 63rd Annual St. Petersburg Winter Lightning Championship. We have an organization with five executive officers, a paid executive secretary, thirty-one Vice Presidents around the world, and thirty District Commodores. According to the 2009 yearbook (yes, we publish a yearbook in addition to a Class newsletter), there are four separate charitable funds you can donate to in order to help promote the Class (the





# THE VALUE OF A LIGHTNING

to drive from Denver to Miami and back each March for the Southern Circuit, and I don't care if there is a blizzard in the way. I'm prouder than I'm willing to admit that I finally qualified for the Master's (another great regatta to go to and I only had to wait fifty-five years to get in). This year I am going to go the Class meetings and discuss safety lines and other thrilling topics. "I'm sorry Miss but he drove 2,500 miles through the snow to vote for towlines. I'm afraid there's nothing we can do. Just give him a cold beer and send him down to the lake. We don't think he's dangerous or anything..."

So young sailors, beware! when some guy from your club buys you a beer and gives you an application for the Boat Grant Program. You may think it's because you can win, and that a North American Championship trophy or a Rolex Yachtsman of the Year award would look good on your mantle. But we know it's because after thirty or forty years of Lightning sailing, you might make a great District Commodore or your kids might make a pretty good Class President. After all, your grandfather did.

Implicit in the idea of value is the concept of cost and the return you get on your investment. Lightnings shine here also. It takes a surprisingly modest investment to own and race these boats. They fit in a standard garage and can be towed by a standard size car. Yep, buy a J-24 or the latest sport boat and you have to buy an SUV and all that gas just to move it around. A Lightning can be towed by almost anything you can put a trailer hitch on.

Historically, Lightnings have cost between one-half and two-thirds the price of a family car. The increasing cost of petrochemicals is pushing that some but it is still a valid ratio. Good used boats are surprisingly affordable and some may have even appreciated in value! According to the classifieds on the Class website, the guy I sold my last boat (#15004) to could resell it at a profit. (I knew that boat went too fast....!) In short, an evening's search online will demonstrate that you can own and operate one for an order of magnitude less cash than anything bigger and get a lot more out of it than anything smaller.



Three generations of Haydens



Caption Bob, his son and the kid next door, Matt Klise

And what does the Class expect in return for all of this? We want you to go sailing! Take your Lightning and put it in the water, day sail it, camp cruise it, join your local Fleet and race it Thursday nights at the local lake.

If you ever wanted an antique sports car but can't afford a Bugatti, there is a wooden Lightning looking for a new owner in a barn near you. Did you know fresh varnish lowers your blood pressure? Don't know what a paint brush is but have a computer that runs at sixty-four Terabytes per second? Your Fleet needs a website.

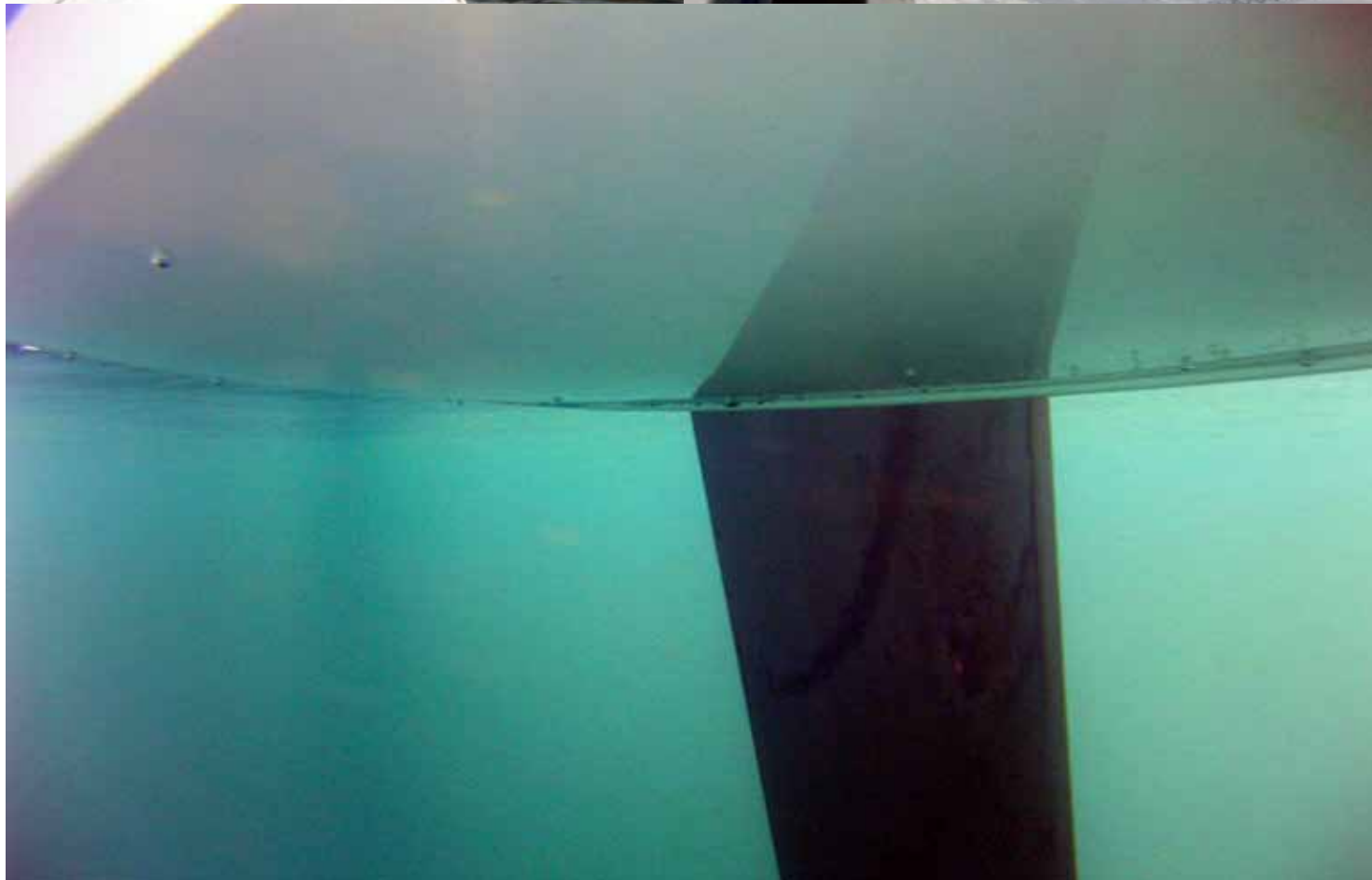
When you win your first local race, write an article for your sailing club newsletter about how you did it and how it felt. Send that article to the ILCA and see it published in our newsletter. Once in your life, sail the Southern Circuit. Actually, it's impossible to do the circuit just once; you'll have to come back – ten or twenty times.

Join your fleet, your sailing club, and the ILCA and make sure your crew does too.

But most importantly, this is what you must, once in your life, do with that new Lightning of yours. That kid-the one down the block that walks real slow past the house each time your boat is in the driveway. Yeah, that one. Take that kid out for a sail, put a live spinnaker sheet in his hand for the very first time and watch the look on his face that no video game could ever produce. Then you'll know the value of a Lightning.

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Side Note: When Bob Astrove was buying his new home, he measured the garage prior to signing the contract. At the time he did not own a Lightning (the only time since 1978). But he knew he would have another one sooner than later. The 1960 boat cost \$100 and the 1980 Cadillac was free. Most importantly, they both fit into his garage!





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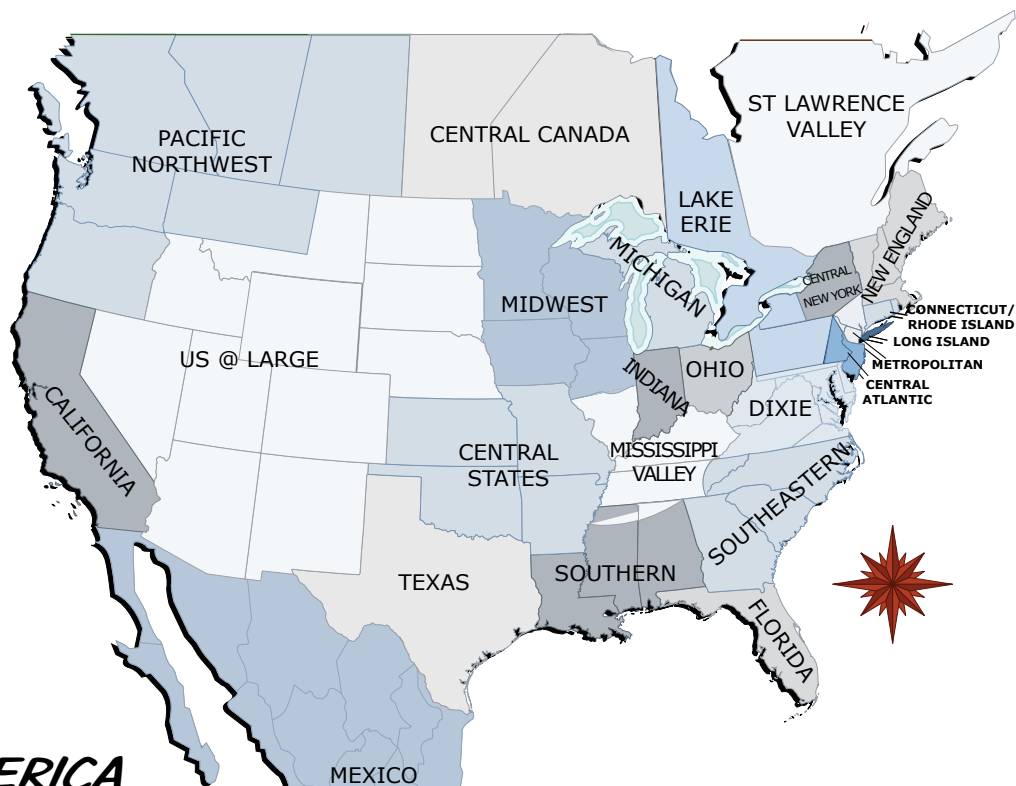
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# ILCA DISTRICTS

## NORTH AMERICA



## SOUTH AMERICA



## EUROPE





# ARGENTINA AND BRAZIL

## ARGENTINA

### FLEET

446 Club Univeritario de Buenos Aires

### FLEET 446

#### CLUB UNIVERITARIO DE BUENOS AIRES

Sailing on Lake Olivos  
Buenos Aires, Argentina

Fifty years ago there was a Lightning fleet sailing in Rosario, Argentina. Through the passage of time, the fleet disappeared, but the memories lived on among those that had the opportunity to sail on the Lightning. Such memories drove Mario Fuma Gallo, long-time sailor from Rosario who had sailed the Lightning with his father almost fifty years ago, to contact the Class and take advantage of the Fleet Development Program. With the help of the Class, he was able to purchase the boat, 15057, and ship it to Chile, where he took part in a couple of regattas. Afterwards he drove the boat across the Andes, all the way back into Rosario waters. I'm sure this incredible postcard will be the first of many to come. Welcome back into the Class, Mario!!



This is the moment when the Lightning Class crosses the Andes to recapture Argentina

## BRAZIL

District Commodore: Nelson Schmitt

### Fleets

147 São Paulo                      462 Guarapiranga Lake  
401 Guanabara

### FLEET 147 SAO PAULO

Sailing on Lake Guarapiranga  
São Paulo, Brazil

Fleet Captain: Claudio Biekarc

### FLEET 401 GUANABARA

Sailing on Lake Guanabara Bay  
Rio de Janeiro, Brazil

### FLEET 462 GUARAPIRANGA LAKE

Sailing on Lake Guarapiranga  
São Paulo, Brazil

BOAT#	BOAT NAME	OWNER
14330	Kirimaw	James Sumner
14378	Meia Noite 8	Mario Buckup
14596	Marshmellow	Ricardo Costa
14602	Flash Rider	Claudio Biekarc
14845	Clone Rider	Rafael Krausz
14892	White Magic	Hans Ludwig
14893	Layline	George Lewis Rider
14894	Wind Runner	Thomas Sumner
15152	Xamego VI	Nelson Schmitt
15264	Hooligan	James Birkinshaw
	Acquaholyc	John Stuart Bennett
	B-Me	Wagner Neils Bojlesen

**2009 in Review**—submitted by Fleet Captain John Bennett

#### 2009 São Paulo State Regional Championship

The São Paulo State Championships were held over four weekends with seventeen races. There were three canceled races, so we missed a weekend.

Thomas Sumner ended up in 1st place with the crew Felipe Brito and Filipe Gil. Cesar Hirsch took 2nd place with James Birkinshaw and Christian Somers, putting the Brazilian mad boat Hooligan on its first podium. In 3rd place Rafael Krausz held on, despite not being able to participate in the final five races. He missed races due to the heavy study workload required to get into university in Brazil.

The Brazilian Lightning Class is extremely pleased with these results, as it shows that our push to renew the Class is paying off. We old folk suffer to keep up with these youngsters. Have you ever seen Tommy and crew roll jibing in all kinds of wind? It is a treat, and I swear I'd either fall overboard or put my back out if I were to attempt something so extreme.

#### 2009 Brazilian National Championship

The Buckup family shows that they are still the name to beat when sailing on Guarapiranga Lake in São Paulo. By only 0.5 points they beat João Hackerott racing with Ricardo Costa and his father, Fernando Hackerott. He returned to the Class after a 2nd place back in the 1983 Worlds in Ilha Bela. João is rapidly becoming one of Brazil's sailing stars.

With Tommy Sumner and team in 3rd, as well as Rafael Krausz and team in 5th, we are very pleased with all the recent competing juniors showing that they are here to stay.

The YCSA hosted the event and, as usual, they put on a very professional weekend.

## Campeonato Brasileiro de Lightning 2009

RANK	HELMNAME	CREWNAME	R1	R2	R3	R4	R5	R6	R7	R8	TTL	NETT
1	Mario Buckup	Telma Buckup, Mark Buckup	(7)	1	1	1.5	2	5	2	4	23.5	16.5
2	João Hackerott	Ricardo Costa, Fernando Hackerott	2	5	4	(10)	1	1	1	3	27	17
3	Tommy Sumner	Felipe Brito, Filipe Gil	1	2	2	3	6	3	(7)	2	26	19
4	Caio Prado	Roberto Martinelli, Mark Bremer	4	4	5	5	4	4	(8)	6	40	32
5	Rafael Karusz	Eduardo Molina, Otavio Birman	3	3	(14.0 OCS)	9	5	2	6	7	49	35
6	Frede Bojlesen	Fabio Bojlesen, Renata Bojlesen	(11)	7	9	7	3	7	10	1	55	44
7	Per Orlov Hornell	Per Cristian Hornell, Catherine Hornell	10	9	7	1.5	9	(11)	5	5	57.5	46.5
8	Marcos Ashauer	Toni Muller, Cassio Ashauer	8	(11)	8	4	7	10	4	8	60	49
9	Cesar Hirsch	James Birkinshaw, Christian Somers	5	8	6	8	8	6	9	(11)	61	50
10	Adriana Kostiw	John Bennett, Maria Hackerott	6	6	3	6	(14.0 DSQ)	9	12	9	65	51
11	Hans Ludwig	Jorge Soares, Paulo Fonseca	9	10	(12)	11	10	8	3	10	73	61
12	Nelson Schmitt	Cecilia Jahnel, Pamela Cleaver	12	12	11	13	11	12	(14.0 OCS)	12	97	83
13	Sidney Bloch	Carlos Matos, Neiva Jacques	(13)	13	10	12	12	13	11	13	97	84



1<sup>st</sup> Place: Mario, Thelma And Mark Buckup



2<sup>nd</sup> Place: João Hackerott,  
Ricardo Costa, Fernando Hackerott



3<sup>rd</sup> Place: Tommy Sumner,  
Felipe Brito, Filipe Gil



4<sup>th</sup> Place: Caio Prado,  
Roberto Martinelli, Mark Bremer



5<sup>th</sup> Place: Rafael Karusz,  
Eduardo Molina, Otavio Birman



Most Improved: Team Rafael Karusz



## 2009 South American Championship

We found out just a few weeks before the 2009 South American Championships that this was a qualifying event for the 2011 Pan American Games being held in Mexico. We felt it was the best opportunity for Brazil to qualify.

As George Rider is not able to make the trip to defend his 2007 title, Mario Buckup is starting a new representation in Brazil, and Claudio Biekarck is recovering from health problems, we turned our attention to the two teams who will be racing.

Tommy Sumner and his three-time Junior World Champion team were ready. Caio Soares reached out to Sidney Bloch, one of George Rider's crew, to put together a very strong team.

Since Brazil held qualifiers for the 2010 South American games a couple of weeks before the South Americans, both teams were able to practice with the best the Lightning Class has to offer in Brazil. They were pumped up for the trip.

They didn't win, but Tommy took 2nd place and Caio took 3rd behind Tito. This was not a bad result for Brazil. Well done both teams!

## The Future — Búzios 2011 World Championship

### Schedule of Events July 2011

16-17 (Sat & Sun)	Early arrivals. Open to competitors for practice
18 (Monday)	1500-1900 hours. Registration and measurement for the International Masters and South American Championship
19 (Tuesday)	0800-1200 hours. Registration and measurement for the International Masters and South American Championship 1400 hours. Practice race PM 1800 hours. Skippers meeting 1900 hours. Opening reception
20 (Wednesday)	1300 hours. Race 1 and 2, Masters and South American Championship 1900 hours. Social event
21 (Thursday)	1300 hours. Race 3 and 4, Masters and South American Championship 1900 hours. Event
22 (Friday)	1300 hours. Race 5 and 6, Masters and South American Championship After racing - Masters and South American Championship Awards ceremony and event 1000-1800 hours. Registration and measurement for the Worlds 1130-1400 hours. Lunch 1800 hours. ILCA Governing Board meeting
23 (Saturday)	0800-1300 hours. Registration and measurement AM 1100-1300 hours. Lunch 1400 hours. Practice race PM 1800 hours. Opening ceremonies and competitors meeting
24 (Sunday)	1300 hours. Race 1 and 2, Worlds ILCA general meeting Open night
25 (Monday)	1300 hours. Race 3 and 4, Worlds 1800 hours. Event
26 (Tuesday)	1300 hours. Race 5 and 6, Worlds 1800 hours. Event
27 (Wednesday)	Reserve day (Flex schedule weather dependant)
28 (Thursday)	1300 hours. Race 7 and 8, Worlds Open night
29 (Friday)	1300 hours. Race 9, Worlds 1900-2300 hours. Awards ceremony and banquet

## CALIFORNIA

District Commodore: Dan Gravatt

### Fleets

194 Mission Bay Yacht Club 372 San Francisco Bay Area

The California District had an exciting year of racing in 2009. The District has two active fleets racing on a regular schedule.

The District hosted three major regattas this past year. The first regatta was the California Lightning Circuit. The Circuit consists of five racing days over three venues. One is the 'Longest Race' of the class, the seventeen mile marathon race from San Diego Bay to Mission Bay. This year's event became a three-way battle between local boats skippered by Mike Poltorak and Jeff Coppens and the team of Tom Allen Jr. and Steve Davis, sailing two-up. Jeff's team handi-capped themselves from the start with what was dubbed Burritogate. They enjoyed their breakfast burritos a few minutes too long and missed the first race start by two minutes, finishing 8th in the first race, then scored bullets the rest of the day in heavy air. The wind lightened up the following four days. Tom Jr. and Steve did the best job changing gears, winning the Marathon race and the overall Circuit Championship. This year's Circuit had eleven boats, our highest turnout in ten years. We are excited to welcome more boats to sail our 2010 Circuit. How can you beat twenty races in six days in medium wind sailing in shorts in February and March?

The CA District Championship was held in June at Mission Bay Yacht Club. Nine boats competed in the District Championship with Jeff Coppens from MBYC winning the regatta. Scott Finkboner from MBYC placed 2nd, and Richmond Yacht Club's Mike Molina placed 3rd.

Richmond Yacht Club in San Francisco Bay hosted the 2009 Pacific Coast Championship. A fleet of five boats competed in the September event. After one race of light air the first day, classic heavy air bay racing ensued with wind from 18-25 knots. The three-knot current into the wind created a steep nasty chop to weather but turned the Lightnings into surfboards downwind. Jeff Coppens from San Diego won the event scoring all bullets. Mike Molina from Richmond Yacht Club took 2nd place, and David Rumbaugh from Washington Lake Sailing took 3rd. David is the Colorado 15 North American Champion and sailed the PCC as a warm-up to the US Sailing Championship of Champions. This is a great example how events like the Championship of Champions can bring in participation from sailors outside our Class and expose Lightnings to new sailors. David and his crew had a great time racing the Lightning. We hope to see him out for more events in the future. Mike Molina created some amazing handcrafted trophies for the PCCs.

The California District is also proud to report that some of our local juniors had some amazing racing results this year. MBYC Lightning Fleet regulars Evan and Scott Hoffmann, along with Eric Alamillo in 2007 and Colleen Hackett in 2009, won the US Sailing Three-handed Junior Championship, Sears Cup, for the second time in three years. Scott and Evan have gained a lot of their three-handed experience on the Lightning. In addition, Olin Paine, FJ North American champion competed in the Championship of Champions, placing a very respectable 6th place. Mission Bay Yacht Club will be hosting the 2010 Sears Cup in Lightnings. We look forward to exposing more juniors to the Lightning during this event.

## ***FLEET 194 MISSION BAY YACHT CLUB***

Sailing on Mission Bay and the Pacific Ocean  
San Diego, California

Fleet Captain: Peter Colantuono

BOAT#	BOAT NAME	OWNER
6613	La Salle	Christopher Barclay
8778		Dan Gravatt
11514		Ben Thoron
13742		Larry Schmitz
13819		Kevin Wixom
13842		Rich Harp
13856	Come Monday	Dale "Doc" Caroe
13860		Michael Bond Dan Gravatt
14095	Puddleglum	Kirk Johnson
14202	Moxie	Michael Poltorak
14233	Taxes Due	Dan Gravatt
14263		Peter Colantuono Peter C. Bellin
14308		Dale Bull
14473		Scott Finkboner
14846	White Lightning	Mike Brewer
14924		Jeff Coppens
15021		Guy Hatlie
15238	Elixir	Brian Anderson
15280		Dan Gravatt
15302	Blitz	Dale Bull
15306		Peter C. Bellin
15330	Hana Hou	Scott Finkboner
		Carl Eichenlaub

Mission Bay Yacht Club is home to Lightning Fleet 194. Located on El Carmel Point in Mission Beach, MBYC is one of the best locations for small boat racing and general boating activities in southern California. We are fortunate to have two great venues for racing. In the bay we typically have wind from 7 to 15 mph in flat water. We also race in the ocean in similar wind and big waves and chop.

In the four years that I have been sailing here, the competition within the Lightning fleet has improved quite a bit. This year we have had a lot of very close races/regattas with a variety of skippers/crews coming out on top. Jeff Coppens and crew had a great year winning the Midwinters West, the CA Districts and the Pacific Coast Championships. He was also second overall in the CA Circuit. Tommy Allen Jr. with crew Steve Davis won the CA Circuit, taking first place in all three events.

Our Fleet Champion is determined by the skipper who has the best score overall for 75% of all qualifying races for the year. I wasn't in the top three in the big interfleet regattas but managed to compete strongly in our club races. It was a close competition between Scott Finkboner and me going into December. My crew for the Hot Rum (Bowen Memorial Regatta), Dylan House and Ed Petit De Mange, were awesome, and we had the kind of regatta we needed to in order to win the honors. Dylan, Ed and I sailed together a few times this year, but the teamwork really came together for the Hot Rum.

The Thursday night races were a lot of fun this year. Larry Schmitz made the most of them, being the most frequent competitor. It is a great way to start the weekend a little early and enjoy the summer nights on the bay.

MBYC is also the home club of some of the nation's top junior sailors. Twins Scott and Evan Hoffmann, along with Colleen Hackett, won US Sailing Three-handed Championship, the Sears Cup, this past summer for the second time. It was sailed in Rhodes 19s at Marblehead's Pleon Yacht Club in Massachusetts. They also won the F. Gardner Cox Sportsmanship Trophy, which is US Sailing's oldest junior championship sportsmanship award and is a perpetual trophy awarded to the team who exhibits the highest tradition in fairness during the regatta.

The 2010 Sears Cup will be hosted at Mission Bay Yacht club and will be sailed in Lightnings. It is the last year that Scott and Evan will be able to compete before they age out. I hope they can win for the third time at home in Lightnings.

2009 was my second and last year as Fleet Captain. The incoming 2010 Fleet Captain is Dr. Dale Bull.

Pete Colantuono





Jamie Hoffman, Peter Colantuono and Dylan House



Dr. Brian Anderson on duty as RC



CA District Winners: Jeff Coppens,  
Jim Sears, Evan Hoffmann



CA District Participants



CA Circuit Participants



CA Circuit Winners: Tom Allen Jr. and Steve Davis



## 2009 Fleet 194 Awards

## Winner

Fred J. Knauer Trophy: Outstanding Lightning Skipper of the Year in Interfleet Regattas for 2009	Jeff Coppens
Fred J. Knauer Trophy: Outstanding Lightning Skipper of the Year in Club Races for 2009	Pete Colantuono
Lightning Fleet 194 Fleet Championship Trophy for 2009	Pete Colantuono
TNT Trophy for most dedicated Lightning sailor for having competed in the most Thursday Night Things in 2008	Larry Schmitz
California Lightning Circuit Trophy: Overall Regatta is open to any ILCA member	Tom Allen Jr.
Bernard Gross Memorial Perpetual Trophy: California Lightning Circuit/CYC series trophy	Tom Allen Jr.
The Fred J. Knauer Memorial Perpetual Trophy: California Lightning Circuit/Marathon Race	Tom Allen Jr.
Susan M. Arnold Perpetual Trophy: California Lightning Circuit/Best Woman sailor in the overall event	Sandy Neuburger
California Lightning Circuit: Bowling Trophy	Kirk Johnson
California Lightning District Championship Trophy	Jeff Coppens
Regatta is open to any ILCA member who is also a member of a California Lightning Fleet.	
Bowen Memorial Trophy: Invitational regatta	Pete Colantuono
Pacific Coast Championship	Jeff Coppens

## FLEET 372 SAN FRANCISCO BAY AREA

Sailing on San Francisco Bay  
Richmond, California

Fleet Captain: Wayne Clough

BOAT#	BOAT NAME	OWNER
7108		Adrianus Rommelse
11835		
13783		Elissa Hall
13938	Bride of Funkenstein	Wayne Clough
14305	Double Happiness	Michael Molina

## Pacific Coast Championship

POS	BOAT#	SKIPPER	R1	R2	R3	R4	R5	R6	TTL
1	14924	Jeff Coppens	1	1	1	[2]	1	1	5
2	14305	Mike Molina	2	2	3	1	2	[3]	10
3	14681	David Rumbaugh	3	3	2	3	[3]	2	13
4	13938	Wayne Clough	4	4	7/ DNC	4	4	[7/ DNC]	19
5	13475	Ashley Tobin	5	7/ DNC	7/ DNC	7/ DNC	7/ DNC	[7/ DNC]	32
6	12337	Elissa Hall	6	7/ DNC	7/ DNC	7/ DNC	7/ DNC	[7/ DNC]	34

## 2009 Regatta Results for Fleet 194

Event	1st Place Skipper	Boat #
February Midwinters	Jeff Coppens	14924
Coronado YC Series	Tom Allen Jr.	15265
Marathon Race	Tom Allen Jr.	15265
MBYC Series	Tom Allen Jr.	15265
CA Circuit Overall	Tom Allen Jr.	15265
April Short Courses	Pete Colantuono	14263
May Short Courses	Jeff Coppens	14924
CA Districts	Jeff Coppens	14924
July Bay Series	Kirk Johnson	14095
July Short Courses	Doc Caroe	13856
August Short Courses	Larry Schmitz	13742
September Bay Series	Pete Colantuono	14263
September Short Courses	Scott Finkboner	15330
October Short Courses	Pete Colantuono	14263
Turkey Regatta	Pete Colantuono	14263
December Short Courses	Scott Finkboner	15330
Hot Rum/Bowen Memorial	Pete Colantuono	14263



Pacific Coast Championship Participants



## CENTRAL ATLANTIC

District Commodore: Ross Bailey

### Fleets

3	Bay Head Yacht Club	196	Surf City
26	Little Egg Harbor	228	Riverton Yacht Club
34	Metedeconk River Yacht Club	335	Barnegat Light Yacht Club
99	Great Egg Harbor	430	Ocean City Yacht Club
104	Lavallette Yacht Club	491	Lake Nockamixon
173	Brant Beach Yacht Club		

Central Atlantic District is well positioned between the Dixie District to the South and the Metropolitan District to the north. CAD member fleets provide a variety of home waters that include lakes, rivers, bays and ocean sailing venues. CAD offers sailing opportunities from highly competitive regattas to Wednesday night series outside Philadelphia.

CAD recently voted to open up the District Championship to provide additional sailing for sailors from all districts. We hope sailors from all over will join our District series and create a more competitive environment for our racing events.

CAD would like to recognize Ocean City Yacht Club for hosting an exciting and challenging District series. The weather cooperated to allow two days of ocean sailing. Conditions included big shouldered waves with fun fast downwind runs and challenging driving back to the weather mark. On our boat, we only buried the bow a few times. Many of us learned that you should not board the Coast Guard's boat unless you plan to be hauled all the way into shore. In the end, all skippers, crew and boats made it back to port. CAD is looking forward to New Jersey States at Ocean City Yacht Club next season. Thanks to OCYC for a fun series.

Barnegat Light Yacht Club hosted a two-day event for the New Jersey State Championships. The winds were moderate for the bay, but competition was strong. As usual, the party was as much fun as the sailing. A live band, good food and drink accompanied mark-rounding tales that sounded better every time they were told. Thanks to my home club for hosting a large group wild and crazy Lightning sailors. Good luck to Caroline who joined our boat for the series and will be a force to be reckoned with when she gets her hands on her own Lightning. I passed the tiller to Caroline and watched a future star of the Lightning fleet in action.

The coming year, 2010, will be as fun as last year. We are looking forward to Districts at Little Egg Yacht Club. Little Egg always hosts an excellent regatta, and Franz enjoys when we come to visit. The 2009 Atlantic Coast Championship at Toms River provided a warm up regatta for the North American Championships coming in 2010. We look forward to hosting the national fleet in the Central Atlantic District.

For those of you looking for good competition, pictured in the CAD report is Jody Lutz sailing in the 2009 World Championship where he placed 5th. CAD has plenty of other top notch competitors, and I've seen my fair share of sterns to prove it. Please come and join us, as we always welcome Lightning sailors from all areas and have plenty of events throughout the spring, summer and fall.

To the Lightning fleet at large, I would like to extend a big thank you for making my entry back into sailing very enjoyable. After years away from competitive sailing, my family and I have enjoyed many fun racing events. Fleets up and down the coast have made us feel welcome. To anyone considering a one design or are looking for a fleet to join, Lightnings are a great choice, and fleets will make you feel welcome. In addition, experts in the fleet will help you with tips and support. Here's to another good year of sailing and camaraderie.

Peter Menninger

### FLEET 3 BAY HEAD YACHT CLUB

Sailing on Barnegat Bay  
Bay Head, New Jersey

Fleet Captain: David M. Olney  
Fleet Secretary: Robert O'Brien  
Fleet Treasurer: Ed Cichone

BOAT#	BOAT NAME	OWNER
579	Gussie Feathers	Robert O'Brien
3798		Robert O'Brien
7678	Cosette	David M. Olney

Fleet 3's present activity is the rehabilitation of two wooden Lightnings. David Olney, master carpenter, is working on both his boat, #7678, and an historic boat, #3798. Hubert Johnson, a famous Bay Head New Jersey boat builder, built this boat as a birthday present for his daughters in the early 1940s. The first ILCA national race was held at Bay Head in 1939. At that time, the Bay Head Yacht Club had about thirty Lightnings in its fleet.

We long for the "good old days" here on Barnegat Bay, as our Lightning fleet has diminished. The Metedeconk River Yacht Club and the Lafayette Yacht Club still sail Lightnings competitively. The Marshall Cat and several E Scow dominate the Bay today.

Bob O'Brien

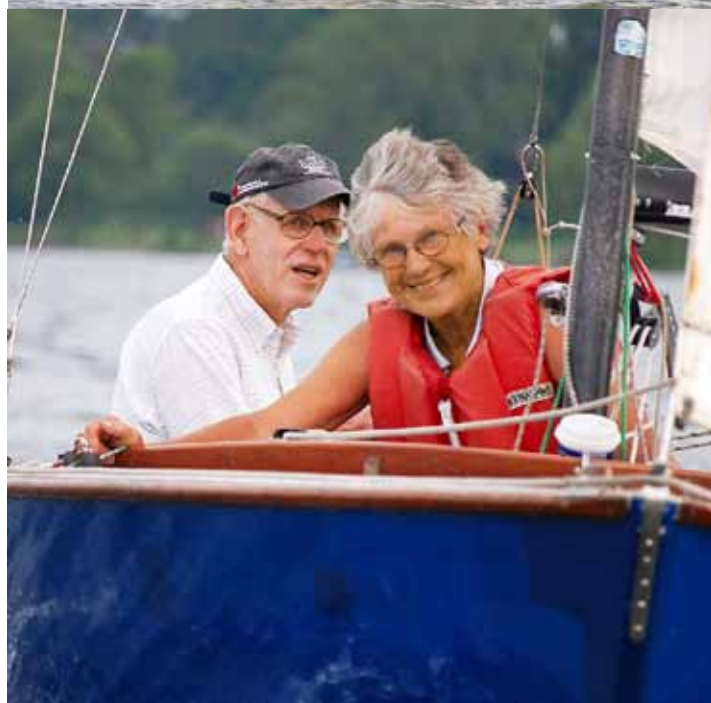
# CENTRAL ATLANTIC

## FLEET 26 LITTLE EGG HARBOR

Sailing on Little Egg Harbor Bay  
Beach Haven, New Jersey

Fleet Captain: Jody Robinson

BOAT#	BOAT NAME	OWNER
167		Franz K. Schneider
6296		Franz K. Schneider
10768	Procrastination	Jody Robinson
15079	Aries	Framz K. Schneider



## FLEET 34 METEDECONK RIVER YACHT CLUB

Sailing on the Metedeconk River  
Brick, New Jersey

Fleet Captain: Mitchell Hnatt

BOAT#	BOAT NAME	Djoerd HoekstraOWNER
6557	Zig Zag	Carol H Kern
10952		Robert G Savarese
11894	Love It	David S Ruiter
12209		Donald Schon
14589	Less Than Zero	Brian Taboada
14597	Roadmaster	Keith P Taboada
14706		Kyle Beebe
14739		James G Carson
14855		Jay Lutz
		Taylor Lutz
14882		Greg Kinzel
14960		Mitchell Hnatt
15052	Four Daughters	Rick Pokorny
15122	Logical	James G Carson
15166		Jody W Lutz
		Michael Schon
		Jay Lutz
		Paul Gelenitis

In 2009 we learned that Metedeconk would have the honor of hosting the 2010 Women's, Juniors', and Masters' Lightning North Americans. Slated for early August, the event will continue Metedeconk's tradition of holding major sailing events. Regatta Chairman Jody Lutz promises an excellent experience. The club is poised to put on a memorable regatta.

Metedeconk was one of the first hosts of the Junior North Americans (1978), has hosted two Lightning Youth Worlds (1984 and 1996) and the Lightning Pan American Trials (2002) in addition to many regional events. Two factors enable Metedeconk to hold top-flight regattas. The first factor is that sailing is held on Barnegat Bay with a prevalent sea breeze and navigable waters perfect for the Lightning. The second factor is that races will be run by Jim Carson. Jim has been Race Committee Chair for all the major Metedeconk national regattas. His race management skills are second to none. A sixty-year history with Barnegat Bay suggests Jim knows these waters inside and out.

The return of the National Junior Regatta is especially appropriate given Metedeconk's commitment to junior Lightning sailing. From the program's development by Jim and Dave Ruiter in the mid-1970s to the stewardship of Mitch Hnatt today, Metedeconk has held weekly classes in the summer dedicated to creating Lightning sailors. The list





Jody and Jay Lutz

of accomplishments cited in the rest of this article is an example of the culture towards sailing at Metedeconk.

Jody Lutz had a very successful 2009 season. He began with a 2nd on the Southern Circuit. Jody finished 3rd in the Central Atlantic District regatta, while taking home the trophy as first CAD finisher. He followed with winning the New Jersey State Championship and placing 5th in the Atlantic Coast Championship. In the fall, he ventured to the Worlds in Vermont and finished 5th. Jody's team in these events was typically family oriented, including brother Jay, nephew Taylor, son Jason and extended nephew, Matty Schon. All but Taylor grew up sailing at Metedeconk. In local politics, Jody will be the 2010 Commodore of Metedeconk River Yacht Club. Hopefully his executive commitments will not keep him off the race course in 2010.

As always, Jim Carson's 2009 season was prolific. Jim began the season on the disabled list with a bad knee but served as pit crew in lending out his Lightning for the Southern Circuit. One member of the team was Don Schon who steered St. Pete. Jim made it back for the summer regattas, the Districts, ACCs and New Jersey States. His best finish was a 7th at the States. Jim followed with a fine two weeks of sailing at the North Americans with a 4th in the Masters and making the Championship flight. He followed with a 6th in the International Masters in Vermont in September.

Local sailing was highlighted by three major regattas held in a three-week span in July: Central Atlantic Districts



Jim Carson



The Shons

at Ocean City, New Jersey States at Barnegat Light and Atlantic Coast Championship at Toms River, site of the 2010 North Americans. Besides Jody and Jim's presence at the Districts, Keith Taboada (5th) and Mitch Hnatt (9th) sailed well. George Francis had perhaps the most unique regatta of the year at Ocean City where a capsized in the Atlantic Ocean led to unwanted assistance from Coast Guard boats and helicopters. Despite the efforts of the USCG, George's Lightning survived. Metedeconk finishes after Jody's victory at the New Jersey States included Brian Taboada (3rd), Jim Carson (7th) and Greg Kinzel (16th). The fifty-nine boat ACCs had three Metedeconk sailors in the top ten: Jody Lutz (5th), Brian Taboada (8th) and Mitch Hnatt (9th). Keith Taboada (16th) also finished in the top half. Keith also won two local regattas: the Long John at Monmouth in the spring and the Manahawkin Bay Cup at Surf City in the fall. Metedeconk sailors dominated the Long John with four finishers out of the top five besides Keith: Brian Taboada (3rd), Greg Kinzel (4th) and Mitch Hnatt (5th).

Local fleet sailing was down as some focused more on regattas. The Spring and Fall Series were won by perennial Fleet Champion, Mitch Hnatt. Both series were competitive, especially the Fall Series where Jason Lutz and Jim Carson had strong sailing days which were eventually overcome by Mitch's consistency. Dave Ruiter finished 2nd in the Spring Series. A back to "normalcy" occurred in 2009 as the Yankees once again won the World Series and Jim Carson won the Barnegat Bay Yacht Racing Association Championship. I'm guessing both have somewhere around twenty-seven titles.

Besides the advanced class run by Mitch Hnatt and other fleet members, junior sailing continued to flourish at Metedeconk. Jason Lutz finished 5th in the sixteen-boat fleet at the Junior North Americans, an excellent finish by a first time skipper in the event. In the Junior State Lightning Championship, Timmy Crann finished 2nd and Jason 3rd. Timmy also won the Junior Club Championship held in Lightnings.

As described above, we are very excited for the 2010 season both on a national and local scope. Come visit—you won't be disappointed!

# CENTRAL ATLANTIC

## FLEET 99 GREAT EGG HARBOR

Sailing on Great Egg Bay  
Ocean City, New Jersey

Fleet Captain: William P. Clausen

BOAT#	BOAT NAME	OWNER
14495	Sweetness	William P. Clausen



Fleet 99 has been active since 1947.

This year we went in with Fleet 420 at the north end of Long Beach Island to host the Central Atlantic District Championship. It was a fantastic weekend. We sailed thirty Lightnings in the ocean in front of the Elephant in Margate. Saturday was fantastic racing in 10–15 mph winds from the south. There were a number of good races. Sunday brought tougher conditions. There were two light air races. OCYC's John Parker, Gidge Glen and Chappy Hopkins really pulled off a great regatta with limited dock and bulkhead space.

Thanks to OCYC. We hope to host the New Jersey State Championship next July.



## FLEET 104 LAVALLETTE YACHT CLUB

Sailing on Barnagat Bay  
Barnagat Bay, New Jersey

Fleet Captain: Matt Reiser

BOAT#	BOAT NAME	OWNER
15197		Matt Reiser

## FLEET 173 BRANT BEACH YACHT CLUB

Sailing on Little Egg Harbor  
Brant Beach, New Jersey

Fleet Captain: Eric Reitingner

BOAT#	BOAT NAME	OWNER
9628	Discovery	Paul Alberti
11575		James W. Titus
11666		William Kelly
13809	Old Age and Treachery	Andrew Potash
14059	Skal	Jim Long
14325	Verbqal Abuse	Glenn Reitingner Carl Reitingner
14660		Ed Serrill Bob Seabold

2009 was a slow year for Fleet 173. Other activities took precedent over the sailing; therefore, we didn't get as much as we hoped out of the Fleet. Eric Reitingner started off sailing the Southern Circuit with Don Schon and Bobby Martin. The three rotated skippering duties over the series. Bobby drove to Savannah and finished 30th out of forty. Eric drove to Miami and finished 26th out of forty-eight. Don sailed at St. Pete finishing 24th out of fifty-seven. Big thanks go to Jim Carson for making the trip with us despite his health issues. We hope to see him in the boat next year.

Ocean City held the Districts. The team of Eric Reitingner, Chris Williams and Arielle Delisser finished 11th out of thirty. The conditions were great, and the sailing was a lot of fun. Thanks to Ocean City for hosting the regatta on the ocean.

Fleet 173 had the pleasure of hosting the 2009 Laser, Radial and 4.7 Nationals. Two hundred and seventy-six boats raced. It was the largest Laser regatta of the year in North America.

Team Reitingner (Glenn, Carl and Beth) sailed at the Down-bay at Little Egg and finished 3rd.

Next year with all the major regattas being close by, an enthusiastic junior team and the possible addition of two more boats, the Fleet is looking forward to next year.



## FLEET 196 SURF CITY

Sailing on Manahawkin Bay  
Surf City, New Jersey

Fleet Captain: Richard M. Warren

BOAT #	BOAT NAME	OWNER
13139	Moxie	Darryl Waskow
14300	Scrap Metal II	Richard M. Warren
14595	Liberty	Robert Rizzitello
14635		Darryl Waskow
15175	Triple Threat	Timothy G. Robinson
15204	Exit 63	Bill Mergenthaler
15218	Jezebel	Steve Warren Michael Warren
15336	Impulse	Steve Warren

## FLEET 228 RIVERTON YACHT CLUB

Sailing on the Delaware River  
Riverton, New Jersey

Fleet Captain: John Townsend

BOAT #	BOAT NAME	NAME
8616		Hugh J. Hutchison
12780		John H. Mangan
12920		Mark C. Schneider
13740		James B. Nicholson
14060	Gypsea II	John H. Mangan
14214	Chees Whiz	Bruce A. Nicholson
14890	Ultimate Pressure II	John Townsend
14927	Thunder	Milan P. Tweardy
14942	Primal Scream	Richard R. Moyer
15055	Enigma	Hugh J. Hutchison
15154		Mark C. Schneider
15385	Dark Horse	John Townsend



Mark Schneider at the Worlds

## FLEET 335 BARNEGAT LIGHT YACHT CLUB

Sailing on Manahawkin Bay  
Surf City, New Jersey

Fleet Captain: Mark A. Kaplan  
Fleet Secretary: Alex Klein  
Fleet Treasurer: Maggie Shuler

BOAT #	BOAT NAME	NAME
11087		Daniel G. Dawson
13708	Boo Boo	Alex Klein
13970		Mark A. Kaplan
14350	Certifiably Insane	Christopher E. Gasorek
14489	Hot Pepper	William S. Clarke
14787	Yeah Baby!	John Demming
14833		Peter D. Menninger
14940		Mark A. Kaplan
15345	The Situation	John Faus

The BLYC Fleet 335 summer season saw the return of some Lightning veterans. John Demming, Steve Wright and Joe McGinnis committed themselves to keeping Hot Pepper sailing while her skipper, Bill Clarke, recovered from a mid-summer operation. Rumor has it the three are looking for a boat for 2010. Bill looks to renew some of the hardware on Hot Pepper before he returns to the water in 2010.

The highlight of the season was Fleet 335's hosting of the New Jersey State Championships. With twenty-four boats participating in the regatta held on our North Course on July 18 and 19, we sailed five grueling races in deep water in perfect sailing conditions. The party was as much a success. We are all deeply appreciative of all of the positive comments we received in the weeks that followed.



# CENTRAL ATLANTIC



Our Fleet summer season ended up consisting of five out of nine scheduled weekends. We had a total of sixteen races, capped off by our annual Regatta held on August 29th. A very strong and competitive regional regatta season (the 2009 "New Jersey Circuit") and unfavorable weather conditions forcing cancellations affected our Saturday fleet races.

We again enjoyed sailing together as reciprocal hosts with our neighboring fleet at Surf City Yacht Club a few times over the season. This is a way to combine efforts, increase numbers and build Lightning sailing on Long Beach Island. Congratulations to the top three finishers for both the annual regatta and the season: 1st place to John Faus, 2nd to John Demming and 3rd place to Pete Menninger.

Special recognition needs to be given to Fleet members and members' families who sailed beyond Barnegat Bay during the 2009 season. These include the 2009 New Jersey State Junior Champion Arielle DeLisser with crew Tyler Menninger and John Faus. They sailed both in the North American Championships at Sodus Bay and the World Championships at Malletts Bay. Two boats represented the Fleet on the 2009 Southern Circuit: John Faus with crew Tyler Menninger and 2008 Lightning Boat Grant recipient Will Brown, as well as Pete and Jacky Menninger with crew Mark Kaplan. We are also very proud of our Fleet members who are taking active roles in the Central Atlantic District and ILCA management namely, Peter Menninger, CAD District Commodore, and John Faus, ILCA Treasurer.



The Fleet would also like to take this opportunity to thank all of the volunteers that have made all of the above possible. We would not be able to do any of this if it were not for the commitment of Wayne Shaner, Larry Murphy, Paul Wood, Mike Appleby, Mac DeTuro, Jim Bigham, and Frank Shuler, to name just a few.





## FLEET 430 OCEAN CITY YACHT CLUB

Sailing on Great Egg Harbor Bay  
Ocean City, New Jersey

Fleet Captain: Richard D. McCarraher  
Fleet Secretary: John Parker

BOAT#	BOAT NAME	OWNER
13078		Richard D. McCarraher
13649		Howard M. Solomon
13873	Freebooter	Russell Hanscom, III
14014	Blue Streak	Samuel Hostvedt
14341	Water Rat	Richard D. McCarraher
14348	Perfect Wife	Robert Shields
14415	Asgard	Marc Wagner
14565	White Lightning	Kevin J. Robinson
14987	The Architect	Mark Asher
15220	Odyssey	OCYC Junior Sailing
15373	Polar Bear	Erik Hostvedt
15377	Mr. Pinky	George P. "Gidge" Glenn
15383	Flower Child	John J. Parker

This season showed tremendous growth in our Fleet. We went from a fleet of eight boats for the 2008 season to a fleet of twelve boats in 2009, and we are still growing. This growth is attributed to a few hard working, high energy individuals who strongly promote the Fleet from within the local sailing area. We have fun, and there is a lot of camaraderie.

We also expanded our season racing schedule to three warm-up races on June 5, thirty-four season races, five races in the Mid Atlantic Yacht Racing Association (MAYRA) Regatta, five races in the OCYC Heart Cup Regatta, and twenty-eight plus match races to culminate the season.

The most outstanding facts of the season are the finishes for the top four placers and their central points of tendency



in their scores. The lead was always changing, and not one team dominated. It was close until the very end. For instance, Eric Hostvedt, the season champion, had an average finish of 2nd place, but his final finish was 3rd; while Sam Hostvedt's average finish was 3rd, overall he scored 1st. This indicates that although a strong finisher, he was inconsistent with his placements. Gidge Glenn was a close contender in 3rd with very consistent 3rd place finishes for the season. One aspect of the scoring was to keep data on the finishes to help analyze their performances. These results are also located on the website and are compared to last year's results.

For the July 4th Regatta, MAYRA Regatta, Heart Cup Regatta and CADs, we had a minimum of nine strong boats and up to thirty-five boats on the line. This created some spectacular racing which was viewed from the deck of the Yacht Club. Although many express that the inner Bay is difficult to sail with its strong currents, tides and fluky winds, it makes for better sailors. The sailing was spectacular and consistent throughout the season. Many came to watch. The addition of a strong spectator fleet helps make the Fleet strong.

In 2009, the Ocean City Yacht Club hosted the Central Atlantic District Championships with thirty-five boats on the line. The first day started with average winds but soon built up to winds so strong that everyone had their seamanship tested and used their sailing skills to complete the last race. Conditions became so serious that the Coast Guard aided as the boats returned to the club. The second day brought calm to medium winds out in the Atlantic Ocean. The changing winds provided for challenging ocean racing for all. Between the extremes of wind and sailing skills being tested, there were two parties full of fun for everyone to share stories and recount the day's events.

We culminated the season as we did last year with our annual match race regatta. This year we had eight boats participating, incredibly strong winds and tough racing. A round robin series, meaning twenty-eight round robins then the semi-finals, produced a few surprises in the final match.



# CENTRAL ATLANTIC



Our junior sailing team, the newest addition to the Fleet, had the best overall score by far for the event. They most likely would have beaten Gidge Glenn for the title had they not been over early at the start, a killer for sure in match racing. Nevertheless, the Fleet is still learning how to engage in the box. We are expanding the event to a two-day regatta next year as well as adding a team race.

Fleet 430 is a very active, involved fleet that we expect to grow by three more boats next year. It is **the** fleet to watch.

Lynda Corrado



George "Mr. Pinky" Glenn



## FLEET 491 LAKE NOCKAMIXON

Sailing on Long Island Sound  
Quakertown, Pennsylvania

Fleet Captain: Brent W. Benson  
Fleet Secretary: Barbara Benson

BOAT#	BOAT NAME	OWNER
11444		Brent W. Benson
13184	Spiderman	James C. Lenahan
13624		James C. Lenahan
13720		Gary Bonner
13824	Cahoots	James C. Lenahan

Currently the Fleet is not scheduling fleet racing since James Lenahan doesn't race, and we need four boats on the line to have separate fleet racing. There are other Lightnings on the lake, but they are not racers.

11444 and 13720 did race in invitationals and in the Club Portsmouth events. 13720 raced the Wednesday evenings. Both boats held up the tradition of winning some of the races.

For more information, please Google on the Internet Nockamixon Sail Club to find out what sailboats are doing on the beautiful waters of Lake Nockamixon.



## CENTRAL CANADA

District Commodore: Ross Bailey

### Fleets

279 Temple Reef Sailing Club

The Central Canadian District had originally been part of the Midwest Lightning District, but during the 1960s, as area fleets grew, the Central Canadian District was formed to avoid the twelve-hour drives to championship events. Thunder Bay became the eastern centre of the new district, and the Winnipeg crowd at Lake-of-the-Woods made up the western centre. Now we were down to about a five-hour drive, barring flat tires. In the early 1960s Temple Reef Sailing Club was formed, as the dinghy sailing migrated to camps (cottages) at Loon Lake and Amethyst Harbour, Lake Superior. Both had great summer sports programs which attracted the sailing families and the racing schedule recognized this more and more. The dinghy sailors who had all been Thunder Bay Yacht Club members finally decided to form their own club, named after quite an imposing reef off Amethyst Harbour in Lake Superior. The quality of racing was very high, and the after-race get-togethers at the different cottages were really something. Each party even had a kid's area with all the pop and nibbles you could want. In those days the Winnipeg sailors and Thunder Bay sailors travelled back and forth with as many as forty-five Lightnings on a starting line. The regattas had great racing and were real events.

In the western half, most Winnipeg Lightning sailors had cottages on beautiful Lake-of-the-Woods, with a smattering also on Lake Winnipeg at Gimli. Lake-of-the-Woods sailed

in two locations, with the Zig Zag Yacht Club at Clearwater Bay and Royal Lake-of-the-Woods Yacht Club off Kenora. While Zig Zag was just getting started at that time, it has since grown remarkably and still runs an excellent dinghy program. Royal Lake-of-the-Woods Yacht Club had a history back to the turn of the century when the King had conferred the title "Royal" upon the club. This club is also very healthy with a multi-million dollar expansion just completed.

Sadly, Lightning racing is mostly a memory now in this half of the District, as Lasers pretty well took over the whole dinghy fleets. However, the odd Thunder Bay Lightning sailor continues to attend regattas on Lake-of-the-Woods and at Gimli, usually with quite respectable results, and therefore, some admiration for the Lightning Class. Most of the dinghy sailing in the Winnipeg area is done by young people, but they are starting to become adults now and are finally attending regattas in Thunder Bay once more. We are working on ways to get these excellent sailors into Lightnings and continue to hope that the Lightning will make a come back in the western half of the District.

In Thunder Bay the 70s saw the racing shift back into town, but it seemed a shame to forget the reef after which the club was named, so a "cruising" race was held yearly from town to Amethyst Harbour. The only "buoy" in the race was Temple Reef itself. That race was held every year, through thick and thin. The one rule was that each boat must have an extra crew, for safety's sake, to be eligible to win the Temple Reef Trophy. The logistics of delivering trailers, uniting families and the odd drifter year eventually put everyone's thinking caps on. Two years ago, instead of town, the race was started in Amethyst, headed towards town and past several islands, then came back around Temple Reef and finished in Amethyst. Regular crews were allowed and it certainly made going into Sunday's race around nearby Caribou Island a lot easier.



# CENTRAL CANADA

An invite was extended to the Manitoba sailors, and this year they were able to partake, with one 29er and six Lasers—quite a commitment after weeks on the road at the Canada Summer Games and CORK. Friday was fairly breezy, and Saturday dawned quite windy from the north-east, with very solid puffs. However, the race did follow the shoreline, so the Race Committee gave the green light and off we went. Most of the Lasers tipped before getting out of the bay, and one Lightning decided that maybe a day upright on land was better than one upside down on the lake. By the turning point at Mary's Island, several of the Lasers and another Lightning had decided enough was enough and pulled onto people's beaches or into shelter. Puffs capsized most everyone, including two more Lightnings, so that finally only Richard Walsh in a Lightning, Rob Ewanchuk and Kyle Ross in Lasers, and Chris Bailey in a C&C 32 were left. It was at this point that area support boats, including the Coast Guard, suggested those remaining not continue around Temple Reef. Rob was able to slip around the reef, but Kyle, who had been determined to sail the whole course, was escorted back into the bay. The C & C powered around the reef, but Richard Walsh, sailing with great skill, finished first and won.

The great thing about this event is that for the first time in many years Winnipeg sailors have traveled to Thunder Bay to race. Granted they were not in Lightnings, but they saw a Lightning win and handle very difficult conditions convincingly. These Winnipeg sailors unanimously plan to return in 2010 and have asked if they can somehow sail in Lightnings. The Thunder Bay Lightning Fleet plans to accommodate them.

The Central Canadian Districts were held in two parts this year, with Loon Lake being Part 1. The winds are always extremely tricky at Loon, making the sailing both fascinating and frustrating, but the warmth and hospitality shown by the Maki and the Walsh families once off the water give everyone the real reason for sailing the Loon regatta. The open waters of Lake Superior outside the Thunder Bay breakwater saw the racing for Part 2. The winds really piped up for this event, so we battened down the hatches and went racing. Richard Walsh continued his dominance with convincing wins in both regattas, but Richard's sister Lorrie with her crew of Kat Oostveen and Tina Corness, finishing second, will beat him eventually.

Richard Walsh and Lorrie Walsh also sailed in the North Americans and were joined by Ross Bailey at the Lighthouse Regatta in the spring and at the Worlds. Brian Cox, another Thunder Bay Lightning skipper, sailed with Ross at the Worlds to give the District real representation. Hopefully, lessons learned can be passed on back home to other District sailors. Several keelboat sailors have expressed interest in joining the Lightning fleet, but so far have not taken the plunge. Perhaps they worry that they may not shine right off the bat, but haven't we all had to learn as we go, and sometimes even repeat the lessons. Thankfully, we sail in a wonderful boat that rewards good sailing and encourages learning to sail better. We are impatiently looking forward to next season.

## FLEET 279 TEMPLE REEF SAILING CLUB

Sailing on Thunder Bay and Lake Superior  
Thunder Bay, Ontario, Canada

Fleet Captain: Brian K. Cox

Fleet Co-Captain: Laurie Walsh

BOAT#	BOAT NAME	OWNER
4976		Matt Handy
11739		Jim Cameron
12755		Richard M. Walsh
13180	Away from the Keyboard	David M. Wadson
14499	Twice Before Lundh	Brian K. Cox
14516	Flying Toaster	Lorrie Walsh
14612	Play Pen	Ross Bailey
14787	Yeah Baby!	Ross Bailey
15064		Richard M. Walsh



Bow 58: Richard Walsh





# CENTRAL NEW YORK

## CENTRAL NEW YORK

District Commodore: Alan McReynolds  
 District Secretary: Jillian Erika Dart  
 District Measurer: Edward Seyerlein  
 Assistant Measurer: John Atkins  
 District Champion: Jed Dodge  
 District Runner-Up: Bob Wardwell

### Fleets

1 Skaneateles Country Club	164 Willow Bank Yacht Club
4 Lake Delta Yacht Club	225 Henderson Harbor
10 Onondaga Lake	252 Keuka Lake
46 Irondequoit Bay	338 Galway Lake
77 Newport Yacht Club	484 Ithaca
108 Great Sodus Bay	

The Central New York District had another active sailing season. In addition to our four two-day regattas, the District held five one-day regattas. The competition remained fierce throughout the summer.

Location	Regatta	Winner
Newport	Two-Day	Ched Proctor
Cazenovia	Two-Day	Dick Hallagan
Champagne Bash-Keuka	One-Day	Mark Sertl
Centrals-Ithaca Yacht Club	Two-Day	Dick Hallagan
Districts-Crescent Yacht Club	Two-Day	Kirk Reynolds
Lake Delta	One-Day	Dan Pope
Skaneateles	One-Day	Dick Hallagan
Cazenovia	One-Day	Bob Bush
Ithaca Frostbite	One-Day	Bob King



WJM: Ryan Palm



WJM: John Buzzell



WJM: Merrit Moran



# CENTRAL NEW YORK

## FLEET 1 SKANEATELES COUNTRY CLUB

Sailing on Skaneateles Lake  
Skaneateles, New York

Fleet Captain: John A. Barnes

BOAT#	BOAT NAME	OWNER
378	Acme	Mike Yates
10355	Bismarck	Kirk Reynolds
10705	Allegra	John A. Barnes
11331		Kirk Reynolds
13677	Wag	Hendrix Ten Eyck
14781	Old Crow	Kirk Reynolds
14968	Witch of the Wave	Rebecca J. Dickerson Mark Fleckenstein
15088	Lyn	Bent L. Thomsen

It was quiet year here in the hometown. After the excitement and hard work of the 70th Anniversary Regatta, we all enjoyed a quiet, laid back year. Maybe it was a little too quiet, as our Fleet action was pretty much confined to the Sail School Racing Program. Most of our older sailors have retired or cut back to daysailing only. We were happy to host the annual One Day Regatta to cap off the summer with the usual good turnout. Those who made the trip were rewarded with light but continuous wind which lasted all afternoon. Mick Barnes' famous home brew was its own reward.

Meanwhile, our Sail School obtained the like-new boat of retiring Fleet 1 stalwart Bent Thomsen, who is pleased to see it getting used all summer. Recognizing that this program is a great springboard, Skaneateles Country Club is investing in rejuvenating the Fleet of club Lightnings, dumping two older boats and building toward a fleet of competitive boats. This investment over the past few years has resulted in several new additions to Fleet 1. And so it goes.



We will continue to nurture new Lightning sailors here at the hometown as well as welcome anyone back between major regattas. Next year we will christen a new Sail School building overlooking the harbor, as always including a few square bottom boats.

Dave Penfield

## FLEET 4 DELTA LAKE YACHT CLUB

Sailing on Lake Delta  
Rome, New York

Fleet Captain: L. James Jones

BOAT#	BOAT NAME	OWNER
86	Viking III	Eric C. Ringdahl
2795		
4252		
5894		
9332	Dumb Ash Idea	L. James Jones
9415		
13143	Run Away	

We finally got our 2009 season off to involve Lightning racing again, after a 25-year hiatus. We are gradually rebuilding our fleet, and Fleet 4 is back to active status. The LDYC currently has five fiberglass and three woodies in the Fleet. We're hoping to get a Thursday night race league started this summer, and we'll continue with our Sunday races. Hopefully our small fleet will be more active in attending CNY races this summer as well. Saturday, August 28, 2010, will be our second annual Lightning Regatta. There will be both fiberglass and woodie classes.

So, anytime anyone with a Lightning is in the area, come sail with us. We'll include you in our fun and set you up with lakefront camping if you'd like.

L. James Jones Jr.



# CENTRAL NEW YORK

## ***FLEET 10 ONONDAGA LAKE***

Sailing on Onondaga Lake  
Liverpool, New York

Fleet Captain: W. Craig Thayer

BOAT #	BOAT NAME	OWNER
736	The Cheese	W. Craig Thayer
8656	Last Chance	
9392		
10370		
11425		
14645		

While prospects for two additional wooden Lightnings never materialized this season, Craig Thayer, sailing his "new" glass boat #14645, sailed in the majority of the club handicapped races, and with his wooden boat #736, comprised the "fleet" at OYC.



## ***FLEET 46 IRONDEQUOIT BAY***

Sailing on Irondequoit Lake  
Rochester, New York

Fleet Captain: James I. McIntosh

BOAT #	BOAT NAME	OWNER
12150		James I. McIntosh
13080		
13433		
14713		
14737		
15279	Blue Jacket	



## ***FLEET 77 NEWPORT YACHT CLUB***

Sailing on Irondequoit Bay and Lake Ontario  
Rochester, New York

Fleet Captain: Daniel Pope  
Fleet Secretary/Treasurer: Howard Stickney  
Fleet Champion: Richard Hallagan  
Runner-Up: Daniel Pope



# CENTRAL NEW YORK

Fleet 77 continued

BOAT#	BOAT NAME	OWNER
470	Willow	Marc Schieber
654		Bruce Olson
1361		Michael Trenkler
11050	Pondhawk	John Boettcher
11074		Reynolds Hahn
11538		NYC
12008	The Green Room	Matthew Richter
12220		NYC
12400	Womdswept	Andy Smith
12480	Stuck on Stupid	Philip A. Lange
13081	Irish	Richard Doherty
14298	Money for Nothing	Mark Sertl
14397		Logan McReynolds
14522	Holy Cow	Robert Crum
14605	White Cap	Andy Smith
14949	Comfortably Numb	Leland Atkinson
15121	whY dock?	John H. Atkins
15165	Gandalf The White	Alan R. McReynolds
15250	Madame X	Daniel Pope
15255		Richard W. Hallagan
15276	No Worries	Philip A. Lange

The 2009 sailing season at Newport Yacht Club was a busy one. With phase one of the club renovations completed just before the season started, everyone coming together to clean up the construction and getting things back in place, it shows how projects can get finished in just a short amount of time. The results of the club renovations were well received by our members and guests. We had a new member join the Fleet this past year, Graham Leonard, who was a Lightning Class Boat Grant recipient. Graham and his crew really enjoyed the fleet sailing, as well as all the traveling to other regattas. We hope for his return to NYC in 2010.

Spring sailing at our club started out a bit slow, mainly due to weather, with only six races sailed for the series and a total of eight boats fighting it out. Alan McReynolds took the honors with 1st, Dan Pope 2nd and John Atkins with his newer boat 3rd, followed by Dick Hallagan in 4th and Logan McReynolds in 5th. Logan purchased John Atkins boat #14397 this year. Welcome Logan!

NYC has had a very successful summer series with ten plus weeks of sailing on Thursday evenings. This past season was one that followed suit. Great sailing on the bay during the week avoids the weekend powerboat traffic and waves. Throughout the summer we had ten different Lightnings come out to sail and averaged around six boats each night, with a total of fourteen races. D. Hallagan and L. McReynolds got the most races sailed with twelve. The final outcome for the Thursday-night sailing was: Dick Hallagan taking honors, Dan Pope a close 2nd, John Atkins 3rd, Logan McReynolds 4th, Andy Smith rounding up the top five. One note is that most every evening the bay had decent breeze,



so we never made it out to the big lake. This allowed the fleet to get back on shore earlier to enjoy the barbeque and beverages before dark.

The fall series had six boats competing with a total of six races. Gotta give John Boettcher the credit for sailing all of them. R.Hallagan ended up 1st overall, with D.Pope 2nd, Philip Lange 3rd, John Boettcher 4th, followed by Alan McReynolds 5th.

After tallying all the series scores for Club Champion, Dick Hallagan ended up with the big honors, sailing a total of eighteen races, followed by Dan Pope 2nd with nineteen races, Alan McReynolds 3rd with thirteen races, John Atkins 4th fifteen races, followed by Logan McReynolds in 5th with sixteen races sailed throughout the season.

Our annual Celebration of Spring regatta was held June 5 and 6. With the help of Peter Allen as PRO and Philip Lange as Regatta Chairman, this past year's event went on with great success. Twenty-one boats entered the regatta that supported an awesome barbeque pork dinner from the famous Sticky Lips Restaurant. Thanks to all that helped with this event, which I'm sure will be one to remember.

Many thanks have to go out to Alan McReynolds who kept track and logged the scores for the season, Eric Schoenhardt for managing Race Committee, and all the volunteers who helped out the Thursday night series with all the great food, beverages and fun. Lets all look forward to an exciting 2010 season at NYC.

Daniel Pope

## FLEET 108 GREAT SODUS BAY

Sailing on Sodus Bay  
Sodus Bay, New York

Fleet Captain: John E. Dodge

BOAT#	BOAT NAME	OWNER
12764		Michael Healy
14898		Nancy G. Ghertner
14923		Robert S. King
15164		John E. Dodge



## FLEET 164 WILLOW BANK YACHT CLUB

Sailing on Cazenovia Lake  
Cazenovia, New York

Fleet Captain: Duane Cramer  
Fleet Secretary: Sam Woods  
Fleet Treasurer: Pam Murphy

BOAT #	BOAT NAME	OWNER
12004	Gentry	Charles I. Woods
13787	On the Fritz	Fritz Koennecke
13933	Trivial Pursuit	
14369	Hastalavista	
14465	Motion	Edward W. Eagan
14527		Federico Meira
14772	Blackjack	Richard P. Tuttle
14849		Clay Murphy Andrew J. Murphy

We had a busy season with our thriving Fleet. At our end of the year meeting we all talked about our own personal memories of the summer.

Jeff Shaw capsized on the first race of the year, just to start the summer off right, and had to be rescued by the club staff, one of whom turned out to be his son.

The Caz Flash Bash was a success, even though on day two we were fogged in. The lake is only three-quarters of a mile wide, which makes this somewhat unusual.

Sadly, Ed Eagan fell off his trailer, broke his collar bone and ended up missing most of the sailing this summer. We lost the Ryczeks when they moved to Cape Cod. The Hartts managed to race their Lightning, remodel two homes, sell one and move into another, host our fall meeting and keep up with their three boys. WOW!!

Pam and Alix secretly plotted to get Gail Woods to skipper in the Crewettes race with them. That's something!! A.J. and Peter Murphy continue to sail Clay, their dad's Lightning in fleet races, usually winning and putting us old guys in our place. They truly are the next generation, and we are very proud of them.

Duane and Debbie Cramer missed having their daughter Leigh to crew for them. Thank you, Duane and Debbie, for all your work as Captain the last two years and all your wonderful meals and hospitality.

Federico Meira sailed happily with his new crew from Down Under, Mathew Oakey. Alex King took his dad for a nice swim at the Caz One Day which saw 20-25 knot winds and no spinnakers. Sam Woods sailed the on-loan Cramer boat (thank you, Duane) to a 4th in the Caz One Day, after ole' #12004 took a fall off the hoist (ouch). Maybe it's time for a new boat for the Woods.

The Koennecke boat was busy at the beginning of the summer, and we hope to see even more of it next year.

Dick Tuttle was forced out of retirement and elected Captain of our fine Fleet for next season.

## FLEET 225 HENDERSON HARBOR

Sailing on Henderson Bay and Lake Ontario  
Henderson Harbor, New York

Fleet Captain: Jack Jones

BOAT #	BOAT NAME	OWNER
14192	Runaway	John H. Treadwell
14254	Footloose II	Richard C. Grissinger
14321	You Bet	Jack Jones
14808		John Boxberger
14923		Jack Jones
15387		Graham Leonard



# CENTRAL NEW YORK

## FLEET 252 KEUKA LAKE

Sailing on Keuka Lake  
Hammondsport New York

Fleet Captain: Dave Chervenec  
Fleet Co-Captain: Peter Gamba  
Fleet Secretary/Treasurer: Robin Crist

BOAT#	BOAT NAME	OWNER
9249		Leon A. Frotier
10940	Incontinent	Barry Brogan
14431		Leon A. Fontier
15156	White Lightning	Dave Chervenec
15205		Robert C. Wardwell

I will characterize Fleet 252 at the Keuka Yacht Club (KYC) as being in a rebuilding phase. We have been able to increase our yacht club physical boat numbers from one just two years ago to three today, two of which were active participants in regional and club sailing events this year. We are hopeful that we can continue our growth trend as well as build longevity and sustainability in the fleet at KYC.

Our annual Champagne Regatta was held on June 27. We had great winds to go with the spectacular Keuka Lake views. Four races were completed. Twelve boats participated, two of which were from KYC. Mark Sertl, Dick Hallagan, and Dan Pope skippered the 1st, 2nd, and 3rd placed boats, in that order. It was a great day for sailing and much fun was had by all.

POS	BOAT	SKIPPER	R1	R2	R3	R4	TTL
1	14298	Mark Sertl	1	1	1	1	4
2	15255	Dick Hallagan	2	3	2	3	10
3	15250	Dan Pope	4	2	3	2	11
4	14968	Mark Fleckenstein	3	4	5	5	17
5	15246	Graham Leonard	5	DNF	4	4	26
6	14949	Landy Atkinson	9	7	6	7	29
7	15121	John Atkins	10	5	7	8	30
8	14917	Malcom Hendry	6	8	8	10	32
9	15156	David Chervenec	7	9	11	6	33
10	15165	Alan McReynolds	8	6	10	9	33
11	14431	Leon Fontier	DNF	DNS	9	11	46
12	12711	P. Maier/J. Brown	11	10	DNF	DNS	47

Looking forward, we feel that we have achieved critical mass in numbers to support a weekly Lightning club racing schedule at KYC in 2010. We continue to look for opportunities to grow our Fleet and introduce the Lightning to new perspective sailors at KYC. We hope to build on the past success of the Champagne Regatta and grow it back into a larger event, as time progresses, as it once was years ago.

Bob Wilder

## FLEET 338 HENDERSON HARBOR

Sailing on Galway Lake  
Galway, New York

Fleet Captain: R. James Millard

BOAT#	BOAT NAME	OWNER
12573		John H. Burhmaster
15134	Huggie 3	R. James Millard
15161	Dead Meat	John A. Korkosz

## FLEET 484 ITHACA

Sailing on Cayuga Lake  
Ithaca, New York

Fleet Captain: Jesse W. Miller

BOAT#	BOAT NAME	NAME
10113	Whisper	Byrne O'Brien
11347	Anna T	Terrill Moore
13372	Conspiracy Theory	Stephen E. Little
14249	Green Acres	John Rudd
14799	Hot Flash	Jesse W. Miller
14968	Witch of the Wave	Byrne O'Brien
15188	Conspiracy Theory	Stephen E. Little Jeannette L. Little
15314		Edward Seyerlein

Fleet 484 had five registered Lightnings in 2009. Because of other commitments for nearly everyone, there was very little fleet racing. Two boats participated in District regattas.





# CENTRAL NEW YORK AND CHILE

Ithaca Yacht Club hosted the multi-class Centrals at Ithaca on July 11 and 12. Seven Lightnings participated. Two were Ithaca boats. We did three races each on Saturday and Sunday. The highlight of the weekend was a very enjoyable pass-the-dish picnic at the Millers on Saturday evening with twenty-two Lightning folks in attendance.

Jess and Ginny Miller did the North American Masters at Sodus in August with Byrne O'Brien crewing. Jeannette Little and Mary Lou Carlucci participated on other boats as crew. It was an outstanding week and the highlight of our sailing season.

IYC hosted the one-day Frost Bite Regatta on October 4. Eleven Lightnings participated in five races in light breezes. Steve Little and Byrne O'Brien did a great job as Race Committee.

We finished the year with a very enjoyable year-end pass-the-dish dinner at Ed Seyerlein's in November. We look forward to a more active fleet racing schedule in 2010.



November Lightning Dinner



Steve Little, Byrne, Jess Miller, Ed Seyerlein, Karen O'Brien, Chris Seyerlein, Ginny Miller

## CHILE

District Commodore: Cristobal Perez

### Fleets

318 Algarrobo Yacht Club 514 Flota Sur  
490 Acuelo Lake



They've got rhythm!!

## FLEET 318 ALGARROBO YACHT CLUB

Sailing on Cofradia Nautical del Pacifico  
Algarrobo, Chile

Fleet Captain: Edmundo Perez

BOAT#	BOAT NAME	OWNER
12925	Veterano	Ignacio Perez
14454		Gustavo Beotsch Bascunan
14794	No Desesperez	Cristobal Perez
14795	Peligro	Ignacio Perez

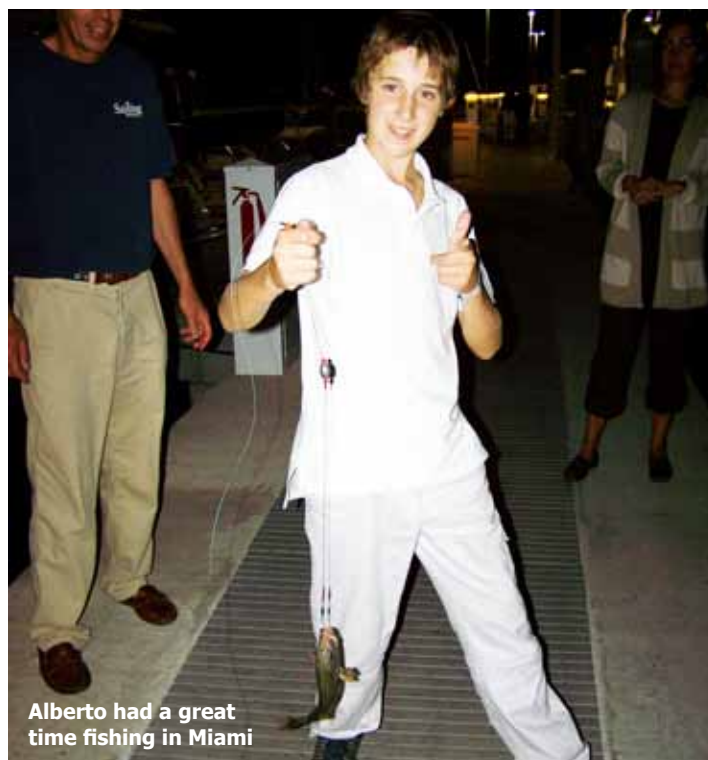
# CHILE

## FLEET 490 ACULEO LAKE

Sailing on Aculeo Lake  
Champa, Paine, Chile

Fleet Captain: Alberto Gonzalez Mas

BOAT #	BOAT NAME	OWNER
11011	Entel-Lan	Alberto Gonzalez Mas



Alberto had a great time fishing in Miami

## FLEET 514 FLOTA SUR

Sailing on Laguna Grande de San Pedro  
Concepcion, Chile

Fleet Captain: Victor A. Lobos

BOAT #	BOAT NAME	OWNER
11641	Memphis II	Victor A. Lobos
14655		Andres F. Daroch
14740	Memphis II	Victor A. Lobos
15252		Juan Pablo Del Solar



Victor Lobos at the Worlds



## COLOMBIA

District Commodore: Jochen Raute

### Fleets

73 Club Nautico Del Muna 501 Club Nautico El Portillo

### *FLEET 73 CLUB NAUTICO DEL MUNA*

Sailing on Lake Tomine  
Bogata, Colombia

Fleet Captain: Mauricio Valenzuela

BOAT#	BOAT NAME	OWNER
14704	Garza	Santiago A. Uzcategui Jochen Raute
14801		Mauricio Valenzuela

### *FLEET 501 CLUB NAUTICO EL PORTILLO*

Sailing on Lake Tomine  
Bogata, Colombia

Fleet Captain: Gustavo Tamayo

BOAT#	BOAT NAME	OWNER
14802		Gustavo Tamayo
14806	Bora Bora	Richard Deeb Paez
15401		Gustavo Tamayo



Javier Delgado, Adrianna Garcia and Gustavo Tamayo



# CONNECTICUT/RHODE ISLAND

## CONNECTICUT/RHODE ISLAND

District Commodore: R. Neil Hayes

### Fleets

6 Housatonic Boat Club 129 Madison Beach Yacht Club  
85 Niantic Bay Yacht Club 134 Noroton  
126 Cedar Point Yacht Club

### FLEET 6 HOUSATONIC BOAT CLUB

Sailing on Long Island Sound  
Stratford, Connecticut

Fleet Captain: Brian W. Hayes

BOAT#	BOAT NAME	NAME
10801	Woody	R. Neil Hayes
11381		Brian W. Hayes
11752		David W. Schrader
14287	Talaria	David Lutian
14890	Ultimate Pressure II	Peter R. Denton
14947		Brian W. Hayes
15385	Ultimate Pressure IV	Peter R. Denton



Steve Davis and Brian Hayes



### FLEET 85 NIAN TIC BAY YACHT CLUB

Sailing on Niantic Bay, Long Island Sound  
Niantic, Connecticut

Fleet Captain: Donald R. Barrett

BOAT	BOAT NAME	NAME
6315	Au Gust	Melanie A. Ginter
7170	Baby Makes III	David G Dickerson Martin J. O'Meara
10801	Woody	David M. Peterson
11912	Crazy Train	Bill Healy
12007	Fast Tango	James P. Sullivan
12069		William A. Sebestyen
13940	Zing	James Gardner
14055		Robert Stack
14289	Ciao	Thomas W. Emch
14417		Donald R. Barrett
14619	Hilarryus	Larry Colantuono Theresa Colantuono
14665	April Thunder	Gregory J. Hall
14848		Daniel R. Hertzner
14950		Tim Healy
15130	Vann Bros	Christopher J. Vann
15215		David Peck



Skipper Don Barrett, Crew Donna Barrett and George Wiedermann



Dave Peck at the Worlds



# CONNECTICUT/RHODE ISLAND



# CONNECTICUT/RHODE ISLAND

## FLEET 126 CEDAR POINT YACHT CLUB

Sailing on Long Island Sound  
Westport, Connecticut

Fleet Captain: James R. Deephouse  
Fleet Secretary: David Marseli  
Fleet Treasurer: Dick Thackaberry

BOAT	BOAT NAME	NAME
11385	Ol' Blue	Richard Thackaberry
13889	Wind Breaker	David Marseli
14287		David Lutian
14466		Fleet Boat
14719	Green Stripe	William C. Bogardus
14807	Second Chance	Rod Ratcliffe
14819	Too Hot!	Eric S. Heller
14821		Charles E. Proctor
14889	Stripes	David Fried
15051		David C. Howe
15111		Gianni L. Cuccio
15116		Doug Latour
15171	High Cheese	Joshua Goldman

Cedar Point Yacht Club has been home to Lightning Fleet 126 for over 40 years. CPYC hosted Lightning North American Championships in 2003 and Atlantic Coast Championships in 2007. Fleet 126 races every Saturday from Memorial Day to Labor Day. On the major holiday weekends (Memorial Day, Fourth of July and Labor Day), we sail 3-day regattas culminating with club barbeques in a competitive Commodore's Cup Series. We also host two invitational regattas. The Early Bird Regatta takes place the weekend before Memorial Day, and is hosted together with the Flying Scot Fleet. The Fall Classic takes place the last weekend in September and is run in conjunction with the Thistle Fontelieu Regatta. The parties at these regattas are becoming legendary, so if there's any way you can attend, you'll be happy you came.

The 2009 season started out really well at Cedar Point Yacht Club, with a terrific Early Bird Regatta. PRO Dick Thackaberry got eight races in over the two days. Josh Goldman won the event, and Jay Mueller grabbed second place. Everyone had a lot of fun, and as always, the Early Bird helped everyone shake off the early season rust.

Our Commodore's Cup Series was interesting this year. The Vice Commodore's Cup (Memorial Day Weekend) was a total wash-out, with all three days cancelled for lack of any wind at all. We more than made up for it at Commodore's Cup (July 4th Weekend) with eight races over three days. Dick Thackaberry won the event, with Gianni Cuccio in second and David Fried in third. We finished out the series at Rear Commodore's Cup (Labor Day Weekend) with



a four-race affair, leaving Josh Goldman atop the podium, with Gianni Cuccio in second and Dick Thackaberry in third.

The 2009 club racing season was a fleet-building season for Fleet 126. We welcomed four new Lightnings to the dry-tall during the season, and got acquainted with several new sailors on the race course. Even with several days in the early season cancelled for no breeze, we managed to pack in 29 races over 13 days. We recorded 161 total finishes in the season series, just one finisher short of our excellent 2008 season. With all the new boats and new sailors in Fleet 126, the 2010 season should be an exciting time.

We were very proud to root for two of our skippers who sailed in North American Championships in Sodus Bay, NY. Ched Proctor sailed a great event and finished in 6th, with Josh Goldman in 19th. We also watched with excitement as three of our skippers travelled to World Championships in Mallet's Bay, Vermont. Ched Proctor finished the ultra-competitive event in 9th, with new CPYC member Bill Bogardus in 20th and Gianni Cuccio in 43rd.

Fall Classic was also a great event. The weather only gave us one day, but it was a great day, and PRO Dick Thackaberry got us five races to make a solid scoreboard. Jay Mueller won a crazy event that saw five different boats taking a bullet, including David Lutian without hoisting a spinnaker.

After another strong season, Gianni Cuccio held onto the season championship, but the standings were closer than in several previous seasons. Josh Goldman gave Gianni a good run for his money this year. By holding onto the championship, Gianni Cuccio again hoisted the trophy bearing his mother's name, the Gladys Cuccio Trophy.





# CONNECTICUT/RHODE ISLAND

2009 final standings were as follows:

Position	Hull	Skipper	Score	Races
11385	11385	Dick Thackaberry	84.60%	19
N/Q	13889	David Marseli	N/A	2
N/Q	14287	David Lutian	N/A	11
N/Q	14466	Fleet Boat (Guests)	N/A	3
N/Q	14807	Rod Ratcliffe	N/A	10
N/Q	14819	Eric Heller	N/A	11
N/Q	14821	Jay Mueller	N/A	3
4	14889	David Fried	81.70%	24
5	15051	David Howe	81.30%	20
1	15111	Gianni Cuccio	95.00%	17
6	15116	Doug Latour	74.60%	23
2	15171	Joshua Goldman	92.10%	18

The major award of Fleet 126 is the Dayton Titsworth Trophy, awarded by the Lightning Fleet to the member who encourages sportsmanship, camaraderie and the love of sailing as exemplified by Dayton Titsworth. This year, we chose to recognize one of the most consistent, dedicated and skilled crew in the history of Lightning Fleet 126. This year's recipient is a constant fixture in the Lightning Fleet, but also on several other boats at CPYC. She contributes to



CPYC in many critical ways, serving on Race Committee for events big and small. Regardless of any personal circumstances, this year's recipient is involved with the fleet, with a positive attitude and truly making Fleet 126 a better fleet. The 2009 recipient of the Dayton Titsworth Award is Mary Margaret Poster.

If you are interested in coming to Cedar Point Yacht Club to try out a Lightning, we have a very competitive fleet boat. Contact Fleet Captain David Fried ([friedd\\_76@yahoo.com](mailto:friedd_76@yahoo.com)), and he'll reserve it for you. Or if you're interested in crewing, contact anyone in Fleet 126, and they'll most likely be glad to have you on board. At CPYC we offer dinghy friendly facilities and top notch race committee work. We hope to see you out on the water next season.



Bill Bogardus at the Worlds

# CONNECTICUT/RHODE ISLAND

## FLEET 129 MADISON BEACH YACHT CLUB

Sailing on Long Island Sound  
Madison, Connecticut

Fleet Co-Captain: James Deephouse

Fleet Co-Captain: Timothy Millhiser

BOAT#	BOAT NAME	NAME
11207	Early Times	James R. Deephouse
11933		J. Michael Sulzbach
14342	Foxtrot Corpen	James W. Cutler Timothy Millhiser
14441	Challenge	Katherine E. Black-Lee
14509	Early Times	James R. Deephouse
14765	Quickly	Jeff Swiggelt
15400		Timothy Millhiser

While many considered the chilly and rainy weather of summer of 2009 a disappointment, Fleet 129, accustomed to the light air Long Island Sound waters of Madison, Connecticut, welcomed the challenges of a windier season. The seven-boat fleet was one of the most competitive in recent history, with a different skipper winning each of the three trophy races and the season championship. The Baylis Cup was an event to remember as the fleet celebrated the life of Sally Baylis, the series' namesake, who passed away over the winter. Tim Millhiser's racing debut of hull #15400 was successful, as he and crew Sam Davidson and Dylan Farrell topped the six-boat fleet in breezy conditions.



Very close race at the windward mark

Later in the season, on his eighteenth birthday, Sam Davidson transitioned to skipper and sailed to a win in the Roger Pape Memorial Race. As tradition dictates, skippers swap boats for this race to experience sailing with a different crew. Sam benefited from his patient crew of uncle George Young and boat owner Kate Lee to come from behind and seal the victory.

The G.B. Fisher Cup, sailed on a very windy rainy Saturday in late August, was another win for Kate Lee's #14441. Skipper Peter Young led at the first windward mark and never looked back as he topped the field for the duration of the seven-leg race. Although his father George Young was also on board as crew, Peter, now twenty-six, was solely responsible for the honor of filling the silver bowl trophy with champagne for all to share at the Annual Awards ceremony.

In the end, consistency was the key to success as J. Michael Sulzbach won his ninth season championship in Rosie. With help from skipper John Sulzbach and skippers/crews Erin

Fleet Champions Mike Sulzbach, Erin Riley and Scott Howard sailing downwind





# CONNECTICUT/RHODE ISLAND

Riley and Scott Howard, the oldest boat in the fleet, #11933, sailed every race of the series, winning nine to capture the victory. The crew attributed its success to teamwork, as each of the sailors on board contributed to the decision making on the course.

The defining quality of Fleet 129 lies not in victories but in each boat's dedication to promoting Lightning racing within families that transcend generations. Over the course of the season, each of the seven boats featured parent-child combinations. The most notable were boats #13871 sailed by Leighton Lee, Marietta Lee Keeler and Cashen Keeler, as well as the newly acquired Foxtrot Corpon #14342 sailed each week by Jim and James Cutler. Both Cashen and James are successful Opti sailors learning the teamwork of a larger boat. We look forward to watching them develop into competitive Lightning sailors in their own right.

Under the leadership of Fleet Co-Captains Jim Deephouse and Tim Millhiser, Madison Beach Club Fleet 129 looks forward to 2010 as another great season. We thank Jim and Tim for their hard work over the years, promoting Lightning racing, mentoring young crew, and maintaining a wonderful fleet camaraderie.

Erin S. Riley

## FLEET 134 NOROTON

Sailing on Central Long Island Sound  
Central Long Island Sound, Connecticut

Fleet Captain: Jim Crane

BOAT#	BOAT NAME	OWNER
14900		Jim Crane
15380		Jim Crane



Fleet 134 and the Noroton Yacht Club in the distant past were home to more than thirty Lightnings. Unfortunately, time has taken its toll, and the Lightning fleet was replaced, first by the Tempest, then the Soling and J-24, and now by the Sonar. This unfortunate turn of events has reduced the Fleet to two boats.

This past summer both boats lived in my garage, venturing out only for an occasional regatta. To make matters worse, one of my all time favorite boats, #14900, was recently sold to Gary Hurban. My son Rob, the skipper of #14900, is spending the next couple of years doing an Olympic campaign in the Laser. However, #15380, the remaining fleet member, saw an active summer competing in the Connecticut Rhode Island District Championship, as well as both the Open and Masters' World Championships in Vermont. As always, we had a wonderful time sailing in the few events we entered, and I anticipate we will own a Lightning for a long time to come. To this day, there is nothing that I enjoy more than racing a Lightning. It's in my blood and I hope it stays there.

Jim Crane



International Masters

## DIXIE

District Commodore: Jason Werner  
District Secretary: David Thompson  
District Treasurer: Todd Johnson  
District Champion: Allan Terhune  
Purnell Trophy Winner: Trevor Prior  
Road Warrior Winners: Trevor Prior and  
David Thompson

### Fleets

50 Potomac Sailing Assn	329 Severn Sailing Assn
192 Havre de Grace	508 Solomons
253 Susquehanna Yacht Club	509 Hampton Roads
314 Sassafras River	513 Rock Hall
325 Rehoboth Bay Sailing Assn	518 Poquoson River

The Dixie District has once again proven that, despite the gloom and doom economy, Lightning sailing in the area is still going strong. Yes, participation at most events was down, but many new boats and skippers came into the District. Fleet racing was once again a strong point within the District.

Our season started with a strong contingent going down south for the Circuit. As in years past, Allan and Katie Terhune set the pace for the entire event. But the PA/

SYC contingent was again on site: John Bates, Star Mikell, Trevor Prior, and all their crew, as was Joan and Gary Hurban and Jonathan Lange. It is an exciting thing to see so many boats from our District make the trek every year. More should try it!

The District Championships were run by Fleet SMSA and Fleet 508 in Solomons Island, Maryland. A fun destination (especially the Tiki Bar), once again the lower Potomac River presented challenging conditions for the competitors. The Terhunes showed the way, repeating as District Champions. But the highlight was the battle for 2nd between Jon Guth and Steve Constants (Guth 2nd and Constants 3rd in the tiebreaker). The event was well attended and was one of the highlights of the season.

I will leave the individual event reports for each Fleet to report on but would like to congratulate Trevor Prior for winning the Purnell Trophy. The Purnell Trophy is a traveling "weighted" trophy that awards performance and traveling to the nine District events each year. Along with the Purnell Trophy, we also have two skippers and crews who attended six events in the District, earning the District "Road Warrior" awards: David Thompson and Trevor Prior (and crews).

The District is really about the local racing, and each of these events I will let the fleets detail in their reports. Suffice to say, I think the District did a remarkable job in troubling times and really showed how strong the Lightning sailing is in the Dixie area.

Jason Werner



2009 ACCs hosted by Toms River Yacht Club



## FLEET 50 POTOMAC RIVER SAILING ASSOCIATION

Sailing on the Potomac River  
Washington, DC

Fleet Captain: Russell Roberts  
Fleet Secretary: Bob Wilbur  
Fleet Treasurer: Bob Astrove  
Wednesday Night Racing  
Coordinator/Training Coordinator: Joe Warren  
Scorer: Jeff Storck  
Webmaster: David Thompson

BOAT#	BOAT NAME	OWNER
32		David and Barbara Thompson
584		Doug Dixon
3343	Little Bit	Alan R. Rogers
7223	Hannabelle	Tom Capehart
7603	Pandora-II	Robert Astrove
9183	Resistance is Futile	Frank J. Gallagher
10215	Black Adder	Phil Metlin Andy Clark
10226	Watterbug	James W. Greenwell
10745	EGV	Doug and Kelly Palmer
11453		Todd Ross
11792	Rogue	Bobby Fulton Brendan Walsh
11908	Envy	Eric Swanson
12416		Chris and Megan Kent
12417	Redline	Emily Asmus
13306	Resistance is Futile	Laurie Duncan Frank J. Gallagher
13977	Lord Jim	Chandler Owen
14019		Peter Grimes
14037	Bony Buns	Joseph Warren
14100	Moonshadow	Red Fehrle
14120	Hubris	Collin Kirby
14187	!Vaya Chica!	Laurie Duncan
14222	Windchaser	Russell Roberts
14366	Radiant	Patrick McKnight
14375	Out of the Blue	Peter M. McDonnell
14395	String Theory	Chris Kozel
14485	Deux Poissons E Un Chat	Ron Buchanan
14521	Puff the Magic Dragon	Joseph G. Anderson

14532	Boonoonoonos	James W. Greenwell
14553	Sinistra	Rick Welch
14566	Resistance is Futile	Frank J. Gallagher
14592	Beedobeat	John Butler
14627	Anger Management	Pemberton, John
15052		Chandler Swallow
15117	Shamrock II	Bruno, Marian, and Gary Roberts
15142	Shadowfax	Nabeel Alsalam
15195	It's The Water ...	Patrick McGee
15228	Blue Two	David and Barbara Thompson
15256	Ariel	Jeff Storck
15311		Jim Dillard
15384	Krusty Krab	Andy Wescoat
15386		Mark Boaz

Lightning Fleet 50, based at the Washington Sailing Marina just below Ronald Reagan National Airport, sails with the Potomac River Sailing Association for two series, Spring and Fall. The Spring Series runs from April to early June. The Fall Series runs from September to early November. We sail in the stretch of the Potomac River that runs between downtown Washington and the Ronald Reagan National Airport.

"You sail in Washington?" sailors from elsewhere often ask incredulously. Yes, it's good small boat territory; the river runs straight there for well over a mile, southeast to northwest, with plenty of depth for Lightnings. The wind is often from the southeast, well lined up for our course. When a front comes through, it lines up equally well from the northwest. The Washington Monument and the Jefferson Memorial are visible as we sail. We have very little powerboat chop. It is true that the winds can be shift, which puts a premium on alertness and small boat tactics. We have a large fleet of Lightnings, thirty-seven boats. Fifteen sailed during our Spring Series and sixteen sailed in the Fall Series.

In addition, Fleet 50 organizes and hosts the Doc Gilbert Memorial Potomac Cup Regatta, our premier event of the year. It is always held in early May at Leesylvania State Park on a very wide stretch of the Potomac River. It is about an hour south of Washington by car. For the 2009 Potomac Cup on May 2 and 3, twelve boats from out of town joined thirteen from our own fleet. PRO Bruce Bingman, serving in this role for the second year, did a splendid job of setting courses and getting us off timely in challenging conditions. The fleet sailed two races the first day in winds of about ten mph for the first race and eight mph for the second race. As the wind shifted dramatically then died soon after the third race start, Bingman wisely sent up the "abandon race" flag, sending us to shore for our traditional Potomac Cup steak dinner in the shelter of the Leesylvania State

Park pagoda. On Sunday we sailed three long races in good northeasterly winds and steady, though not cold, rain. The rain ended as we returned to shore. Most sailors changed to dry clothes for the final barbecue and awards ceremony.

First place in this year's Potomac Cup regatta was taken by Larry McDonald from the Buffalo Canoe Club, Ontario, Canada. 2nd, 3rd and 4th were Jason Werner from the Eastport Yacht Club, Maryland, Sam Septembre from Solomons Island, Maryland, and Philip Lange from Rochester, New York. Nabeel Alsalam, the highest finisher from our own fleet, was 5th.

Another major event for Fleet 50 was the Leukemia Cup Regatta. It was organized by the Potomac River Sailing Association at our usual sailing site. It was held on the first weekend after Labor Day. Frank Gallagher, sailing with crew Mladen Karcic and Brenna Copeland, was in top form with four bullets and a 2nd. Next in line were Nabeel Alsalam and John Pemberton.

Winner of the Spring Series was Nabeel Alsalam, with Craig Hutzway and Stefano de Leo as regular crew. 2nd was Rick Welch and Pat McGee took 3rd. Fifteen boats competed in this eight-race Sunday series.

Sixteen skippers sailed in the seven Sunday Fall Series. Frank Gallagher again with Mladen Karcic and Brenna Copeland as crew for most races came out on top. Rick Welch was 2nd with Nabeel Alsalam in 3rd.

Several Fleet members participated in regattas outside our fleet. Nabeel Alsalam, Jim Dillard, Frank Gallagher, Russ Roberts and Dave Thompson competed in the Dixie District Championship at Solomons Island. Nabeel took 5th. Nabeel Alsalam and Russ Roberts sailed in the Atlantic Coast

Championship, and Nabeel, Russ, and Craig Hutzway went to the North American Championship.

Bob Astrove, who usually leaves more than half of our fleet behind him in his beautifully restored Woodie #7603, took 1st place, for the fifth straight year, in the annual Woody Regatta in Syracuse, New York.

A racing schedule as extensive as ours requires commitment from Fleet members. Fifty-nine Fleet members took one or more day out of their own racing schedule to work as PRO or helper in our races or regattas.

Special mention must be made to Collin Kirby, a young sailor who began crewing with Fleet member Pat McGee in 2006 while a junior in high school. The ILCA Boat Grant Program recognized this potential talent and provided him with his first Lightning. In Spring 2008, he received the Most Improved Skipper and Skipper of the Year awards from our Fleet. He placed 11th in his fleet in the Lightning Class 70th Anniversary Regatta in Skaneateles, New York, and 10th in the Juniors' North American Championship in Newport. Most recently Collin crewed for 1st place winner Allen Terhune in Savannah during the 2009 Southern Circuit and again in the Atlantic Coast Championship. He came back with new skills, often picking up 3rds when he was able to take time off from school during our Fall Series. He placed 3rd in the Hampton Fling in November 2009. Watch out for him in the future.

We reluctantly report that our long time friend, fellow sailor and current Fleet president, Russ Roberts, who lives on his forty foot sloop, has moved it to Annapolis, taking his Lightning with him. We will miss him at our Sunday races but count on seeing him again at the Potomac Cup or other venues.





## FLEET 192 HAVRE DE GRACE

Sailing on the Susquehanna River  
Havre de Grace, Maryland

Fleet Captain: Thomas Compton

BOAT#	BOAT NAME	NAME
9544	Disco Volante	Peter G. Harsh
14139		Peter G. Harsh
14366	Radiant	Patrick Phelan
14629		Thomas Compton
15131		Patrick Phelan
15136		Thomas Compton

We sail out of Tidewater Marina in Havre de Grace, Maryland, where the Susquehanna becomes the headwaters of the Chesapeake Bay. We generally have light to moderate wind and sail on flat water. We are a fleet within the Havre de Grace Yacht Club, racing on Tuesday evenings, March through September.

We had five Lightnings in our Fleet during the 2009 season. Skippers were Bill Johnson, Peter Harsh, Mike Magyar, Pat Phelan, and Tom Compton.

Pat went to the North American Championship, the Dixie Districts, the Atlantic Coast Championship and several other regattas. Tom went to the Atlantic Coast Championship.

Seventeen boats participated in our Duck regatta. Steve Constants from SSA in Annapolis won again. We give hand carved duck decoys as prizes (a specialty of the Havre de Grace). Steve has a bunch.

We hosted a crewing clinic in May. We made personal contact with people we knew had some interest in crewing. We divided the crewing into bow upwind, bow downwind, and middle. We did the initial training on land with sails up and then practiced on the water. It seemed to be a workable approach to recruiting and training crew.

We also implemented a "guest skipper" program where we encouraged skippers to invite a person to skipper their boat when they couldn't make it. We are a small fleet, and it's important that all the boats sail every week.

A tornado destroyed three of our Lightnings in July. A witness said that the tornado picked up three boats from their trailers, twirled them around, and dumped them in the parking lot. The small whaler we use for Race Committee boat was blown across the parking lot and ended up in the launch ramp with only minor damage. None of the other boats at the marina were damaged. Two of our boats were not at the marina at the time.



Peter repaired his boat. Mike and Tom both bought much newer replacement boats. Mike's damaged hull was combined with another "project boat" to make a worthy Fleet boat which will sail with us next season. Parts from Tom's damaged hull found their way to other boats in the fleet. A former skipper in our Fleet who has extensive boat repair experience took Tom's damaged, mostly bare hull and plans to repair it well enough to be a fleet boat which he will sail with us next season.

So from a five-boat fleet with three heavily damaged boats, we expect to grow to seven boats next season.

## FLEET 253 SUSQUEHANNA YACHT CLUB

Sailing on the Susquehanna River  
Long Level, Pennsylvania

Fleet Captain: Matt Potvin  
Fleet Secretary: Mike Wertz  
Fleet Treasurer: Ken Kuzdro  
Fleet Champion: Trevor Prior

BOAT	BOAT NAME	NAME
10493		John Bates
11329		Walt Poyck
13218		Kenneth C. Kuzdro
13818	Double Whammy	Fred Bush
14074		Trevor D. Prior
14158		Kevin Smith
14204		James R. Godfrey
14365	Strikes Twice	Kenneth C. Kuzdro
14425		Mel Keen
14525	Spitfile	John Bates
14692	Potluck	Matt Potvin
14777		Joe Deerin
14902	Miss Conduct	Carol A. Park
15024	Lube Tube	Trevor D. Prior
15118	Yellow Boat	Starling H. Mikell
15159		Frank Hanson

Lightning Fleet 253 continues to flourish and foster the great tradition of Lightning sailing.

Members of our Fleet participated in ten regattas over the course of the 2009 sailing season. These included the Southern Circuit Championships, Doc Gilbert Regatta, Dixie District Championship, Atlantic Coast Championship, Duck Challenge Regatta, King of the River Team Racing, Frigid



St. Pete



Governor's Cup: Star Mikell, Kathie Wild, Mike Wertz

Digit, Rock Hall Regatta, Pennsylvania Governors Cup and the Hampton Fall Fling.

Trevor Prior and crew were the winners of the Dixie District Purnell Cup in 2009.

In late October, our club once again hosted the Pennsylvania Governor's Cup. The first day of the competition brought very breezy, rainy and challenging conditions. Sunday followed with more moderate winds and the seventeen-boat fleet finished the regatta with three more races to complement the previous days' four races. Jack Jones emerged as the 1st place finisher with Charlie Wardwell in 2nd place and Jason Werner in 3rd.

Our Junior Sailing Day events this year were overwhelmingly successful once again! Thanks to Kathie Wild and all of the club volunteers for helping with the planning and execution of the one-day events in June and July. We had twenty students for the first event and twenty-two students for the July date. There were twenty-six different members and parents of guests who helped with the program.

This annual event continues to grow and will produce some first-rate sailors to continue the sport of sailing at our fine club.

Our Spring racing series began with an average of eleven boats on the line. The first series was won by Trevor Prior and crew. Second place was won by Star Mikell with Matt Potvin coming in third.



Governor's Cup: Eric Rodenburgh, Barb Hill, John Bates





The Fall series continued with a strong showing at the starting line. Matt Potvin won the series, followed by Trevor Prior in second place and Star Mikell a close third.

The overall 2009 Frey Cup champion was Trevor Prior. This was Trevor's first win. Congratulations! Matt Potvin gave a spirited challenge and was a close second within .64 of a point. Star Mikell finished third and was a consistent challenger throughout the season.

Our club facilities are continuing to improve dramatically. This fall, we will embark on a project to replace the existing bulkhead and hoist launching area for the Lightning Fleet. It will result in a first-rate improvement with an investment of over \$250,000. Future regattas and the Fleet sailing series at our club will benefit from the improved features. In addition to the stone bulkhead and its amenities, we will recapture an additional twenty-three feet of drysail area which has been eroded by the river over the past five decades.

Fleet 253 looks forward to contributing to the fine sport of sailing and to the camaraderie and friendships that endure. Until next year, see you down at the river.

Frey Trophy Standings:

1. Trevor Prior
2. Matt Potvin
3. Star Mikell
4. John Bates
5. Kevin Smith

## ***FLEET 314 SASSAFRAS RIVER***

Sailing on the Sassafras River  
Chesterton, Maryland

Fleet Captain: David J. Horne

BOAT#	BOAT NAME	OWNER
12381	Star O'Dust	Robert B. Horne
15023	Star O'Dust	Robert B. Horne

## ***FLEET 325 REHOBOTH BAY SAILING ASSOCIATION***

Sailing on Rehoboth Bay  
Rehoboth Beach, Delaware

Fleet Captain: Fred Mertes

BOAT#	BOAT NAME	OWNER
8381		Fred Mertes

## ***FLEET 329 SEVERN SAILING ASSOCIATION***

Sailing on the Sassafras River  
Chesterton, Maryland

Fleet Captain: Jamie Brickell  
Fleet Treasurer: Todd Johnson  
Fleet Champion: Steve Constants

BOAT#	BOAT NAME	OWNER
6345		Ned Daly
8381	Bill & Ben	Fred Mertes
9655	Sundance	James Bielefeld
10860	Still Crazy	Greg & JoAnn Fisher
12480	Stuck on Stupid	Johnathan I. Lange
13872	Think Twice	Jason D. Cosler
14019		Diana Lohmeyer
14221	Iwakuni	Mark E. Whitson
14222	Windchaser	Russ Roberts
14548	Pain Killer	Jonathan S. Guth
14581		Joe Friebele
14588	Tijuana Taxi	Greg Virgin
14950		Ed Michels
14975	No Big Heel	Allan Terhune
15016	Loon	Jamie & Susie Brickell
15024	Lube Tube	Jason Werner
15054	Blue Highway	Jonathan I. Lange
15083	Killer Biscuits	Jason Werner
15151	Palindrome	Geoffrey D. Becker
15181	What Kinda Gone	Greg & JoAnn Fisher
15202		Todd Johnson
15232		Allan Terhune
15240	Bella	Stephen Constants
15353		Allan Terhune
15386		Mark Boaz

## Fleet 329

Fleet 329 sails from Annapolis, Maryland, on the Chesapeake Bay, with boats from the Severn Sailing Association and the Eastport Yacht Club comprising the Fleet. We are growing and very lucky to have several great sailors who are generous with their time and expertise. The result is a fleet that has fun and helps the 'up and coming.' We are part of the Dixie District and have several fleets nearby to fill out the racing calendar. The Fleet ran the successful North American Championships in 2000 and 2007, numerous Dixie District and Atlantic Coast Championships and the ever popular and season ending Frigid Digit in October.

Fred Mertes rejoined the Fleet and sailed his beautifully refurbished Woodie #8381 in the fleet races.

Chris Gildea purchased #14550 and joined the Fleet this fall. We are looking forward to his active participation in 2010. Jason Werner and Heather Dodd upgraded to #15083 and Gary Hurban to #14900.

## LOCAL REGATTAS

The winner of the Fleet 329 Spring Lightning Regatta was Geoff Becker, followed by Steve Constants and Jason Werner. The winner of the Fleet 329 Summer Regatta was Jon Guth, followed by Steve Constants and Mark Boaz with wife Katie Zeglis. The winner of Fleet 329 Fall Regatta was Joe Friebele followed by Jamie Brickell and Joan Hurban. The Fleet 329 overall champion for 2009 was Steve Constants, followed by Joan Hurban then by Mark Boaz with wife Katie Zeglis.

Our very popular Frigid Digit Regatta was held the weekend of October 17–18. Thirty-three boats signed up on the 'Who's Coming' list, but the weather gods decided that it was to be a weekend of extreme weather for racing small boats—cold, rainy and windy. In spite of NOAA weather posting gale warnings, the Race Committee was able to complete all five races in two days. Six Fleet members participated, with Geoff Becker 1st, Jon Guth 4th, Steve Constants 5th, Gary Hurban 10th, Joan Hurban 13th, Joe Friebele, the Regatta Chair, 18th, while Jonathan Lange and Mark Boaz tied for 19th.

## AWAY REGATAS

Not satisfied with just racing in local events, numerous members of the Fleet traveled outside the area and competed in various major Lightning regattas.

The first away event was the Doc Gilbert Potomac Cup held by sister Dixie District Fleet 50 at Leesylvania, the site of the 2010 Atlantic Coast Championship. Jason Werner finished 2nd, and Joan Hurban and husband Gary were 9th.

Our Fleet made an impressive show at the Dixie District Championship held in Solomons, Maryland. Six boats participated with Allan and Katie Terhune 1st, Jon Guth 2nd, Steve Constants 3rd, Joe Friebele 8th, Jason Werner 9th, Mark Boaz 15th and Jason Cosler 17th.

As a warm up for the 2010 North American Championship, the Atlantic Coast Championship was held at the Toms River Yacht Club on Barnegat Bay. Five Fleet members participated with Allan and Katie Terhune 2nd, Geoff Becker 4th,



Allan Terhune, Sarah Mergenthaler, Katie Terhune

John Guth 11th, Jason Werner 24th, Steve Constants 32nd, Gary Hurban 42nd and Joe Friebele 53rd.

The 2009 Southern Circuit participants included Allan and Katie Terhune, Joan Hurban, Gary Hurban and Jonathan Lange. Allan and Katie won the Deep South Regatta at Savannah, Georgia, the Miami Midwinters and placed 3rd at the St. Petersburg Midwinter. Katie and Allan were the overall Champions of the Southern Circuit. In the Masters Series, Gary Hurban was 2nd, Joan Hurban was 8th and Jonathan Lange with brother Philip and wife Loree Benziger were 15th.

Four Fleet members participated in the North American Championship. In the Championship Division, Geoff Becker finished 2nd and Katie and Allan Terhune finished 4th. In the President's Division, Joan Hurban finished 23rd and husband Gary Hurban was 24th. In the Masters' Regatta, Gary Hurban was 8th, his wife Joan 12th and Jonathan Lange with brother Philip and niece Alexandra were 15th.

At the World Championships, Allan and Katie Terhune finished 4th, Geoff Becker was 6th, Steve Constants with Todd Johnson and Sarah Evans were 34th, and John Guth with Peter Rich were 38th. Gary Hurban with Joan Hurban and Laura Johnson participated in the Masters' Regatta and finished 20th.

Allan and Katie Terhune finished off a wonderful year by placing 3rd in the US SAILING Champion of Champions Regatta sailed at Lake Carlisle in Illinois.

## SNAPSHOTS FROM 2009

New crew arrivals:

Jake Roland Beaver born May 12, 2009

Stuart Dodd Werner born October 13, 2009

George Brickell Frank born November 20, 2009

Zachary Thomas Virgin born December 17, 2009



Jonathan Lange



**FLEET 508 SOLOMONS**

Sailing on the Patuxent River and Chesapeake Bay  
Solomons, Maryland

Fleet Captain: David H. Meiser

BOAT#	BOAT NAME	OWNER
14028	Permanent Accessory	Don Behrens
14800		David H. Meiser
14101	Nor' Easter	Sam Septembre

**FLEET 509 HAMPTON ROADS**

Sailing on Hampton Roads Flats  
Hampton, Virginia

Fleet Captain: Joe Buczkowski

BOAT#	BOAT NAME	OWNER
10518		Jeane Bice
14044	Whistling Pygmy	Charles C. Wardwell
14485	Deux Poissons et un Chat	Ronald R. Buchanan
15084	Irie	Joe Buczkowski

Well, 2009 was an improvement over 2008. Fleet 509 was present in the Doc Gilbert Potomac Cup, the Atlantic Coast Championship and the Duck Regatta.

As always, the highlight of the year is the honor of hosting the Hampton Fall Fling, which saw great participation from across the Dixie District. Ten boats participated this year. Unfortunately, #509 was not represented, as Joe was out serving on a Navy ship when the regatta was hosted. That being said, the membership of Hampton Yacht Club did a phenomenal, top notch job. From all accounts, everyone had a great time, including the famed "oyster roast" at Leigh Morgan's home! For anyone who has not attended and is thinking about coming down, the hospitality is second to none. The club loves to have everyone and is looking to increase participation in the Class. We might even be able to do a \$0 entry fee again next year plus 60 degree weather in November! Can't go wrong there!

Since I was not present, I will include the words of Patrick Phalen, a good friend and supporter of the regatta, as a summary of the Hampton Fling. Hopefully it will entice new participants. If there are any Lightning sailors out in the Hampton Roads area, give me shout and let's try to build the local fleet here! Now Patrick's take on the Fall Fling!

The AccuWeather forecast, always subject to change for the weekend of the Hampton Fall Fling, called for sunny skies, 7-8 mph winds and highs in the 60s. The skies were clear for the Saturday oyster roast. We had two back-to-back magnificent sailing days on the Hampton Flats under

sunny skies with temperatures reaching 60 degrees on Saturday and 70 degrees on Sunday. Winds were excellent on Saturday, out of the south at 8-12 mph, with gusts to 15. We got in four races before calling it a day. On Sunday the winds were lighter in the morning and petered completely out right after the end of the third race. The oyster roast was, as usual, to die for. Crews arriving on Friday and/or going to dinner after the oyster roast on Saturday found excellent seafood at Harpoon Larry's, just up the street on Armistead Avenue.

Despite the absence of local Joe Buczkowski, who was out to sea serving our country, there was a great turnout from the far reaches of the District. First time Fall Flingers Constants, Constants and Constants sailed untouched for the weekend, in what turned out to be very comfortable conditions with great winds save the last race of the regatta. The first leg, as is often the case, was pivotal for boats. In the first race of the regatta, the Prior boat won the top mark but lost boats due to course confusion at the leeward mark, allowing several boats to move up behind Constants. After that, the top mark would belong to Constants for the remainder of the regatta—not always by much but they defended well thereafter.

The first day's races were sailed with nice winds but sometimes confusing waves which needed to be watched closely or boat speed was temporarily reduced. Also staying flat and hiking hard paid dividends. We all too often had a good view of the Constants boat, which sailed flat despite some struggles to do the same on our part.

The Sunday races began warmer and with less wind, which progressively lessened as the day advanced. Throughout the regatta one had to keep an eye on which end of the line was favored, as there were usually small but significant differences. The wind was often oscillating in the 5-10 degree range. There developed enough of a shift that the committee eventually moved the mark to keep the course square. This was likely obvious to them when boats rounded the top mark set their chutes and immediately jibed onto port to head to the leeward mark.

The Kirby boat did a fine job Saturday and Sunday, racing consistently to finish ahead of the Alsalam boat for 3rd. Our focus as the regatta played out became less one of finishing ahead of Constants than rather to cover the perceived challengers from behind. As a result, we often saw the fierce concentration of Kirby and associates! The last race provided some entertainment with a dying breeze. Our boat noticed a shaft of wind which went down the center of the course causing boats which ventured to the edges to slow down. So despite not wanting to tack or jibe much in light air, we decided to just stay in breeze which worked well.

As further indication that this regatta weekend was "owned" by the Constants boat, we attempted to catch and pass their boat on the final race to the dock by paddling while under light spin. We managed to nearly catch up but then the wind filled in ahead, thus negating our gains. It

could have been worse, as the Boaz boat had a long tow/sail back. Their tow boat's engine failed and they had to sail all alone in the light breeze from behind, arriving at the dock as everyone was putting the last touches on their boats for the ride home.

Thanks go out to Hampton Yacht Club for another fine regatta, dinner, awards and general welcoming attitude. It's one regatta which helps shorten the winter season and which is getting more competitive and well attended. See you next year!

## FLEET 513 ROCK HALL

Sailing on Chesapeake Bay  
Rock Hall, Maryland

Fleet Captain: Charles G. Parry

BOAT#	BOAT NAME	OWNER
14008	Hornet	Charles G. Parry
14024		Lee Urbani
14068	ANSER	Lansing Williams

We started the year with a roster of seven boats. They have been drifting away for various reasons. One boat we were counting was under renovation but seems to be stalled, as there has been limited reported progress. Another has decided to go fishing. Another seems to be staying home and polishing his new boat that might get a scratch if it went racing. We do have three boats that sailed all of our club races. Two of them actually traveled to other locations to race. Chuck Parry has a boat for sale. While he had been holding it to sell to a buyer that would keep the boat in the fleet, it has now been listed on the ILCA website. The last boat missing has been sailed a bit but not raced.

We ran a spinnaker seminar using the DVD Taming the Spinnaker Beast and some dry land practice to get the boats that have been sailing without spinnakers in our club races to start using their spinnakers. We set a spinnaker on a trailered boat on a windy day and ended up chasing it across the yard! As a result, all of the Lightnings in our club races have been sailing with spinnakers. These may seem like small accomplishments to the more established fleets, but to us they are a big deal.

We have several people looking for inexpensive used Lightnings and expect that we are just getting started. 2010 will be a busy year, as RHYC will be hosting the Junior Olympics for the Chesapeake July 9, 10 and 11. There will be two Lightning regattas: Opening Day on May 1 and the One Design Regatta and Dixie District Championship on June 12 and 13. These are preceded by the Down River Race on June 11 from Chestertown to RHYC.

Chuck Parry

## FLEET 518 POQUOSON RIVER

Sailing on Poquoson River  
Poquoson, Virginia

Fleet Captain: John M. Shepherd

Fleet Secretary: Rob Watts

BOAT#	BOAT NAME	OWNER
10266		Rob Watt
11364		Davis & Kevin Crossett
11369	No More Excuses	Jamers H. Dillard
12741	No More Excuses	Clark Dewing Charles Wood James Dillard
14209		John M. Shepherd
14627	Anger Management	James H. Dillard
15311		James H. Dillard

The origin of Fleet 518 began with \$250.00 used to pay for derelict #12741. It was hauled away from the Washington Sailing Marina to Dare, Virginia. Not surprisingly, Jim's next door neighbor, Rob Watt, having taken one sail in #12741, immediately fell in love with the Lightning. So it was back to the Marina for the purchase of a beautifully restored Mobjack Lightning. It wasn't long before Jack Shepherd, sailing a Hobie monohull, hailed us and asked about Rob's new boat. Before we knew it, Jack hauled his new Lightning back from South Carolina. In the meantime, Jim was hauling his #11364 back to Washington to sell when the trailer separated from the car. The boat, trailer and mast all went their separate ways, with the boat planeing along I-64 on a Friday afternoon. (That disaster is a whole other story). The good news was that Dave and Kevin Crossett bought the mast and SS centerboard with what was left of the hull thrown in. They performed a miracle and #11364 sails on. So counting #15311 that also sails with Fleet 50, we have five boats.

The First Annual Poquoson Challenge was held on August 8, 2009. The regatta was at the entrance of the Poquoson River, a small estuary that separates Poquoson, Virginia, from York County. The event was sponsored by Fleet 518, our Class's newest fleet! Jim Dillard, long-time Lightning sailor and fleet organizer, was instrumental in setting up our Fleet and the regatta.

Four Lightnings competed and put on an unusual and entertaining event for the numerous homes on this beautiful river. Typical August winds varied from light and variable to moderate and variable and gave us an excellent day to remember. Four races were held with the winner Jim Dillard being followed by Jack Shepherd. 3rd place went to Chuck Wood with Rob Watt 4th, due he says to his forward crew sleeping on the foredeck. Following the morning races was a nice lunch with plenty of beer and an awards ceremony.



# DIXIE AND ECUADOR



The day was capped with a dinner party at Jack and Lynn Shepherd's.

Next year, with more publicity, we could have more boats and a truly outstanding regatta.

On Labor Day weekend two boats, #15311 with Jim and Nabeel Alsalam and #10266 With Rob, Chuck and Clark, sailed northeast across the Chesapeake Bay to Jim's daughter's home on Mattawoman Creek on Virginia's eastern shore. On the return trip they were caught in a violent storm. All hands survived while sailing through a blinding rain squall with the GPS registering 12 mph.

The Fleet will be looking for more sailors to become Lightning sailors.

James H. "Jim" Dillard II

## ECUADOR

District Commodore: Justus Klemperer

### Fleets

405 Salinas Yacht Club      447 Club Nautico San Pablo

### FLEET 405 SALINAS YACHT CLUB

Sailing on the Pacific Ocean  
Guayaquil, Ecuador

Fleet Captain: Justus Klemperer

Our 2009 calendar was successfully completed with a total of thirteen championships.

With normal weather conditions, sunny and calm between January and May, cold and windy by our standards during the rest of the year, we had an average of ten to twelve boats per regatta. As it has become usual over the past years, Juan Santos dominated the circuit, winning all but one championship.

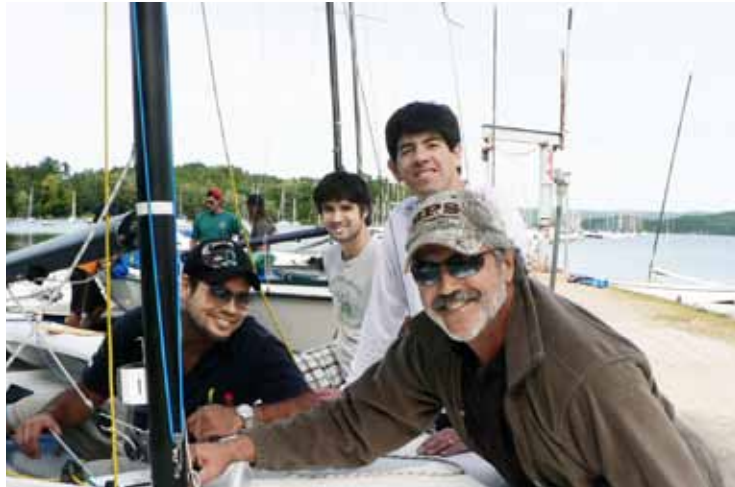
Besides the local regattas, we had some international exposure. In March, Juan proudly represented us in the Southern Circuit, finishing 3rd. In May, we hosted the 19th annual Salinas-Tominé Championship. Later in September, a total of four crews traveled to the World Championship in Mallets Bay. At the end of the season, we participated in the South American Championship with two crews.

### Clase Lightning • Copa Distrito 2009 • Julio 25 Y 26 de 2009

PL	SAIL #	NAME	FROM	FLEET	R1	R2	R3	R4	R5	R6	TTL
1	14673	J.Santos G J.R.Santos/J.A.Santos	AZUL	Blue	1	1	1	1	2	-8	6
2	ARG	J.Calderon J.Klemperer/S.Garcia	AZUL	Blue	2	2	2	2	3	-5	11
3	14676	Carlos L.Lecaro Oscar Viteri/Jorge Norero	AZUL	Blue	-3	3	3	3	1	2	12
4	14389	Juan M.Meira Mauricio Jacobson/E.Rodri	VERDE	Green	4	6	5	4	-7	1	20
5	14163	J.Velez Samuel /Sebastian Herrera	AZUL	Blue	5	4	4	-6	6	4	23
6	14383	J.Pazmiño S.Salem/ G.Cordova	VERDE	Green	-7	5	6	5	4	6	26
7	9411	E.Granja M.Granja /E.Rodriguez Jr.	AZUL	Blue	6	-7	7	7	5	3	28
8	14558	Ernest Martinez Sebastian Martinez	AZUL	Blue	-8	8	8	8	8	7	39

# ECUADOR

For 2010 we have a similar program. In addition, we will be hosting several international championships, such as the World Youth Championship in July and the South American Championship in December. In addition, we are developing a younger generation of sailors, as well as getting Opti parents involved in Lightning crews.



**FLEET 447 CLUB NAUTICO  
SAN PABLO**

Sailing on Lago San Pablo  
Quito, Ecuador

Fleet Captain: Olaf Dyck



# FINLAND AND FLORIDA

## FINLAND

District Commodore: Lauri Hemming

### Fleets

166 Helsinki  
328 Jyvaskyla

456 Tuusulanjarvi

### FLEET 166 HELSINKI

Sailing on the Gulf of Finland  
Helsinki, Finland

Fleet Captain: Kimmo Aromaa

BOAT#	BOAT NAME	OWNER
14761		Lauri Hemming
14958	Masi VIII	Kimmo Aromaa
15281	Masi VII	Kimmo Aromaa
15369		Lauri Hemming

### FLEET 328 JYVASKYLA

Sailing on Lake Paijanne  
Jyvaskyla, Finland

Fleet Captain: Timo O. Jarvinen

BOAT#	BOAT NAME	OWNER
12908		Timo O. Jarvinen
14364		Samppa J. Salminen

### FLEET 456 TUUSULANJARVI

Sailing on Tuusulanjarvi  
Tuusula, Finland

Fleet Captain: Sakari Pesola

BOAT#	BOAT NAME	OWNER
13130	Masi III	Juha I. Savela
14406	Amarillo	Waltteri Karhusaari
14534	Masi IV	Esko Aalto
14535	Snow White	Antero Punttila
14638		Matti Leppanen
14936		Sakari Pesola
15056		Juha I. Savela
15331	Burgundy III	Sakari Pesola
15415		Sakari Pesola

## FLORIDA

District Commodore: William Johns

### Fleets

109 St. Petersburg  
226 Biscayne Bay

502 The Suncoast Fleet

The Florida District Championship was held April 18–19 this year at Edison Sailing Center in Ft. Myers, in beautiful spring weather (read that summer for all you lubbers north of the Mason-Dixon line). As usual, the hospitality was not to be matched, and the new facilities at Edison made the going easy. It was great to see Steve Hayden back on the line after a brief hiatus. Still fast as ever, Steve took home top honors, followed in 2nd by Team Linton and 3rd by Frank Atkinson. Frank also took home the Florida Masters' trophy. The District had an excellent turnout at the North Americans in Sodus Bay, sending five qualifiers: Hayden, Linton, Helmick, Johns, and Mauk.

Otherwise, action around the District unfortunately remains at a low ebb compared to previous years. The three Fleets in the district are all suffering from critical mass issues. Efforts to revive our traveling "Triple Crown" series for this year also fell by the wayside due to scheduling problems. We need some new recruits! Maybe it's time for some of you guys up north to retire and come down here to sail with us. Property is pretty darn cheap here right now!

We're looking forward to a good turnout at the Orange Bowl Regatta over the holidays and, of course, to seeing everyone at the Southern Circuit.



District Skippers



Fisk Hayden at the Masters'

# FLORIDA

## FLEET 109 ST. PETERSBURG

Sailing on Tampa Bay  
St. Petersburg, Florida

Fleet Captain: Matt Bryant

BOAT#	BOAT NAME	OWNER
14780	Comedy Central	Karen M. Park



## FLEET 226 BISCAYNE BAY

Sailing on Biscayne Bay  
Coconut Grove, Miami, Florida

Fleet Captain: William E. Johns

BOAT#	BOAT NAME	OWNER
8330		Frank H. Atkinson
11708		Frank H. Atkinson
13848		Patrick W. Ellis
14374	Vigilante	Carol Stout Ewing
14684		William E. Johns
14708	Booby Trap	Frank H. Atkinson
14866	Progressive	Bill Mauk
14930	Widespread Panic	Stephen Horwitz
15143	Who Do You Love	David Helmick
15151	Palindrome	Frank H. Atkinson





## FLEET 502 THE SUNCOAST FLEET

Sailing on Tampa Bay  
Tampa, Florida

Fleet Captain: William H. Meyer  
Fleet Secretary: Amy Smith Linton

BOAT#	BOAT NAME	OWNER
2	Upset	Fisk Hayden
8756	Aurora	David C. Backus
11379		Fisk Hayden
12928	LimeLight	David C. Backus
14006	Fired-Up	William H. Meyer
14705	The Answer (my friend)	Roger W. Roddy
14752		Steve Hayden Fisk Hayden
15083		Jeff Linton
15320		Michael Beaver Joanna Beaver

With the growth of families and the economic downturn, local Lightning racing has slowed even further in our little corner of the Lightning world. We host the Districts on alternating years with Miami and Ft. Myers. But 2009 marked the first year that Lightnings did not make a class at the Thanksgiving regatta. Fleet 502 did not hold a Lightning event during the calendar year.

While Bill Meyers continues to race Fired-Up on the Thursday Night Series in the summer and two other boats are poised to sail, local sailors are more active away from home. Representatives sailed at the NAs, Worlds, ACCs and more. We are glad to see several out-of-towners (Adam Prettyman!) spending time here in Tampa chipping ice from their boats and getting in a little practice.

Even as erstwhile Lightning sailors compete in Melges 24s, Flying Scots, Windmills, and PHRF boats, the Class still enjoys a reputation of popularity and prestige, with the Boat Grant Program generating a lot of interest and enthusiasm. We hope to see the pendulum swing back as the population of sailors continues to change.



Jeff Linton



Amy Smith Linton



Laura Jeffers



Fisk Hayden being awarded the Karl Smither Award at the Southern Circuit



The proud Hayden Family watches

# GREECE AND IRELAND

## GREECE

District Commodore: Kostas Lymberakis

### Fleets

251	Salamis Fleet	287	Dolphin Fleet
286	Parthenon Fleet	517	Syros Island

### ***FLEET 251 SALAMIS FLEET***

Sailing on Phaleron Bay  
Piraeus, Greece

President: Michael Mitakis  
Secretary: Vagelis Romeos

### ***FLEET 286 PARTHENON FLEET***

Sailing on Phaleron Bay  
Piraeus, Greece

Fleet Captain: George Andreadis  
Secretary: Andy Sinopoulos and Marina Procopiou

BOAT#	BOAT NAME	OWNER
9447		Kostas Lymberakis
14544		George Andreadis
15077	Tzini II	Alexandros Dimou
15144	Crinis IX	George Andreadis

### ***FLEET 287 DOLPHIN FLEET***

Sailing on Phaleron Bay  
Piraeus, Greece

Fleet Captain: George Dimitriades  
Secretary: Constantine Daoulas

## IRELAND

District Commodore:

### Fleets

427 Killyleagh Yacht Club

### ***FLEET 427 KILLYLEAGH YACHT CLUB***

Sailing on Stratford Lough  
Belfast, County Down, Northern Ireland

Fleet Captain: Rachel Bennett

BOAT#	BOAT NAME	OWNER
77	Mean Machine	Rachel Bennett





## INDIANA

District Commodore: Bill J. Allen

### Fleets

154 Wawasee Yacht Club 270 Silver Fox Squadron/  
Indianapolis Sailing Club



John Selby, Bill Allen, Kevin Keller, Michael Richey, Brad Wagon, Brady Wright, Jeff Schmah, John Call

### FLEET 154 WAWASEE YACHT CLUB

Sailing on Lake Wawasee  
Syracuse, Indiana

Fleet Captain: Edward Bradley Wagon

BOAT #	BOAT NAME	OWNER
12586		Brian Bahler
13851		Stuart Webster
13910	Golden Harbest	Bill J. Allen
14125	Miller's Merry Manor	Stephen C. Miller
14600	Mass Confusion	Edward Bradley Wagon
14870	Con Brio	Tyrus W. Campbell
15213		Jeffrey A. Schmah
15259	JOE BFSPLK	Edward Bradley Wagon George E. Buckingham

### FLEET 270 SILVER FOX SQUADRON/ INDIANAPOLIS SAILING CLUB

Sailing on Geist Reservoir  
Indianapolis, Indiana

Fleet Captain: Mike Naughton  
Fleet Secretary: Joan Naffziger  
Fleet Treasurer: Ken McGinity  
Dockmaster: Norm Cubellis  
Membership: Norm Cubellis  
Safety: Walt Tinsley  
Social: Sally Naughton  
Indiana Open Regatta Chairperson: Pete McGinity

BOAT #	BOAT NAME	OWNER
1342	Thunder	Michael Naughton
9350	Flash	Joseph H. Lutz
12294		Jay Kennedy
12296	Siochain	Kenneth V. McGinity
12392	Yikes!	Daniel Ramsey
12963		Mark A. Cudworth Andy Harmon
13278		Peter J. McGinity
13279		Andrew Cook
13657		Michael R. Franceschini
13721		Steve Stucky
13954	L'éclair Rouge	John & Jennifer Leath
13958		Brian Huckabee
14020	Dream Chaser	Frank A. Wilder
14311		Norm Cubellis
14359	Sundance II	Joseph A. Lassaux
14449	Fins Up	Dale Krcek
14537	Winsome	Steven Tinsley
14610		Frank Wilder
15300		Jason P. Hubbard



# INDIANA AND ITALY

## Fleet 270

We had an exciting and very busy year in the Fleet. We ran eighty-three races in great weather throughout the sailing season. Our Fleet Champion this year was Joe Lassaux, #14359, with 2nd going to Frank Wilder, #14020, 3rd third to Pete McGinity, #13278, and 4th to Norm Cubellis, #14311. A total of eleven boats from our eighteen-boat fleet participated in the racing program. Joe has won the Fleet Championship 80% of the time over the past thirty years.

On the traveling front, Pete went to Lansing, Michigan, in May, the Districts at Wawasee in June, the Pontiac Whitecap Regatta in September and finished with the Hoosier Regatta in October. Mike Franceschi made the trip to the Red Flannel in Chicago in September. Ken McGinity made the Districts and the Hoosier at Wawasee, while Joe Lutz made it to the Hoosier Regatta.

The Indiana Open Regatta was again strong, with twenty-two boats from nine fleets in Michigan, Illinois, Ohio, and Indiana. This was the third year in a row at twenty plus boats. The races were sailed in light to moderate air both Saturday and Sunday. The winner was George Sipel from North Cape by one point, which was decided in the last race in which he had his only win of the regatta. 2nd place was James Taylor from Cowan Lake by Cincinnati. 3rd was John McCree from Saginaw Bay, Michigan, followed by Ernie Dieball of Dieball Sailing Group and North Cape Yacht Club near Toledo. The final trophy of 5th place was earned by Jeff Schmahl of Wawasee.

George was our winner in 1997, the last time he was here. He stated that his team would be back to defend his win on May 1 and 2, 2010. We had fifteen teams travel to Indy, with seven local boats also competing.



## ITALY

District Commodore: Renzo Bozzi

### Fleets

449 Marsala

466 Flotta Del Conero

### *FLEET 449 MARSALA*

Sailing on the Mediterranean Sea  
Marsala, Sicily, Italy

Fleet Captain: Giovanni Pellegrino

### *FLEET 466 FLOTTA DEL CONERO*

Sailing on the Adriatic Sea  
Ancona, Falconara and Senigallia, Italy

Fleet Captain: Carlo Jommi





## LAKE ERIE

District Commodore: William Neal

### Fleets

12	Buffalo Canoe Club	146	Toronto Bay
19	Chautauqua Lake Yacht Club	180	Conneaut Lake Yacht Club
47	Silver Lake Yacht Club	198	Chautauqua

### FLEET 12 BUFFALO CANOE CLUB

Sailing on Abino Bay, Lake Erie  
Point Abino, Ontario, Canada

Fleet Captain: David Starck

BOAT#	BOAT NAME	OWNER
909		Sarah Neal Emily Neal
6983		William E Neal
7420		Carl M. Eichenlaub
11000	Thermis XI	David F. Fedak
11117	Electric Dreams	Bergen Ackerman
11617	Joanie Bee	Richard J. Cubinie
14261	Berry III	Edwin Roseberry
14286	Donuts, Donuts, Donuts	Kevin J. Cavalieri
14291	Vampira II	Judith Walker
14371	Confusion3	Brian Starck Robert B. Starck
14416		Peter C. Godfrey Connor Godfrey
14502	West Wind	Thomas M. Ward
14569		William E. Neal
14572	Sputnik 2	David F. Fedak
14651		Tom Allen
14744		Richard A. Aubrecht
14774	CO2	James Eagan
14895	Bloody	Larry MacDonald
14905	Rum Lime	Tom Allen
15168		Tom Allen
15196		Tom Allen
15246		Larry MacDonald
15251		Debbie Probst
15284		Richard A. Aubrecht
15298		Ian Jones
15308		Tom Allen
15355		David Starck
15399		Jody Starck
15417		Peter C. Godfrey

Fleet 12 undertook an exhaustive search to name this year's fleet-poet laureates. Indeed, overtures were made to no fewer than 180 of our finest Fleet members. Brian Starck and Warren Emblidge, the 181st and 182nd choices, respectively, duly accepted the honor after receiving assurances from top Fleet 12 brass that ignorance of the rules of racing would not constitute a protestable event against said poet-laureates. With contract in hand, our intrepid poet-laureates returned from their one-year sabbatical in Tahiti, paid for with Fleet 12 dues, to memorialize the 2009 sailing season. This task proved difficult, however, as they once again recalled very little from the season so recently past. Perhaps it was because they were on sabbatical. With this seemingly debilitating issue at hand, our scribes nonetheless pressed on in the hope their musings might contain some semblance to the truth.

Although we can't say much about it, the Hussey Series trophy is sitting next to the Chesterfield, reminding us that Warren won the series, with Brian and Kevin Cavalieri as crew. With the Eby Series cancelled by high winds, this marked the beginning of the Fleet 12 season. The Lake Erie District Championship regatta returned to Chautauqua Lake for the first time since Jim Neville skippered to a top-five finish in the World Championships. The opportunity to sail in such pristine waters attracted a large contingent of Fleet 12 members, including "Fast Eddie" Roseberry, who overcame his aversion to Democrats to join the festivities at the Chautauqua Institute, the liberal bastion where Bill Clinton famously prepared for his presidential debates. Mark Grinder took home the coveted fourteenth place trophy. Other top finishers included unknowns Larry MacDonald (1), David Starck (2) and Tom Allen, Jr. (3). On a more serious note, many thanks are owed to the Scanlon family and Regatta Chair Tim Scanlon for putting together what was perhaps the best weekend the District has seen in many years. Anne Emblidge tells us the cookies were great.

Fleet 12 hosted the Canadian Open, which attracted a nice contingent of out-of-town boats, most of whom hadn't been to the BCC since Mark Bryant was still getting into fisticuffs at skippers' meetings. Tom Starck returned from his perch in Cleveland to try his hand with Jody's brand-new azure and white Lightning. The boat proved to be fast—but only when it was upright. We hear the second mast was much quicker than the first. Ched Proctor won the regatta, followed by David Starck and Marcus Eagan. The regatta also saw Jack O'Donnell make his star-studded return to Lightning sailing after a three-year hiatus, cracking only three ribs in the process.

Larry MacDonald continues to provide the inspiration and drive for our junior sailing program. The BCC and Fleet 12 hosted its 3rd Annual Youth Invitational Regatta. Connor Godfrey, with crew Henry Ring and Griffin Orr, won this year's event, which drew twenty boats. Maddie Murphy, with crew Abbie Probst and Jody Swanson, finished second, while Tim Werley with crew Katie and Beth Werley finished third. Congratulations to everyone! Team Godfrey went on

# LAKE ERIE

to win the Junior North American Championships, while Connor Mangan, with crew Jeffrey Markarian and Lauren Jones, finished second. The two teams will represent the U.S. at the Junior World Championships in Salinas. Joining them will be Fleet 12 juniors Joy MacDonald and Adam MacDonald, who will be representing Canada. Good luck to our four teams!!

Tuesday night racing continued to draw fifty boats every week (maybe more like twenty, but on a fifteen-minute course it sure does seem like a lot more!). David Starck and whatever nieces and nephews he was teaching to sail on a given night won the first two series, while 'Team Allen' won the final series. Peter Godfrey, whose boat was expropriated by son Connor, bought a new ride that was promptly hijacked by daughter Kayleigh, who sailed superbly—besting much of the fleet in the process.

"Fast Eddie" Roseberry won this year's Old Salts regatta, unseating three-time champ Tom Ward, proving again that past results are no guarantee of future returns. Unfortunately, Ward had built a \$20,000 custom mahogany and crystal cabinet in his beach house to permanently display the perpetual trophy, under the misguided assumption that he just couldn't lose. Given the stranglehold he's had on the event, we didn't think he could lose either. Perhaps he should have used that trophy (a cannon) to shoot Eddie out of the water. Dick Aubrecht finished second, and Bob Starck finished third.

In out-of-district news, Brian Starck started the season where he left off—in the drink. After dumping in the Frigid Digit with Emblidge, he managed to capsize with David Starck at Pymatuning. David shook off the experience to finish second at the Worlds. Brian was not invited. Of course, David also won the Atlantic Coast Championships and finished second at Savannah and St. Petersburg. Bride Jody finished 3rd in the Miami regatta, and Larry MacDonald won the Doc Gilbert regatta.

We're looking forward to the Spring Party, which will again be hosted by Mark and Lora Grinder. Many thanks to Lora for putting up not only with Mark but with the rest of her Lake Erie District family.

Here's wishing everyone many happy returns in 2010!

## FLEET 19 CHAUTAUQUA LAKE YACHT CLUB

Sailing on Lake Chautauqua  
Lakewood, New York

Fleet Captain: Heinrich Kutschke

BOAT#	BOAT NAME	OWNER
13605		Heinrich Kutschke
14367	Mathilde	Heinrich Kutschke

## FLEET 47 SILVER LAKE YACHT CLUB

Sailing on Silver Lake  
Perry, New York

Fleet Captain: Mark Grinder

BOAT#	BOAT NAME	OWNER
6983	Cirrus II	Hoss Bone
9845	Chase	David Nasca
13948		Mark H. Dadd
14580		Stephen & Larissa Cox
14672		Mark W. Grinder
15272		Mark W. Grinder
15339		Mark W. Grinder





## FLEET 146 TORONTO BAY

Sailing on Lake Ontario  
Toronto, Ontario, Canada

Fleet Captain: Daniel Sprague  
Fleet Secretary: Phil Jager

BOAT#	BOAT NAME	OWNER
10702	Liesl	Walter Blackwell
14174	In Lieu	David Sprague
14347		Daniel Sprague
14650	Second Wind	Phil W. Jager

Fleet 146 is looking forward to the 2010 sailing season. Having been inactive for the last couple of years, the Fleet has re-organized and has sailed a little westward to re-locate from Toronto harbor to Mississauga Bay.

The Fleet will be sailing from the Mississauga Sailing Club. MSC is one of the premier small boat sailing clubs on the north shore of Lake Ontario with a focus on boats twenty one feet and under. Weekly Thursday evening and Sunday afternoon racing is scheduled

Fleet 146 produced promotional brochures for this year's activities that were made available at the January Toronto International Boat Show. We'll also be marketing in some other local venues with the intention of developing a larger and stronger Lightning fleet in the area.

Phil Jager

## FLEET 180 CONNEAUT LAKE YACHT CLUB

Sailing on Conneaut Lake  
Conneaut, Pennsylvania

Fleet Captain: Chad C. Waldschmidt

BOAT#	BOAT NAME	OWNER
14711		John P. Andrews
14750		Edward J. Benevent
14763		Chad C. Waldschmidt

## FLEET 198 CHAUTAUQUA

Sailing on Lake Chautauqua  
Chautauqua, New York

Fleet Co-Captain: Brad Currie  
Fleet Co-Captain: Kevin Dietly

BOAT#	BOAT NAME	OWNER
9402		Kevin Dietly
10922		J. Bradley Neville James D. Neville
13222		Candy Neville
13922		J. Bradley Neville James D. Neville
14948		Robert Scanlon Candy Neville
15100	Fang	Bradford Currie
15395	Smokestack	Alan Bates
15412		Robert Scanlon

The summer of 2009 was an eventful one for the small but energetic Fleet sailing out of Chautauqua at the upper end of Chautauqua Lake. We continued to build our Fleet and had a more stable number of boats racing week to week. The big event from a Class perspective was our hosting the Lake Erie Districts—a first for our Fleet and the first Lightning regatta at our end of the Lake since 1974.

Chautauqua's Lightning Fleet has resurfaced after a lengthy period of dormancy when a sizeable generation of Lightning sailors made the awful mistake of growing up, getting jobs, and having a hard time getting back to the Lake to sail. Those who stayed behind had to make some painful choices to keep sailing—racing inferior classes of boats, for example.

A lot has changed on the Chautauqua sailing scene in the last few years. Chautauqua Institution now boasts a state-of-the-art sailing facility, the Turney Sailing Center, established by his family to honor the memory of John Turney, a devoted son, father, husband, and Lightning sailor. The Sailing Center houses an extensive instructional program and provides vastly improved docking, dry-sailing, and meeting space, especially welcome since our Fleet and Yacht Club have never had any sort of facility to call home.

Districts took place on June 20 and 21, before the normal sailing season commenced, so it took a heroic combination of energy and planning to pull off a successful regatta. Regatta Chairman Tim Scanlon deserves a mountain of credit for his commitment to staging a competitive, well-organized, and entertaining weekend. Tim and his dedicated volunteers, enlisted largely from within the extended Neville and Scanlon families, assembled an ace Race Committee, led by Doug Heussler, brought in good competition from across the District, and hosted a relaxed and enjoyable

# LAKE ERIE AND LONG ISLAND

evening at the Turney Sailing Center after Saturday's racing. Fourteen boats made the trip to Chautauqua Institution for the weekend, joining four local boats.

Conditions were pretty rough Saturday, as the start of the races had to be delayed waiting for heavy rains, lightning, and thunder to push through the area. The unstable weather that lingered presented a challenging combination of strong winds, periodic blinding rain, and choppy water. The Race Committee squeezed in three races Saturday before rising winds claimed a few boats and some equipment. As gusts approached thirty, we abandoned the last race in consideration of the health of our 45-year-old Lippincott.

Sunday dawned at least partly sunny and a little less frantic, allowing the RC to run an additional three races in a more moderate breeze. Larry MacDonald won the regatta with consistent high finishes, followed by Dave Starck, and Tom Allen. Tim Scanlon was the top finisher among the locals.

We wish to acknowledge the commitment and contributions of the Scanlon and Neville families in hosting a terrific regatta to launch the 2009 season. We also had great support from Gary Snyder who directs the sailing program at Chautauqua and from the Athenaeum Hotel on the grounds at Chautauqua which handled the catering.

We are looking forward to adding some boats to the fleet, greater integration between Fleet activities and the Chautauqua sailing program, and more regular involvement in District events. Finally, we offer our fond remembrances of and condolences for the loss of Charlie Scanlon who derived so much pleasure from his time sailing and being outdoors.

Brad Currie and Kevin Dietly



## LONG ISLAND

District Commodore: George W. Koch

District Secretary: Terri Hendry

District Treasurer: John Holzapfel

### Fleets

178 Great South Bay 506 Orient Harbor  
431 Southampton Yacht Club

This was a great sailing season for the fleets of the Long Island District. There was great racing in the usual good weather and wind conditions. The District Championship races were held at the Orient Yacht Club on Orient Harbor on July 18, 2009, with the following results:

Malcom Hendry	First
George Koch	Second
John Lowendowski	Third

Racing was tight, as after four races there was a three-way tie for first. The final standings were only determined after the fifth race. The races were all sailed in a WNW breeze in the 12-18 range.

After the races there was a BBQ and awards ceremony attended by all participants and accompanying family members. A good time was had by all.

We are all looking forward to a great 2010 season.

## FLEET 178 GREAT SOUTH BAY

Sailing on Great South Bay  
Amityville, New York

Fleet Captain: Alan Pearlman

BOAT #	BOAT NAME	OWNER
5132	Surprise	Michelle Yacob
10260	BullsHit	William P. Weiss Elizabeth A. Brewer
10392	Arcturus	Richard Braverman



## **FLEET 431 SOUTHAMPTON YACHT CLUB**

Sailing on Shinnecock Bay  
Southampton, Long Island, New York

Fleet Captain: John Lewandowski

BOAT#	BOAT NAME	OWNER
11071	Windy Too	John V. H. Halsey
11374	Outrageous	John Lewandowski
13874		Teresa Hendry
14551	Outrageous	John Lewandowski
14917	Moto Iti	Malcolm B. Hendry

## **FLEET 506 ORIENT YACHT CLUB**

Sailing on Orient Harbor  
Long Island, New York

Fleet Captain: George W. Koch  
Fleet Secretary: John Holzapfel  
Thursday Night Fleet Champion: George Koch  
Saturday Fleet Champion: John Holzapfel

BOAT#	BOAT NAME	OWNER
13050		John Holzapfel
13660		Derrick Cephas
14025		Rich Gluckman
14122		Jon Turner
14455		Rachel Sorenson
14850		James Morton
15070		John Holzapfel
15247	Missy	George W. Koch

Fleet 506 of the Orient Yacht Club had another very busy and exciting year.

George Koch, the Fleet Captain, contributed his other boat for a year to the Lightning Boat Grant Program, and a local sailor James Morton was one of the recipients. He used the Orient Yacht Club as his base and campaigned the boat locally, in the Districts, the Atlantic Coast Championship and in the North American Championships. Read his comments on the Program in the October/November 2009 Flashes. It was great to have him active in our Fleet.

The next event was the District Championships held in Orient on July 12. The weather was pleasant and the wind was just perfect. Malcolm and Terri Hendry from Southampton Yacht Club took first place, while George Koch and his crew from the Orient Yacht Club took second and John Lewandowski and his crew of the Southampton Yacht Club took third place.

The competition in both the Thursday and Saturday racing series was extremely close for all the positions. Once again, George Koch, ably assisted by an ever-changing crew, convincingly won the Thursday night racing series, while John Holzapfel and his crew won the Saturday series. The rest of the positions were only separated by only a few points. Second place on Thursdays went to John Holzapfel, and third place went to Rachael Duell. On Saturday, second place went to Rich Gluckman and his crew, while third place went to George Koch.

There is hope throughout the Fleet that the Lightning might be used for the junior sailing program, which would be a big step in increasing our fleet numbers.



## METROPOLITAN

District Commodore: Edward Duffy

### Fleets

11	North Shrewsbury River	70	Red Bank of the Shrewsbury
16	Paupack	75	Nyack Boat Club
25	Lake Mohawk Yacht Club		

## FLEET 11 NORTH SHREWSBURY RIVER

Sailing on North Shrewsbury River  
Red Bank, New Jersey

Fleet Captain: Jon Schwartz

BOAT#	BOAT NAME	OWNER
14786	Le Speu	Jon Schwartz



Jon Schwartz at the NAs

## FLEET 16 PAUPACK

Sailing on Lake Wallenpaupack  
Pocono Mountains near Tafton, Pennsylvania

Fleet Captain: George Madel

BOAT#	BOAT NAME	OWNER
14278	Stormy Weather	Robert W. Hall
14722	Byken	George Madel
15232		Robert W. Hall

## FLEET 25 LAKE MOHAWK YACHT CLUB

Sailing on Lake Mohawk  
Sparta, New Jersey

Fleet Captain: Hank Jelinek  
Fleet Secretary: Donald T. Okner  
Fleet Champion: Tichard T. Miner  
Fleet Runner-Up: Charles Chute

BOAT#	BOAT NAME	OWNER
11565	Ariba-Ariba-Andale	John Marx
11738	Tabasco	Henry Jelinek
13373	The Great Escape	William M. Beveridge
13820	Tatto	Charles Chute
13925	Guardian Angel	John Incantalupo
14198	Sushi	Donald T. Okner
14327	Wild Goose	Angela Hopkins
14607	Hawkeye	Richard T. Miner
15090	M	Perry L. Anderson

Anyone who sails on a smaller, inland lake surrounded by hills (we call them mountains in New Jersey) knows that the winds are rarely steady, at times non-existent and sometimes overpowering. We indeed had it all this year, and we made the best of it, having good competition and great fun.

Here's how things ended up for our 2009 racing. Rich Miner led the way in the both the Spring Series and the Fall Series. Perry Anderson was in second place in the Spring Series, and Chuck Chute took second in the Fall Series. When



Most Improved Skipper John Incantalupo and crew Margie and Claire Incantalupo





Don Okner and Crew Josh Oldridge and Jim Okner

the overall scores were computed, Rich Miner successfully retained his position as Lightning Fleet Champion for 2009, assisted by his able crew, Gail Miner and Ken Potts. Chuck Chute and crew Dave Newton took Runner-up honors.

We began our Spring Series on May 17 with Chuck Chute and John Incantalupo match racing and swapping for first and second place in two races. On May 24 we held our Gabor Cup Regatta. Unfortunately, a thunder storm shortened our first race, precluded a second race and forced a one-day postponement of the "Jimmy Buffet" Party until Labor Day. Four Lightnings and two Snipes competed, and the regatta was won by Chuck Chute, with Perry Anderson taking second place and John Incantalupo in third position. The party was a great success, thanks to the Incantalupos who outdid themselves with the decorations and food.

The following week, on May 31, three Lightnings competed in a southwest wind that gusted up to 21 knots. Rich Miner

won both races with John Incantalupo taking two seconds. Don Okner was third in the first race and did not finish the second race after a near capsize. On June 7, Perry Anderson and Don Okner match raced and traded for first and second place in two races.

June 14 brought a NE wind of only 4-6 mph; however, four Lightnings competed in two races. Perry Anderson and Chuck Chute each took a first. The next week, June 21, brought three Lightnings out in NNE wind that varied up to 8 mph. Rich Miner and Hank Jelinek tied for first and third in the two races while Perry Anderson finished second in both races.

On July 4, John Incantalupo "sailed" (trailed) his Lightning down East Shore Trail in the Sparta Independence Day Parade, and later that evening we held our annual Independence Day Family Picnic. On the following day, July 5, we held our Marine Base Regatta in which thirteen boats (six Lightnings, six Snipes and one Hobie Cat) participated. The event was won by Rich Miner in his Lightning, with John Marx and Mike Kelly taking second and third place respectively in their Snipes. We would like to attribute the success of John and Mike to the Snipe handicaps but must confess that they are both good sailors.

On July 12 we sailed in a shifty and gusty wind that prevailed out of the WSW. At times there were holes and at other times we were hiked out hard to hold our boats down. Rich Miner took two firsts over the four other Lightnings that raced with John Incantalupo coming in second in race one and Don Okner taking second in race two.

On the strictly fun side, Saturday, July 25 marked our first Mutiny Regatta. Crew members manned (or "womaned") Snipes and Sunfish with their regular skippers serving as crew. John Marx was the official for three races. After the racing, we had a terrific feast with hot dogs, chicken and all the fixings, while the mutinous sailors walked the plank off of Mark Marussich's Cat Boat. Thanks go to Constance Gill for her creativity in planning this event and to all those who cooked, served and helped.

On Sunday, July 26, regular racing continued with two races. The Lightning winners were Perry Anderson in races one and two, followed by John Incantalupo and Don Okner swapping for second and third.



Commodore Perry Anderson & Crew Margaret Anderson & James Nam



Fleet Captain Hank Jelinek and Crew Adam Enea

# METROPOLITAN

Jack Robertson Cruising Day, an annual favorite event, took place on Saturday, August 1. On the following day, August 2, the weather did not cooperate so regular racing was canceled. However, on August 9, we began our Fall Series with Rich Miner and Perry Anderson going head to head in an east to southeast wind that diminished from 10 to 6 mph. Both races were won by Rich Miner.

August 16 and 23 brought little wind, so we did not race for two weeks. However, things picked up on August 30, allowing for two races. Rich Miner captured two firsts, Perry Anderson two seconds, Chuck Chute two thirds and John Incantalupo two fourths.

Our last open regatta for 2009, the Commodore's Cup, took place on September 6. Six Lightnings, two Snipes and two Sunfish participated in two races in variable wind out of the northeast. The event was won by Rich Miner and crew Gail Miner and Ken Potts. John Incantalupo and crew Margie and Claire Incantalupo came in second, and John Marx in his Snipe took third place honors. Following the regatta, Commodore Perry and Margaret Anderson hosted a terrific party at their home.

The following week, on September 13, four Lightnings raced in wind from the north-northwest with Chuck Chute snagging two firsts, John Incantalupo a second and a fourth, Don Okner a third and a second and Hank Jelinek a fourth and a third. On September 20, we had a light wind out of the west-southwest that brought three Lightnings and three Snipes out. Rich Miner took two Lightnings, with John Incantalupo taking a third and second in two races and Chuck Chute a second in race one. We closed the month out on September 27 with a cancellation due to rain early in the day followed by calm wind.

Racing on October 4 was also canceled due to light air, but on October 11 we had two races. Chuck Chute took a third and a first, John Incantalupo a first and a second, and Don Okner sailed the first race taking second place. Bill Beveridge and his children sailed both races taking a fourth and a third. The wind was out of the west-south west and varied from 1 mph to gusts of 12 mph.

Our last scheduled day on the course was October 18. However, the weather did not cooperate so there were no races. Although the wind and weather could have been better in our Fall Series, we still managed to make the most of what Mother Nature provided.

We also had another terrific year with our Junior Sailing Program—which is so popular that it is booked months in advance. We thank Sean Incantalupo, as well as Josh Oldridge and Sabina Incantalupo, for their time and efforts in this activity. Sailing is a skill that those who participated will enjoy for the rest of their lives.

The LMYC's final event for the year, the Annual Awards Brunch, was held at the Lafayette House Restaurant on Sunday, November 15. This perennially popular party provided an opportunity for skippers and crew as well as families and friends to enjoy food, share stories about 2009 on the "high seas" of Lake Mohawk and for serious and gag trophies to be presented. Among the recipients were John Incantalupo, Most Improved Skipper and Dave Newton, Crew of the Year.

We remain one of the oldest fleets in the ILCA and are proud of our tradition. We look forward to more terrific competition and fun in 2010.

Smooth sailing and God bless America!

Don Okner



Fleet Champion Rich Miner and Crew Gail Miner and Ken Potts



Fleet Runner-up Chuck Chute and Crew of the Year Dave Newton



## FLEET 70 RED BANK OF THE SHREWSBURY

Sailing on the North Shrewsbury River  
Red Bank, New Jersey

Fleet Captain: George E Harrington

BOAT#	BOAT NAME	OWNER
9407	Fathom	Monmouth Boat Club
10626	Sage	William Jaeger
10787	Club Boat	Monmouth Boat Club
14175		Edward Duffy
14217	Brace for Collision	Kevin Robinson
14276	Snoop De Ville	Dale Barney
14706	Bolt	George E. Harrington
14727	Small Axe	David Watts
14922	Bad Boys	Jack Huntsman
15203	Show Boat	Paul A. Huntsman
15365	Las Vegas	David Watts
15367	Bolt	George E. Harrington

2009 was another great year on the Navesink River for Fleet 70. Club racing remains very active with around eight boats competitive in the Spring, Summer and Fall series, and a hotly contested Tuesday night series all summer. As always, the year kicks off with our Long John Regatta. We had nineteen boats competing this year, which was slightly down for us but well below the hits other regattas took. Brian Taboda and the Roadmaster team beat out a very competitive fleet that featured some of the warmest and shiftiest conditions on record. Monmouth Boat Club represented well with eight boats on the line and a great party.

As usual, Fleet 70 sees a lot of road miles and this year was no different. St. Pete has become a fixture for MBCers, with two boats making the trip this year. Paul Luisi and George Harrington both attended and are already signed up again for 2010.

Our neighbors up the road in Nyack combined the Metropolitan Districts with their Magnus Pedersen regatta, which was a great time as usual. Jon Schwarz, George Harrington and Dave Watts all sailed well enough to qualify for NAs. New Jersey States were hit by Jon Schwartz and Paul Luisi, and New Jersey Junior States were sailed by Ian Sanderson.

The ACCs, thirty minutes away in Tom's River, was a big show ahead of the NAs next year, with Ted Duffy, Dave Watts, Paul Luisi, Jon Schwartz, George Harrington, Cole Barney, and Kevin Robinson all sailing. The NAs weren't a bad ride up to Sodus Bay, with Jon Schwartz sailing Blue and George Harrington sailing Green. Fall regattas at Little Egg and Westport were sailed by Paul Luisi, and George Harrington sailed at Manahawkin Bay.

2010 is already looking great. The Long John will open the

northeast season on April 24-25, and Metro Districts will be at MBC in June. With the NAs in Toms River, count on serious competition for spots! As always, hope to see you on the river.

George Harrington

## FLEET 75 NYACK BOAT CLUB

Sailing on Tappan Zee, Hudson River  
Nyack, New York

Fleet Captain: Stephanie A. Mayo  
Fleet Corresponding Secretary: Dan Parietti  
Fleet Recording Secretary: Dan Parietti  
Fleet Treasurer: Jeffrey Sorensen  
Fleet Scorer: Rachel Avenia-Prole

BOAT#	BOAT NAME	NAME
7098		George M. Penny
7310	Slippery	Lou Mauriello
7616		Rod Johnson
8252		Daniel Parietti
9909		Les Ginsburg
10207	Otter Confusion	Ronald G. McCormack
10368		George M. Penny
10389		Eric B. Beck
10620	Thumbs Up	Lawrence Decker
10796	Kestrel	Christopher Visentin
13625	Corvette	George M. Penny
14036	Whale	Michael Carney
14073	His	Gary S Hurban
14140	Fat Chance	William G. Cook
14238		Richard Leonard
14277		Eric B. Beck
14363	Thumbs Up	Lawrence Decker Jan Crittenden
14482	Otter Confusion	Ronald G. McCormack
14484	Little Toot	Arthur Broadbent
14492	Zepher II	Eric Kent
14514	Special K	Christopher W Sprole
14514	Special K	Ryan C. Sprole
14888	Lucky Dog	Bob Sengstacken
14900		Gary S. Hurban
15059	Heart Breaker	Bill & Stephanie A. Mayo
15093	Hers	Joan A Hurban
15178	No Excuses	Daniel Parietti
15296		Christopher W. Sprole
15296		Ryan C. Sprole
15319	No More Excuses	Daniel Parietti
15356		Bob & Rachel Avenia-Prole



With my Lightning in the back yard with a delaminated deck, I spent most of the summer on a small keelboat. Toward the end of the season, feeling guilty, I crewed for some friends and had a Lightning tiller in my hand again. What a difference! Yes, she's a machine in some ways, but her design is as elegant as it is efficient. Lightnings attract certain kinds of people. We like perfection, and we like to have fun. Our Fleet has members who never race; we have wooden masts in our yard, and we have members who have been to the Worlds. We also have knowing and incredibly committed crews. Spending most of my time in the back steering where there's plenty of room, I was appalled at how cramped it is in the front of our boats. The boom is so low you have to hit it. And you'd better have a companion you don't mind being intimate with, because you're always kneeing, elbowing, sitting on and smelling each other. Thank you, our crews!

We had a great year. There was wind from spring to fall, few wicked days, though I know some in our Fleet like those days, and few dead ones. We started early with several Friday night sessions with videos, discussion and pizza. We had our Fleet awards party in February and a fun picnic in May. Even though some members of our Fleet moved away and others were racing things with motors, new members kept attendance for Sunday races at six to ten boats. Rachel and Bob Avenia-Prole sold their weird keel-



boat and bought a real boat, a very new 15000s, and Dick Leonard brought his new yellow boat to line with Laura Rice and Andrew Graham. Bob Gibson was available for every regatta, and his son, Minsoo, crewed for Bob and jibed the spinnaker like a pro. Leslie Ginsburg's son Graham crewed too, and his young eyes and quick mind were welcome on every boat he sailed in.

Our first major regatta, the Magnus Pederson, named for the putative founder of our Fleet in 1945, was held in June. We had sixteen boats on the line, with visitors from Noroton, Riverton, Shrewsbury, and Red Bank. Justin Coplan, former Boat Grant recipient, won it with crew Mike Carney and Alex Feldman. Erratic winds from literally every direction over the weekend, dying and building for no reason, had boats towed in and back out for races. Justin edged out Jim Crane and Bob Sengstacken with crew Dan Zitin. Dick Leonard placed next. Rachel and Bob chaired their first regatta, and our party was as good as our racing. Check out Justin's article in the June 2009 Flashes for an excellent analysis of the races, and a nice read.

We don't give hot-shot travelers an easy ride here in Nyack, so if you think you're good, sail against an Hurban or a Sprole and you'll learn something, for example, why the "kid" of the Fleet, Justin, has beaten men and women with twenty years of national wins behind them. Stephanie and Bill persist in taking these long tacks so far out into the current that you don't even think of them until they pass ten boat lengths in front of you and you ask your crew where the heck they came from. Bill was here a lot this summer, and Penny Sengstacken got her share of racing with Colleen Wittrup. His boat was a lot better to look at than anyone else's, and no less unpredictable. He really comes out of nowhere, often after recovering from horrible catastrophes. Eric Kent has a new front crew, Susanna Baranski, who loves racing sailboats. After one season every skipper is being nice to her and buying her beers. Eric also had Baris Yagci, and Stephanie and Bill had Paul Fishkin in the middle. Mike Carney spent a lot of the summer with Justin and Gary Hurban. After two





years he knows more than I do about this stuff. I know I will rue the day he takes the tiller. Dan had Jeff Sorensen and is moving steadily up the fleet. Ron McCormack is still noted for his calmness behind the tiller. Dick Leonard is moving up through the fleet with unnerving speed. Justin, with a stunning array of bullets, followed by Bob and Gary, took the spring series. Bob took first in the summer, with Larry and Eric Kent taking 2nd and 3rd. Larry and Jan were back this summer, always a threat and in the wind you wanted. Shea Thorvaldsen hurt his hand early in the year, but Leon Spec-thrie, Charlie Davidson and Mia Connell, daughter of former Lightning racers Paul and Cathy Connell, filled in. In the fall Bob again took first, Ryan took second and Joan third, with Eric and Gary close behind. Dan kicked into the Fleet in sixth place with some nice 2s and 3s late in the season.

We also travelled this year. Our best sailors carried the N.B.C. burgee all over the northeast and beyond. First,

Justin Coplan, in Mike Carney's boat with Alex Feldman, placed 2nd in a fleet of thirty-three boats at the Central Atlantic Districts in Ocean City, New Jersey. Justin then sailed in the Atlantic Coast Championships in Toms River. He placed right behind all the top seeds in a fleet of fifty-five boats. Gary and Joan Hurban, and Dan Parietti, with Ann and Eric Beck, competed at the Masters' North American Championships in Sodus Point, New York. Judy Hanlon, with crew Jan Crittenden and Rachel Avenia, won the Adams Cup Area "B" semifinals in Westport in Flying Scots. Justin Coplan took 1st place in the President's Cup division of the Lightning North American Championship, and then he went to the World Championships at Mallets Bay in Lake Champlain. He placed 15th in a fleet of sixty boats. Gary Hurban and Judy Hanlon competed in the International Masters in a fleet of thirty-two boats. Mike reminds us that middle crew must always be ready to "do whatever it takes." At the Masters', Bob recalled pounding through close rollers five feet high on Lake Ontario with Eric and Ann Beck, racers in their own right, who you always want on your boat, and not just because they're fun to be with.



# METROPOLITAN



Gary and Joan Hurban

In October we hosted the Last Blast Regatta, brought to Nyack from Miniceongo Yacht Club many years ago. If you're in the northeast in October, it's always a good race and a good party. The whole Fleet showed up Friday night to greet visitors and make sandwiches for Saturday. You can't let the cheese touch the tomatoes—it's a fleet taboo. The normal conditions are nasty northerlies with a confused chop, but this year it was 70 degrees and tres variable. It was a big fleet of seventeen boats, eight of them visitors. Dave Peck from Niantic, Connecticut, won the race. John Townsend of Riverton, New Jersey, took second, and Gary Hurban was third. "Where's Bob?" was the mantra," said Dave in his report in Flashes. The current was strong, then ebbing in spots, and the winds were there if you were. Intuition mattered as much as science. It was a wonderful day on the water. Eric Kent, with Susanna and me, did an actual ace!

I end on a sad but proud note. This year saw the passing of Ro Hoffe, wife of Joe, one of the founders of Lighting Fleet 75. Ro was there for the Fleet's first and formative decades. Although she hadn't sailed in many years and knew few current Fleet members, she attended every regatta we held while she lived. I'm including her in our Fleet roster one last

time in honor of all of the people that made and built and got joy from this Fleet and these boats.

If your boat is in the backyard or the driveway right now, pat her on your way to work tomorrow and don't be too embarrassed to give her a quick kiss on her forehead now and then.





## MICHIGAN

District Commodore: John Heagy

### Fleets

31	Devils Lake Yacht Club	204	Macatawa Bay Yacht Club
42	Western Lake Erie	216	Saginaw Bay
51	Crescent Sail Yacht Club	326	Grand Traverse Yacht Club
53	Lake Fenton Sailing Club	374	Douglas Lake
54	Pontiac Yacht Club	387	Lansing Sailing Club
110	Higgins Lake	512	Boyne City Yacht Club

### FLEET 31 DEVILS LAKE YACHT CLUB

Sailing on Devils Lake  
Manitou Beach, Michigan

Fleet Captain: David Laidlaw  
Fleet Champion: Merrill Bales  
Fleet Runner-Up: David Laidlaw

BOAT#	BOAT NAME	OWNER
8381		Richard E. Stanbridge
11449		Geoff Moehl Ryan Mabie
13959	Oar Knot	Jeffrey W. Clemes
14301	Hay Bales	Merrill E. Bales
14649		Bill Rogge
14818	Gobsfun	Criag Gabel
14830		David Laidlaw

Fleet 31, sailing on Devils Lake Michigan, enjoyed the 2009 sailing season. There were seven different skippers with an average of four per race. The Race Committee of Bob Hardesty, Mary Jo Price and Donna Brown ran twenty-nine races over twelve sailing days; seven other scheduled days were cancelled because of no wind or storms. The Memorial Day Series was won by Craig Gabel, followed by Merrill Bales and Jeff Clemes. The 4th of July Series was won by Dave Laidlaw, followed closely by Gabel and Bales. The Labor Day Series was also won by Laidlaw with Bales and Gabel again close behind. The Summer Series finished with Merrill Bales as Fleet Champion, Dave Laidlaw Fleet Runner-up and Jeff Clemes third.

At our end-of-the-season party Doug Haskell received the Board of Governors award, Craig Gabel received the Sportsmanship Award, Kathleen Mabie the Best Crew Award and Women's Sailing Trophies, Merrill Bales the Most Improved

and the Jack Beal Participation Awards, Lisa Thomas the Female Sailor Award, Mary Jo Price the First Mate Award, and Merrill Bales again "won" the Bottoms Up Trophy for his capsizing early in the season. Kudos were also given to Geoff Moehl for making the junior program a success. Finally, we said goodbye to our 50+ year old metal "custom" hoist which was replaced by a "modern" crane.

Our 66th Annual Regatta was also our Second Annual Bruce Goldsmith Memorial Regatta. RC Chair Merrill Bales and his assistants got in six races for the twelve Lightnings and twenty-five Sunfish present. George Sipel, with crew Jeff Hagman and Chris Snyder, were the winners, followed by the Vanderhorst crew, Laidlaw crew, Jim Davis crew and Mark Wessel crew. The "Special" awards were all won by Sunfish sailors. There were many Bruin stories and Bruce drink specials. Plans are already being made for next year's regatta. Weather will be guaranteed. See you there.

### FLEET 42 WESTERN LAKE ERIE

Sailing on Lake Erie  
Monroe, Michigan

Fleet Captain: James Davis

BOAT#	BOAT NAME	OWNER
10638	The Missing Piece	Dennis Dieball Ernest D. Dieball
11515	The Missing Piece	Dennis Dieball
14148	The Happy Boat	Stephen H. Thomas
14249		George Sipel
14543		John Heagy
14779	Flash Over II	James Davis
14880	Rudie	Dennis Dieball Ernest D. Dieball
14975	No Big Heel	Dennis Dieball





Ernie Dieball, Jacqueline Dieball and Mark Presley

Great Lakes Champagne Regatta

## FLEET 51 CRESCENT SAIL YACHT CLUB

Sailing on Lake St. Clair  
Grosse Pointe Farms, Michigan

Fleet Captain: Brian Walter

BOAT#	BOAT NAME	OWNER
835	Esterllita	Paul J. Nagel
12511		Benjamin Gravel
13488	Black Pearl	Brian Walter
13998		Paul J. Nagel
14652	Zoo Station	Paul J. Nagel
14774	CO2	Tom Vickers

Sailing starts in early May and continues through the first week of September. Our sailing competition consists of a spring and a summer series which takes place on a Wednesday nights. Both the spring and the summer series were won by Tom Vickers and his crew of Ticket. They dominated the series with six wins out of the ten-race series. Second and third place positions were very hotly contested between Mike Williams and his crew of Assisted Suicide and Robert Brower and his crew. Both of these skippers swapped positions throughout the series. For the Spring Series, Mike and his Suicide crew came out on top for second place, and Robert Brower and his crew were third. For the Summers Series, Brian Walter and Bob Pfeffer of Black Pearl battled it out with Mike Williams and crew for second and third place positions. Again, it was Mike Williams and crew that came in second, with the Black Pearl coming in at third. We did manage to pick up a new Lightning in our Fleet this year. Ben Gravel joined in the racing for the last two races. Welcome aboard, Ben!

The Lightnings came out for our club's 76th annual Crescent Regatta held in late August. This year's event had two races. Even though we haven't seen much of the Black Pearl this past season, they did have all their guns firing for this regatta. Skippering his father's boat, Scott Pfeffer took a first and a second to win the regatta. Second place went to Tom Vickers and his crew.

Our overall season Champion for 2009 was Tom Vickers. Tom and his crew dominated the Wednesday Night Summer Series with six first place finishes and a second place in the Crescent Regatta. A well deserved congratulation goes out to Tom and his crew!

Our end-of-the-year traditional Lightning Lobster Roast continues to be one of the club's favorite events. It is put on by the Lightning Fleet 51 and has been going on for over fifty years. This Roast brings together members for the last social event of the season and show cases the hard work and warm hospitality of the Lightning Fleet. Thanks and congratulations to all of you that made this past season a success. We look forward to the 2010 season and hosting the 2010 Michigan Districts.

## FLEET 53 LAKE FENTON SAILING CLUB

Sailing on Lake Fenton  
Fenton, Michigan

Fleet Captain: Brian A. Nickels

BOAT#	BOAT NAME	OWNER
14899	Resistance Is Futile	Kevin Nickels
15032		Brian A. Nickels



## FLEET 54 PONTIAC YACHT CLUB

Sailing on Cass Lake  
Keego Harbor, Michigan

Commodore: Gary Reinheimer  
Rear Commodore: John Mathers  
Fleet Captain: Sean Fidler  
Fleet Secretary: Cathy Burns  
Fleet Treasurer: Salo Korn

BOAT#	BOAT NAME	OWNER
837	Plug Nickel	Joel Thurtell
5885	Plug Nickel	Joel Thurtell
8370	Plug Nickel	Joel Thurtell
8479		Bruce Lessien
9393	Red Dawn	Edward A. Diakow
9584		Gregory J. Harris
9900	Plug Nickel	Joel H. Thurtell
11537	Flying Circus	Mark Allen
11599	Sub Atomic	Bill B. Williams
11844		Jeffrey Admonius
11868		David M. Dixon
12708	Apres Ski	William J. Roberts
12927		Hank E. Callahan
12938	Chilaquil	Diego Cusi
12961		Charles W. Ten Eick
13450		Robert Dickinson
13606	Break 'N Wind	Ed Okorn
13779	Vamonos	Robert J. Black
13859		Edward Starback
13934		Glenn Wilcox
13985	Minnie Mae II	Norman W. Burns
13995	Phantasy	Paul von Oeyen
14097	No Clue	Edward G. Woods
14117	Blitzen	Mark Kramer
14126		Phil Matora
14177		Blaine Dennis
14215		Philip V. Tomlinson
14220		Nicholas Post
14267		Scott Fohey Chris Smith
14280	Shadowfax	James T. Crosby
14282	Red Lightning	Robert Meyer
14439		Mike Roualet
14449		Dale Krcek
14457	Lightning Bug	Joseph L. LaPalme

BOAT#	BOAT NAME	OWNER
14477	Shenandoah	Stephen E. Handelman
14511	After Hourz	Matthew Warner
14515		John B. Morley
14567	Flying Circus	Mark Allen
14601	Gator	Wallace P. Smith
14604	Rosinante	Salo J. Korn
14618		Steve Chavez
14628	Over-Engineered	Andrew J. Monique
14690		Gregory J. Harris
14710	Britannia	Neil Willetts
14767	Renaissance	Richard F. Beaubien
14789	Excelsior!	James R. Bowers
14842	Flash3	Charles C. Hess
14854		John Stromberg
14919	Gotcha	Edward Dziuba
14933		Gregory S. McQueen
14964	OHHH NOOO!!! Mr. Bill	Michael J. Welch
14970	Doh!!	Dan Webb Stephen R. Braski
15048		John S. Garrison
15120		William P. Sanders
15185	Bruce Almighty	Bruce J. Finsilver
15200	Overdrive	Thomas E. Klaban
15208		James S. Allen
15230	Evergreen	Robert H. Mathers
15239	Miss Demeanor	Sean Fidler
15245	Midnight Drift	Matthew P. Morin
15313	313	Matthew P. Morin Kevin Morin
15346	Last Dance	Michael B. Hecker
15363		Sean Fidler
15391		Michael J. Welch



# MICHIGAN

## Fleet 54

In order to get ready for the 2009 racing season, the world's largest Lightning fleet at Pontiac Yacht Club went back to school. Fleet Captain Sean Fidler organized a day-long Racing Rules Seminar taught by sailing powerhouse Dave Dellenbaugh. It was a great opportunity to become familiar with the revisions to the rules and explore some of the nuances of mark rounding associated with the rules changes. The Club also purchased an automated horn system, which helped provide more consistent prompts for the starting sequence and opted to move up the Wednesday evening start time in order to get in two races each day during the Spring and Summer series.

Several skippers purchased Velocitek Speedpucks and used them as GPS data recorders in order to be able to play back their races, analyze mistakes made on the course and enhance their bragging rights during the post-race bull sessions. As part of an ongoing experiment, PYC presented Speedpucks to winning skippers in the Fleet to increase the number of tracks that could be replayed after the race, with the caveat that their displays not be used to provide information about the speed of the boat during the race. Club members are honor-bound to abide by the agreement; there are no golfers on the race course.

Racing started in earnest in early May and ran strong through mid-October. The first two-day club regatta was won by Charlie Hess, whose name was the first to be engraved on the new Joe LaPalme Jr. Memorial Trophy, in honor of the fine young man and family club member who died in a hit-and-run accident shortly before that weekend. Another sad loss this year was Marty Prebak, an avid windsurfer and significant other of Beth Groesbeck. He died seventy-two years young in early October and will be much missed.

Continuing education was a big part of the race improvement program, with rules sessions, tuning seminars, videotaping and post-race analysis held by Senior U.S. Sailing Judge Pat Healy and Lightning racing luminaries, such as Skip Dieball and Greg Fisher. Skippers were encouraged to step up their game with interactive, on-board coaching by some of the Fleet's hottest racers during Back of the Fleet Day as well.

Another important aspect of the education needed to keep growing the Fleet is the Junior Sailing Program. Under the leadership of Junior Committee Chair and Program Director, Charlie Hess, over 150 kids from ages 8–17 learned boat-handling and racing skills using Optis, Lasers, FJs, 420s and Lightnings. A series of four, two-week classes were held for



the instruction program, and an eight-week racing program was offered. PYC employed a total of six coaches who were under the oversight of Sailing Master Eric Ellison. The PYC Junior Racing Team consisted of eighteen youths who competed in the Detroit Regional Yacht-Racing Association (DRYA) junior circuit. Racers attended regattas throughout member clubs of the DRYA: Crescent Yacht Club, Bayview Yacht Club, Grosse Pointe Yacht Club, Detroit Yacht Club and PYC. One of the most-enjoyed regattas was PYC's own "Sail-n Swim Regatta," which took place in early July. A total of eighty-two kids competed in Optimist, Laser and Laser Radial classes for two days and still had energy to swim in Cass Lake afterward. This was the single biggest event in the DRYA this year. In addition, PYC fielded a Sears Cup team of Andrew Hess, Nick Harris and Josh Abbott for the US Sailing Youth Three-handed Championship. They competed in Thistles and advanced to the national semi-finals in Sandusky, Ohio, where they took a 4th. In summary, it was a terrific year for junior sailing at PYC! Assisting Charlie on the Junior Committee are Greg Harris, Joe LaPalme and Mark Kramer.

In an effort to get kids interested in racing on Lightnings, PYC encourages juniors to skipper Lightnings in the Junior Championship, held concurrently with the Commodore's Challenge Race, in which the crew skipper the boat and the skipper serves as crew. The club recognizes the Junior Champion, this year Julie Okorn, and the winning crew, Eric Klaban, with perpetual trophies during the annual awards banquet.

Beginning adult sailors are also offered instruction during an eight-week program of combined classroom instruction under Hank Borchardt and on-water hands-on experience skippering and sail-handling aboard Lightnings, tutored by







volunteer instructor boat owners in the Club. Several of the students enjoyed the classes enough to join the Club afterward, and Pontiac Sailing Education Foundation (PSEF) presented \$50 gift certificates in appreciation of the skippers who provided their boats for instruction.

With the economic downturn for the year, there was some concern that there may be fewer new members. It seems, however, that many families decided to "stay at home and play at home" this year and took advantage of the

great bargain provided by PYC as a sailing, swimming and social club. Membership Chairman Bob Mathers brought in twenty-six new families this year, the most new members for a given season in the last twenty years. Even the junior sailing program had a strong enrollment, possibly because of, rather than in spite of, the flat economic conditions.

Socially, PYC had its traditional Memorial Day, Labor Day and New Associates Potluck gatherings, but the greatest amount of preparation and energy went into the Club's Diamond Jubilee celebration on the 4th of July. A special gathering of the Club's past commodores kicked off the celebration, following a moving singing of the Star Spangled Banner by Marie Klaban during the flag-raising ceremony. Hank and Esther Callahan presented the Club with a commemorative plaque which will be installed among the brick pavers surrounding the flag pole at the front of the Club-house. Members purchased bricks and had their message to the Club installed on a "walk of fame." Live music for the event was provided by past Commodore Dan House with assistance on a duet by Glen Gardner. Joan Green spent three years gathering photos, anecdotes and historical data to compile a wonderful history of Pontiac Yacht Club's first seventy-five years. All attending families were presented a copy of the new heirloom. Pegi Eddy collected donated goods from club members and local merchants to hold a raffle benefiting PSEF. The weather cooperated to give us perfect temperature, clear skies and a pleasant breeze to enjoy the catered meal by.

PYC was well-represented at away regattas this year with seven crews skippered by Mark Allen, Jim Allen, Mike Welch, Joel Humphrey, Mike Hecker, John Stromberg and Bruce Finsilver participating in portions of the Southern Circuit in March, and Mark Allen finishing 13th, placing highest for the Club. Mark Allen finished 2nd at the Lake Lansing Regatta, with Mike Welch taking 5th. Jim Allen won the Michigan Districts at Boyne City with strong two first place finishes and a total score of twelve points. Other PYC skippers at the Districts were Sean Fidler, Tom Klaban, Mark Allen, Mike Welch, Charlie Hess and Neil Willetts. John Mathers fielded a team that attended the Bruce Goldsmith Memorial Regatta at Devil's Lake and took the Midfleet



Twenty-five Commodores at the 75<sup>th</sup> Anniversary





Award for his efforts. Joel Humphrey attended the Bluenose Regatta in Nashville, finishing 16th.

Jim Allen placed 8th in the Worlds, held at Malletts Bay, near Burlington, Vermont. Harbor Master Mike Hecker, Commodore Gary Reinheimer and past Commodore Tom Crosby attended the International Masters' Championship held at the same venue the week before. Immediately following the regatta, they packed up the boat, hit the road by 6:30 PM and drove over 600 miles in twelve hours straight through the night to return to PYC, just in time to set up the boat and participate in the 51st Annual Whitecap Regatta! As if that wasn't enough excitement, Mike announced his engagement to Jane VanSteenis over the weekend.

Unfortunately, conditions for the Whitecap Regatta did not live up to the event's name. Twenty-nine boats sought zephyrs and played cats' paws for the one race held on Saturday. Lead changes were frequent and unpredictable, and occasionally it was possible to see two boats sailing in the same direction on opposite tacks, separated by fifty feet of calm air. Boats that had finished the race bobbed in a cluster just past the finish line, while the remainder of the fleet struggled to catch enough wind to cross. Further racing for the day was mercifully cancelled, and the teams

assembled ashore to sample some of Norm Burns' son's microbrew offerings. Mike Welch hosted another episode of The Best, Most Unique, Tasteful Regatta Raffle as part of the evening's entertainment, proceeds of which benefited the PSEF. Those with a sufficient quantity of liquid courage gathered around the Karaoke machine and curdled the ears of the audience.

Sunday's racing conditions turned out to be pretty similar to those of Saturday, and only one race was completed before boats were hauled and crews were treated to PYC's famous Sloppy Joe lunch. Winning skipper and former PYC member, Ryan Flack, was photographed with his six-month old daughter (and future light-air crew), Madison, in one arm and the Whitecap Perpetual Trophy in the other.

Other recent arrivals at the Club included Addisyn, born to Matt and Charlene Warner, and Olin Reed (yes, he's named after the designer of the Lightning), born to Joel Humphrey and Molly Hopkins. Interestingly, both arrivals appear to have been timed to occur just prior to the Whitecap so that skippers wouldn't miss the regatta!

At the end of the sailing season, PYC has its annual business meeting and awards banquet. The new slate for the Board of Directors was voted in for 2010: Commodore, Gary







Whitecap winner and new light air crew

Reinheimer; Vice Commodore, John Mathers; Rear Commodore, Chris Guccione; Past Commodore, Tom Crosby; Secretary, Cathy Burns; Treasurer, Salo Korn; Harbor Master, Mike Hecker; Fleet Captain, Bill Ziegler; and Board Members Sally Dishaw, Lance Lis, Matt Warner, Phil Tomlinson, Stephen Handelman and Ed Okorn.

Among the final responsibilities of the Commodore is the selection of recipients of several perpetual trophies: the Sportsmanship Award, the Louie Haines Award and the Ray Ransom/Hank Callahan Award. While any Club member can nominate candidates for the respective awards, selection of the recipient is at the discretion of the Commodore. Each of these awards is considered a pretty big honor, as the recipients frequently exhibit attributes that exemplify the volunteer spirit of the Club.

The Sportsmanship Award was presented this year to John Mathers. During one of the more spirited Sunday morning Fall Series races, John noticed one of the racers had capsized and turned turtle. The Club crash boat was already on hand and rendering assistance. After finishing the race, John checked back with the turtled crew and realized that the crash boat crew was relatively inexperienced and having trouble righting the boat. John turned over the helm to his crew, dove into the cold water and under the turtled Lightning to release the spinnaker halyard, set the centerboard preventer, righted the boat and helped sail it back to the Club.

Esther Callahan recognized a worthy young club member deserving of the Louie Haines Award for most outstanding contribution by a junior to the Club and nominated Danny Reinhiemer for the numerous hours Danny had put into



helping assemble the Telltales, PYC's monthly newsletter, as well as his willingness to help with preparation for the Potluck suppers and the 75th Anniversary celebration, and for writing a computer program used to score the Whitecap Regatta. Commodore Gary Reinheimer allowed Esther to make the surprise presentation to a truly deserving and flabbergasted young man.

Gary had a real conundrum when faced with selecting the recipient of the Ray Ransom/Hank Callahan Award for most outstanding contribution to the Club. Each of the three women nominated had made huge contributions toward the success of the Diamond Jubilee Celebration, which was the crown jewel of the year's social events. In the end he selected Pegi Eddy for the trophy, but wisely created three special brooches from several old cloisonné PYC key fob burgees for Joan Green, Cathy Burns and Pegi each. He was afraid that he would be accused of nepotism if he had also nominated his wife Arleen and promised to give her his own special recognition award later on!



## Pontiac Yacht Club's 2009 Sailing Season Summary

By Jim Bowers, Fleet Statistician

The 2009 sailing year began with a revised schedule of races that saw the addition of a second Wednesday night race for the Spring and Summer Series, accomplished by a slightly earlier starting time introduced by Fleet Captain Sean Fidler. Additionally, the scoring system for the Spring and Summer Series was revised to an Low Point Average Score with an increased number of starts required to qualify for trophy consideration in each series. The change was proposed by Charlie Hess and accepted by the Fleet Racing Committee so that Pontiac Yacht Club would be compliant with the US Sailing prescription for participation in a selective racing series. Instead of requiring qualification after participating in half the races scheduled, it was determined that two thirds of the races would need to be sailed for trophy consideration. In actuality, the greater number of races required was not met by very many skippers, and qualification for trophies in the Sunday Series resulted in a participation contest instead of a measure of sailing skill.

The 2009 sailing season at Pontiac Yacht Club now had forty-four races scheduled for the Sunday Series and thirty-six races scheduled for the Wednesday Series, of which forty-one were completed for Sundays and thirty were completed for Wednesdays. In addition, there were the holiday mini-regattas, Back of the Fleet Night, Commodore's Challenge and Juniors' Championship weekend and evening races to compete in, along with the Club Championship and our invitational Whitecap Regatta.

Race winners on Wednesday nights included Tom Klaban (13), Sean Fidler (5), Matt Morin (3), Mark Allen (2), Joel Humphrey (2), Mark Whatley, Bill Zeigler, and Mike Roualet. Sunday race winners included Tom Crosby (11), Tom Klaban (10), Sean Fidler (6), John Garrison (4), Matt Morin (2), Charlie Hess (2), Mike Hecker, Matt Warner, Mike Welch, and Mark Whatley.

Seven skippers sailed more than half the Sunday races (20 or more) with Mike Hecker (31) followed by Matt Warner (29) and Dick Beaubien (27) sailing the most Sunday Series races. Ten skippers sailed more than half the Wednesday

races (15 or more) with Tom Crosby (27), John and Bob Mathers (27) leading the most Wednesday evening races sailed among the active racers.

Tom Crosby barely displaced perennial overall Sunday Series winner Tom Klaban for the Sunday overall Champion by winning one more race, after having tied in points for the best fifteen races finished in the Spring, Summer and Fall Series. Tom Klaban continued his dominance at Pontiac as the overall Wednesday Series Champion with Sean Fidler the runner—up as a repeat of last year's results.

Please refer to the separate Scoring Summary for additional individual winners and top five skippers in each of the Spring, Summer and Fall Series of Pontiac Yacht Club's Sunday and Wednesday series races.

The revised scoring system undoubtedly did not produce the desired effect as proposed, not through the actual accounting, but from the noted lack of participation of Pontiac sailors in the Sunday Series. The additional races on Wednesday evenings were well received and certainly made up for the less well attended Sunday Series and will be a feature of future Wednesday evening sailing.

Hopefully this short accounting will highlight and not overlook or miscredit any event and/or deserving skipper in summarizing the season's account of Pontiac Yacht Club's Lightning sailing program for the year 2009.





## Pontiac Yacht Club's 2009 Scoring Summary

### Regular Spring, Summer, Fall Sunday and Wednesday Series

#### Spring

##### Wednesday Series

1. Sean Fidler
2. Tom Klaban
3. Mark Allen
4. Tom Crosby
5. John Mathers/  
Mike Hecker (tie)

##### Sunday Series

1. Mike Hecker
2. Dick Beaubien
3. Matt Warner
4. Steve Handelman
5. not awarded

#### Summer

##### Wednesday Series

1. Tom Klaban
2. Bill Ziegler
3. Mike Roualet
4. Andy Monique
5. Tom Crosby

##### Sunday Series

1. Tom Crosby
2. Mike Hecker
3. Ed Dziuba
4. Matt Warner
5. Phill Matora

#### Fall

##### Wednesday Series

1. Mike Roualet
2. Mike Welch
3. John Mathers
4. Tom Klaban
5. Tom Crosby

##### Sunday Series

1. John Garrison
2. Matt Morin
3. Sean Fidler/  
Mike Welch (tie)
- 4.
5. Neil Willetts

### Special Awards, Club Championship Overall Series and Holiday Regattas

Ray Ransom / Hank Callahan Award  
Most outstanding contribution to the Club

Pegi Eddy

Louie Haines Award  
Most outstanding contribution by a  
junior to the Club

Danny Reinheimer

Sportsmanship Trophy

John Mathers

PYC Commodore Rudder

Gary Reinheimer

Michigan District High Point  
(Highest Placing Skipper at a  
Michigan District Regatta)

Jim Allen

PYC Whitecap Regatta Invitational Trophy

Ryan Flack

PYC Club Championship Regatta

Mike Hecker

Runner-up John Garrison

PYC Evening Series (Wednesdays)

Tom Klaban

Runner-up Sean Fidler

PYC Sunday Series

Tom Crosby

Runner-up Tom Klaban

Alton Gray Trophy

Eric Klaban

(Commodore's Challenge)

Junior Championship Trophy

Julie Okorn

PYC Good Sportsmanship Award

John Mathers

Clarence Holman Trophy

Phill Matora

Most Improved Skipper

George Bery Award (Persistence)

Norm Burns

Joe LaPalme Jr. Memorial Trophy

Charlie Hess

2nd Mike Hecker

### Special Awards

Thinker – Sinker Award  
Bill Sander

Think or Thwim Award  
John Mathers

### Capsize Club Certificates

Dick Beaubien  
Steve Handelman  
Phill Matora

Sean Fidler  
Charlie Hess  
Matt Warner (2)

### Purple Heart Award

Ed Dziuba  
Steve Handelman  
Joyce von Drehle



# MICHIGAN

## FLEET 110 HIGGINS LAKE

Sailing on Higgins Lake  
Roscommon, Michigan

Fleet Captain: John N. Dent

BOAT#	BOAT NAME	OWNER
9102	BOHICA	Peter B. Morley
11185		Peter B. Morley
13826	Mr. Hanky	Peter B. Morley
13999		Scott D. Carman
14021	Deck-a-Dent	John N. Dent

## FLEET 204 MACATAWA BAY YACHT CLUB

Sailing on Lake Michigan and Macatawa Bay  
Holland, Michigan

Fleet Captain: Michael Anthony Norris

BOAT#	BOAT NAME	OWNER
15193	Flash Rider	Michael Anthony Norris

## FLEET 216 SAGINAW BAY

Sailing on Saginaw Bay  
Traverse City, Michigan

Fleet Captain: Matthew D. Princing  
Fleet Treasurer: Gus Dey  
Fleet Champion: Sleeper  
Fleet Runner-Up: Scars & Scrapes



Tyler Allen driving to a win at Tawas (son of Jim and Ann Allen)

BOAT#	BOAT NAME	OWNER
7153	Megs	George Ascherl, Jr.
9705	Ashes to Ashes	Matthew D. Princing
12588		Saginaw Bay Community Sailing
13779	Vamonos	Grant A. Hilger
14???		Tim Wenzel
14022	Teko	John Johnson
14048		Blair Moulthrop
14076	Dr. Strangeglove	Mike Sulfaro
14077	Full Frontal LaBotimer	Tim Botimer
14087	Score One	John M. Waechter
14103	Zipper	Clark Howell
14323	Sleeper	John McCree
14464	Positive	Joseph C. Dissette
14503	Hot Dog Man	George Peet
14603	Hart Beat II	Terry Hart
14616	Adrenaline	Grant A. Hilger
14703	Motion Sensitive	Gus Dey
14775	Shussboo9mer	Jim Schofield
14937	Scars & Scrapes	Matthew D. Princing
15146	Big Meanie	Gary "the actor" Sowden
15225	Fast Idiots 2004	Chris Jacobswon
15233	Carousel XXXV	Joseph C. Dissette

We bid summer 2009 a fine farewell. Many nice evenings and fun sails abounded. We were blessed by the weather and by our friends and families.

In 2009 our Fleet sailing on the waters of Saginaw Bay had change in the wind. For the first time in two seasons we crowned a new champion. Although it was not their first time on the podium, we honored a legend and welcomed a new Fleet member. Once again Fleet 216 were the road warriors in the Michigan District, traveling to regattas in Indy, Bay City, Boyne City (Districts), Tawas, Northcape, Higgins Lake, International Masters, Wawasee and the Bluenose. Our teams took home hardware at six of these venues.

At home, Bay City Yacht Club we had a fine season. Thirty plus races were sailed in all conditions. Our final night in September was a fine night with winds around 15 knots and a nice swell for surfing in under spinnaker.

The battle for Fleet champ was hard fought and had a four way battle through most of the year, with Idiots jumping out to a early lead, Sleeper coming on mid season and some surges by Scars and the Meanie. When it all shook out, Sleeper sailed away with another Fleet Championship under her belt. Here is how the top five ended up:



1st	Sleeper	John McCree, Dave Corcoran, Sean McCree
2nd	Scars & Scrapes	Chris & Jen Princing, Bill Coberly
3rd	Fast Idiots	Chris Jacobson, Tom Hernick, Jon Banner
4th	Big Meanie	Gary Sowden, Grant Hilger, Drew Hilger
5th	Score One	John Waechter, Carrie Houtman, Glen Hallet

Other awards given out were:

MIP	Score One
Crew	Everybody
Clamso	Gary Sowden & Crew
Aquatic Exc.	Gary Sowden

John Waechter and crew of Score One were on the podium this year after many years of fine sailing. John mentioned that winning the MIP was one of his sailing career highlights. Well deserved. Gary the Actor took swimming to a new high this year, capsizing multiple times at multiple venues and on one fine day in multiple boats.

As a Fleet we have always been blessed by good leadership and great volunteers. Once again this year we had our Fleet work horse Jim Schofield line up a great group of volunteers to run our races for us. In my absence this season, we had a handful of people come together to handle my responsibilities.

We were also able to honor one of the greatest, humblest leaders and teachers our Fleet, club or class has ever seen. We honored Joe Disette for his many many years of service to us, the sailors of the world really, not just locally. We honored Joe and Ann, the woman behind the man, at a dinner at the Bay City Regatta where we pre-

sented Joe a half hull and plaque and a fine framed letter from Brian Hayes, ILCA president. It was a magical night.

We again hosted successful regattas. Keep in mind numbers don't equal success. Our numbers were not great at Bay City or Tawas for the regattas, but we definitely win the FUN factor. Great sailing followed by great socializing and playing. If you didn't come you missed the best of 2009.

2010 holds its cards close to chest as we go to print. The recession has its icy fingers on Michigan's economy, and we don't really know what to expect for next summer's sailing. Fleet 216 hopes to welcome another boat and see and increase in regatta participation at all events and to once again enjoy this great sport and the camaraderie that comes with it.

Off to winter I go, day dreaming of the day I get to splash the boat again. Today it is less than five months away.

Leroy - 14937



RC meeting at regatta with sponsor's banner flying proud



Terry Hart, Joe and Ann Disette, Matt Princing

# MICHIGAN

## FLEET 326 GRAND TRAVERSE YACHT CLUB

Sailing on Grand Traverse Bay  
Traverse City, Michigan

Fleet Captain: Paul C. Davis

BOAT#	BOAT NAME	OWNER
13932	Holey Cow	Paul C. Davis
14460	Spirit	Garret Demarest

## FLEET 374 DOUGLAS LAKE

Sailing on Higgins Lake  
Cheboygan County, Michigan

Fleet Captain: David O. Peters

BOAT#	BOAT NAME	OWNER
12754		David O. Peters

## FLEET 387 LANSING SAILING CLUB

Sailing on Lake Lansing  
Haslett, Michigan

Fleet Captain: Blaine Severin

Fleet Champion: Pat Dolan

Corinthian Award: Larry Koster

Crew of the Year: Tom Hutton and Nikiforos Delatolas

Jane Marshall Wet Bottom Crew: Julie Pierce

Utility Crew of the Year: John Kolstoe

BOAT#	BOAT NAME	OWNER
14294	Shibimu	William S. Davidson
14963	Wind Dancer	Patrick Dolan

Lightning Fleet 387 sponsored a full season with sixty-six Sunday races, averaging just over five boats per race. Eighteen skippers participated with six skippers qualifying, with a minimum attendance of twenty-six races. Our best Sunday skipper was once again Pat Dolan in Wind Dancer.

This year the Fleet honored Tom Hutton and Nikiforos Delatolas as crew of the year for helping Johnathan Ahlbrand campaign to third place in Bananas. Tom and Nikiforos are both excellent skippers in our Laser fleet. Our Corinthian Award for the skipper that shows most dedication to Lightning Sailing went this year to Larry Koster. Larry continues

to be our most social and dedicated skipper (see Shibumi at Devil's Lake Regatta). The "Jane Marshall Wet Bottom" crew award for all-out effort to racing went to Julie Pierce on Unidentified Flying Pigasus. John Kolstoe sailed most every weekend, usually for a different skipper, and is recognized as our "Utility Guy" and a good spinnaker handler.

	SKIPPER	BOAT	POINTS	RACES
1	Pat Dolan	Wind Dancer	3155	57
2	Mike Moody	Moody's Booty	2853	47
3	Jonathon Ahbrand	Bananas	2542	48
4	Blaine Severin	Unidentified Flying Pigasus	2311	33
5	Merrick Hurlbutt	Bojangles	1858	27
6	Larry Koster	Shibumi	1366	39

Twelve skippers also sailed in various races but did not qualify. These skippers are, in point order, Jim Fletcher, John LeFevre, Ron Marshall, Brad Kleihge, Damien Sheppard, George Siegle, Tom Hutton, Susanna Telschow, Christa Betts, Scott Watkins, John Kolstoe, and Cassie Guarino.

Our 44st Annual Tune-Up Regatta was held on May 9. We continue to be one of the first regattas in the Michigan District regatta season and hold a one-day Saturday venue. Once again we experienced delightful springtime weather, mid forties, rain, and big wind. Most skippers lasted the morning session, but the cold chased a number of boats away from the afternoon sailing. We thank our Race Committee, Captain Sid Mook, Paul Chaffee, Alanna Harvey, Bob Miller and John Fishbeck (scorer). Ernie Dieball of Toledo, Ohio, was the winner this year, followed by Mack Allen from Clawson, Michigan, and our own Mike Moody in third. A total of thirteen boats participated.

	SKIPPER	FROM	R1	R2	R3	R4	R5	R6	TTL
1	Ernie Dieball	Toledo, OH	1	1	1	1	(2)	2	6
2	Mack Allen	Clawson, MI	2	(3)	2	2	1	1	8
3	Mike Moody	LSC	3	2	3	(5)	4	3	15
4	John Heagy	LaSalle, MI	5	4	5	3	(7)	5	22
5	Mike Welch	Birmingham, MI	(6)	5	4	4	5	6	24
6	George Siegle	LSC	(8)	6	6	6	3	4	25
7	Jonathan Albrand	LSC	4	7	7	7	DNC	(DNC)	39
8	Pete McGinty	Carmel, IN	(9)	9	9	9	6	7	40
9	Jim Fletcher	LSC	(10)	10	10	8	8	8	44
10	Blaine Severin	LSC	7	8	8	DNC	DNC	DNC	51
11	Larry Koster	LSC	DNF	11	DNF	DNC	DNC	DNC	67
12	Pat Dolan	LSC	(DNC)	DNC	DNC	DNC	DNC	DNC	70
13	Merrick Hurlbutt	LSC	(DNC)	DNC	DNC	DNC	DNC	DNC	70

Stephen Wagner has become a welcome crew member and remains our able photographer. Join us at our web site [www.lansingsailing.org](http://www.lansingsailing.org) to see more of his excellent action photos.



## FLEET 512 BOYNE CITY YACHT CLUB

Sailing on Lake Charlevoix  
Boyne City, Michigan

Fleet Captain: George M. Peet  
Fleet Secretary: Dave Corcoran  
Fleet Treasurer: James Schofield

Fleet 512, sailing on beautiful Lake Charlevoix out of Boyne City, hosted the Michigan District Lightning regatta June 27–28, 2009, with the assistance of the Boyne City Yacht Club.

This regatta featured twenty-one boats sailing in a variety of conditions from light and shifty the first day to heavy and shifty the second day when five boats capsized. The race management was superb, the venue spectacular, the steak dinner tasty, the beer cold, and a great time was had by all, even the swimmers.

Light and shifty specialist John McCree sailing "Sleeper" led the regatta at the close of the first day, but heavy and shifty specialist Jim Allen prevailed on day two to become the Michigan District Champion.

### 2009 District Regatta

POS	BOW#	BOAT NAME	SKIPPER	R1	R2	R3	R4	R5	R6	TTL
1	14975		James Allen	3	(10)	1	3	1	4	12
2	14249		George Sipel	4	(11)	4	2	3	2	15
3	15363	Boat	Sean Fidler	(9)	6	9	4	2	1	22
4	14937	Scars & Scrapes	Chris Princing	2	2	(13)	1	10	9	24
5	14323		John McCree	6	1	6	(11)	8	5	26
6	15193	Flash Rider	Christina Norris	10	(140	2	5	6	3	26
7	15200	Overdrive	Tom Klaban	1	5	(22q)	6	7	10	29
8	14567		Mark Allen	(15)	13	8	7	5	6	39
9	15391		Mike Welch	7	3	12	(15)	9	11	42
10	14779	Flash Over II	Jim Davis	(12)	9	5	9	12	8	43
11	14964	Flash3	Charlie Hess	14	7	10	12	4	(22s)	47
12	15233	Schuss Boomer	Jim Schofield	(22f)	12	11	10	13	7	53
13	14818		Craig Gabel	5	16	7	8	(22f)	22f	58
14	14774		Tom Vickers	16	4	15	14	11	(22f)	60
15	14880		Ernie Dieball	8	8	3	(22f)	22f	22s	63
16	14710	Britannia	Neil Willetts	11	15	(17)	16	14	13	69
17	14503	Hot Dog Man	George Peet	17	(19)	16	13	15	12	73
18	15932		Brian Nickels	18	18	(19)	17	17	14	84
19	14543		John Heagy	13	17	14	(22f)	22s	22s	88
20	13970		Jim Ringer	(22f)	22f	22f	18	17	22s	100
21	7007		Mike Fisher	(22f)	20	18	22s	22s	22s	104

## MIDWEST

District Commodore: Hans Graf

### Fleets

5	Chicago Corinthian Yacht Club	187	Sheboygan
69	Milwaukee Yacht Club	442	Fond du Lac/Winnebago
112	Green Bay Sailing Club	515	Du Bay Corinthian
167	Lake Davenport		

### FLEET 5 CHICAGO CORINTHIAN YACHT CLUB

Sailing on Lake Michigan  
Chicago, Illinois

Fleet Captain: William D. Gibson

BOAT#	BOAT NAME	OWNER
11316	Wind Rose	John F. Tschanz
11663		Jim Reiman
14015	Hot Flash	Doug Steffenson
14613	Doug's Boat	Jeanne Ehrenberg
14844	Rayo	Dennis A. Burke
14938	Total Recall	David W. Stix
15167	Pigs on Ice	William D. Gibson
15243		Jim Reiman
15260		William G. Faude
15332		Patrick Considine



Fleet 5 and Chicago Corinthian Yacht Club in Chicago celebrated the club's 75th anniversary in 2009!

The Red Flannels Regatta was held on September 26 and 27, with seven great races held and lots of fun. The Fleet helped sailors with our own economic stimulus package—a No Entry Fee Regatta this year! Join us in 2010 on September 25 and 26 for some great open water racing in front of the Chicago skyline!

Fleet members David Stix, Jeanne Ehrenberg and Bill Gibson traveled to Midwest regattas in Fond du Lac, Green Bay and Sheboygan, Wisconsin, in 2009.

The Fleet races most Sundays over the summer from June through September on Lake Michigan.





## FLEET 69 MILWAUKEE YACHT CLUB

Sailing on Lake Michigan  
Milwaukee, Wisconsin

Fleet Captain: Martha Pfarr Cushman

BOAT#	BOAT NAME	OWNER
11442	Rampage	Dean S. Cady
14508	Bonski	Steve Cushman

## FLEET 112 GREEN BAY SAILING CLUB

Sailing on Green Bay  
Green Bay, Wisconsin

Fleet Captain: Martha Pfarr Cushman

BOAT#	BOAT NAME	OWNER
11307		Brian Keller
13817	Surprise	Mari C. Martin
14038		Timothy Monday
14084		Dave Wickert
14106	Bill The Cat	Craig Pomeroy
14130	K.G. Skipper	Michael J. Merkatoris
14250	Puzzle	James L. Hopkins
14400	Ricochet	Brian L. Grahovac
14408	Hurricane Mom	Brian Keller
14476	Splash	Carl W. Manns
14508	Bonski	Mark Stevens
14778		Michael Tennity
15005	Ready to Play	Carl W. Manns
15081	Hot Flash	James B. Gagnon
15137		Steve Adamski

## FLEET 167 LAKE DAVENPORT

Sailing on the Mississippi River  
Davenport, Iowa

Fleet Captain: Chuck White

BOAT#	BOAT NAME	OWNER
6033	Kasara	Wesley L. Johnson
14857	Mermaid	Michael Steffenson

## FLEET 187 SHEBOYGAN

Sailing on Lake Michigan  
Sheboygan, Wisconsin

Fleet Captain: Lynelle Reak

BOAT#	BOAT NAME	OWNER
7879	Puff	Robert T. Melzer
11589	D-Toxxx	Brad E. Gruneberg
13818	Warrior	Joel M. LeMahieu
13994	Silent Movie	Michou J. Reichelsdorfer
14007		Hans C. Graf
14234		Hans C. Graf
14598		Denise Cornell
14921	Blind Squirrel	Bruce Van Dommelen Jay Hogfeldt
14994	Lake Effect	Daniel R. Reichelsdorfer
15119	Squito	Eric R. Larson
15143	Who do you love	Joel M. LeMahieu
15234	Stay On Target	Todd Wake
15301	Stone Cold	Denise Cornell
15390		Todd Wake



Todd and Christine Wake at the Worlds

## FLEET 442 FOND DU LAC/WINNEBAGO

Sailing on Lake Winnebago  
Fond du Lac, Wisconsin

Fleet Captain: Mike Elmergreen  
Fleet Secretary/Treasurer: Sue Dorscheid  
Fleet Champion: Pete Orlebeke

BOAT#	BOAT NAME	OWNER
15042	Ellie B	Michael Elmergreen Sue Dorscheid
15158	Too Klos	Peter Orlebeke

The year started with our annual Lighthouse Regatta. We welcomed thirteen teams from around North America. Ross Bailey, Lori Walsh, and Richard Walsh all traveled from Thunder Bay. The Moriartys came up from St. Louis, along with the usual Chicago to Green Bay suspects. We were able to sail six races, which were won by Todd and Kristine Wake along with Lynelle Reak. Toby Moriarty was second, followed by Bill Faude, and then local Pete Orlebeke in fourth, with Richard Walsh rounding out the top five.

The overall champions in our fourteen-week Tuesday night Portsmouth racing were swept by Lightnings taking the top three positions. Pete Orlebek and family took the top position, followed by Sue Dorscheid with crew of Elmo and Cole Orlebeke. The third spot was taken by Pete Chisholm and associated.

Our hoist project finally got all the approvals from the Yacht Club, Park Board, County Board, and DNR (that must be why this process took ten years). We hope to get started as early as possible this spring so that we are operational by Lighthouse Regatta on June 5 and 6.

Mike Elmergreen

## FLEET 515 DU BAY CORINTHIAN

Sailing on Upper Wisconsin River at Lake Du Bay  
Knowlton, Wisconsin

Fleet Captain: Stewart Doty  
Fleet Secretary: James Force

BOAT#	BOAT NAME	OWNER
6039	Jabberwock	James Force
8044		Doug Hosler
15207	Bravado3	Stewart Doty

Hello, ILCA!

This is our first Fleet report, and our first season as a Lightning fleet. We are happy to be here.



A little history. Jim and Boo Force dragged old #6039 over here from Michigan thirty years ago, and for many summers it was only Lightning sailing among the odd assortment of scows, cruisers, Butterflies and Flying Scots on the lake, a large reservoir on the Wisconsin River between Stevens Point and Wausau.

Then three years ago, Stewart Doty, a Star boat sailor, moved back to the area, decided a Lightning would be the ideal boat for these waters and purchased #15207. Then two years ago, Doug Hosler, local philosophy professor and an old friend, located #8044 in Madison, Wisconsin, and joined the group. Doty concluded that three boats make a fleet, contacted the Class Office, and here we are.

We belong to the Lake DuBay Sailing Association ([www.saildubay.org](http://www.saildubay.org)), an active bunch who race on Tuesday and Wednesday evenings and Saturday mornings (Portsmouth handicap) and host a popular Governor's Cup regatta every August. The club is home to a Butterfly fleet, as well as us, and will host the national Interlake 20 competition next September. We dry sail, maintaining a boatyard and ramp located just above the dam. Our spartan facilities are an easy trade off against our open waters, especially on week-days, and we are the only boats on the lake.

As for the activity of Fleet 515, it's limited but growing. Doty is our only competitive threat in the fleet races, where one can actually lose to a Butterfly in real time and then have to give away even more time according to the handicap. Stewart really got his boat tuned and moving this summer, finishing third in the Saturday morning series. He and Force sailed #15207 to a second place finish in Race 3 of the Governor's Cup, besting several of those flat-bottomed, no-draft speed machines we have around here.

#6039 and #8244 are both woodies, in fine shape for their age but not very fast. Force got in several races and day sails, as much as anyone in the club now that he's retired. Hosler is still getting used to his recent acquisition and got out a few times but did not race. His trailer-backing still needs work.

We have ambitious plans for 2010. More club racing, possible entry of Doty's boat in some Midwest District events, and Force is dying to haul #6039 to the July Woody Lightning event in New York State. We'll see...



## MISSISSIPPI VALLEY

District Commodore: Bruce Richards

### Fleets

74	Decatur	274	Delta Sailing Association
262	Harbor Island Yacht Club	486	Valley Sailing
266	Carlyle Sailing Association		

### FLEET 74 DECATUR

Sailing on Lake Decatur  
Decatur, Illinois

Fleet Captain: Robert W. Ohlsen

BOAT#	BOAT NAME	OWNER
13308	DF	Greg Florian
14012	Bobs Last Boat III	Robert H. Ohlsen

### FLEET 262 HARBOR ISLAND YACHT CLUB

Sailing on Old Hickory Lake  
Nashville, Tennessee

Fleet Captain: Bill Killebrew

BOAT#	BOAT NAME	OWNER
13875		Bill Killebrew
14533	Firefly	Robert Mattix
14680		Bill Killebrew
14720	Stinger	Jay R. Johnson

BOAT#	BOAT NAME	OWNER
15010		David Young
15078	Pandamonium	Bruce Richards
15206	Ninos do la luna	William Hofmeister
15216	Kat's Kradle	Cully Ward
15308		Bill Killebrew



Bluenose Regatta

# MISSISSIPPI VALLEY

## FLEET 266 CARLYLE SAILING ASSN

Sailing on Carlyle Lake  
Carlyle, Illinois

Fleet Captain: Paul D. Hanson

BOAT#	BOAT NAME	OWNER
8144	Chaos	Jerry Valli
10151	Chaos	Peter D. Conant
14199	Bull Ship	Walter Eversman
14260		John D. Folwell
14614		John D. Folwell
14636		Daniel J Moriarty
14766	TopFlash	Terrence R. Burke
14834	Yeti	Matt G. S. Burrridge
14901	Saflex	Ian Schillebeeckx
15364		Tobi D. Moriarty
15364		Daniel J. Moriarty
15234	Stay On Target	Todd Wake
15301	Stone Cold	Denise Cornell
15390		Todd Wake

This year Fleet 266 was pretty successful on many fronts, from competing in regattas to organizing them.

Let's begin by going back to August 7, 2009, when our own Terry Burke won the Lightning North American Masters' Championship in Sodus Bay, New York. Sailing with him was Tobi and Dan Moriarty. Congratulations to Terry and the team!

At this same regatta the juniors were attending the North American Championship; the CSA team consisted of Ian Moriarty, Caleb Leonard, and Bryan Burke. These boys sailed to a 3rd place finish out of sixteen boats. Overall, I say some very good results came from this event. Great jobs guys and gal.



Masters' NAs Champion Terry Burke with Dan and Tobi Moriarty crewing

The very next week was the North American Championship held at the same venue. Tobi and Dan stuck around to sail with a different skipper; this time it would be Matt Fisher. This team has been preparing to sail the upcoming World Championship for almost two years. After four qualifying races and six championship races, they finished 5th.

A month later the team would meet up in Colchester, Vermont, to compete in the Worlds at Malletts Bay Boat Club, which were held between September 11 through 18. Sixty boats from all over the world would compete in nine races. Matt Burrridge also attended the Worlds, crewing for Todd and Kristine Wake of Sheboygan, Wisconsin, who have been practicing for a while as well. For those of you that did not follow on the Internet, what an epic battle unfolded. The coverage was great; at every mark rounding they listed the top twenty or so boats so that you could follow along. Well, this didn't help my productivity at work that week, as I kept hitting the refresh button over and over again. I couldn't get enough; I was addicted I must admit. In the end, it came down to the last race between the top three boats. Fisher had the lead by five points going into the last race and finished 7th in the last race. They only needed to finish in the top ten to hold on for the win, and so we now have WORLD CHAMPIONS in Tobi and Dan Moriarty!! Congratulations to Matt Fisher, Tobi and Dan Moriarty for the winning the 2009 Lightning World Championship.

I'm not really sure how much better life can get for Fleet 266 this year; it has been truly an amazing year to watch unfold before our eyes—all the hardware that has come home from some big events. On to more good news, Carson and Courtney Menges purchased Matt Fisher's Lightning #15045, so we welcome them to the Fleet as first-time boat owners. They have been crewing the last few years and have taken the next natural step. We also welcome back Andrea Sepanski and her brother John Sepanski; they purchased my Lightning #14009 after a hiatus from the Fleet. I will be returning to a crew role for a while, which I enjoy sometimes more than skippering.

The last hurdle for our Fleet this year was the organization of the US SAILING Championship of Champions regatta to



Ian Moriarty



be held here at CSA October 14–17. Matt Burrige did a fantastic job of pulling all this together. His organizing team consisted of Rick Bernstein, Terry Burke and myself, plus hordes of volunteers. Bruce Thompson was the PRO who came down from Chicago.

A very BIG THANK YOU to the Lightning boat owners that loaned us their precious boats for this event. Without you folks this event would not have been possible. Also, thank Rolex, Sail Proud, North Sails One Design, and Marcus Raichle for their sponsorship of this regatta. And lastly thank you, Drew Daugherty, who served as the US SAILING representative for the event—plus he made a pretty good Jambalaya to boot.

Congratulations to Skip Dieball, Jody Starck and Tom Starck for winning the 2009 US SAILING Championship of Champions; they represented the Highlander and Interlake classes. This event had many familiar Lightning sailors competing who either own or crew in the Lightning Class. Some of

those skippers include, Skip Dieball, Greg Fisher (Thistle and J22), Allan Terhune (Flying Scot), Jeff Linton (Lightning), David Spira (Buccaneer 18), Darrell Peck (Finn), plus many normal crew from around the Lightning Class and even some skippers that climbed into the crew role.

In case you didn't hear, Paul Cayard was our mystery guest and came to race in this event. Yes, Paul Cayard! He gave a presentation Friday night during the event and had video presentation of the Pirates of the Caribbean campaign during the 2005/06 Volvo Ocean Race campaign. He did a very cool Q & A session on his sailing career, and he also won a race during this event. His crew was Austin Sperry and Kristine Wake.

Many thanks to the competitors who traveled from all over the United States to come and sail in our beloved Lightning. Below are the results from the event, in which the competitors completed seventeen of twenty races scheduled.

POS	SKIPPER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TTL
	Skip Dieball/ Jody Starck	9	6	[14]	6	6	[9]	3	2	5	1	3	1	3	5	2	1	3	56
	Tom Starck																		
	Greg Fisher/ Dan Moriarty	1	1	10	5	4	1	4	4	6	6	[12]	9	9	4	3	2	[15]	69
	Tobi Moriarty																		
	Allan Terhune, Jr./ Catherine Terhune	6	12	3	3	2	3	1	3	1	8	2	[16]	10	[17]	8	9	2	73
	Dave Perkowski																		
	Stuart Robertson	4	5	2	4	9	10	9	1	2	9	6	6	[12]	10	[17]	11	7/ RDG	95
	Augie Diaz/ Barr Batzer	3	8	4	13	13	15	2	6	4	[17]	1	2	1	[15]	4	14	8	98
	Michele Sumpton																		
	Olin Paine/ Rebecca King	7	9	6	2	1	2	[21/ OCS]	7	10	7	8	10	8	9	[13]	8/ RDG	8/ RDG	102
	Steve Hunt																		
	Talbott Ingram/ Carol Lee Ingram	5	4	1	[18]	3	12	7	17	3	4	9	11	5	11	9	3	[19]	104
	Tal Ingram																		
	Paul Cayard/ Austin Sperry	8	14	13	1	10	11	6	5	7	5	4	[17]	2	[16]	1	13	7	107
	Kristine Wake																		
	Jeffrey Linton/ Amy Smith Linton	2	16	8	12	8	13	5	[16]	13	14	[19]	8	4	1	5	15	9	133
	Todd Wake																		
	Darrell Peck/ Lois Parshley	16	[17]	[18]	8	15	7	12	9	8	2	15	7	11	2	11	5	6	134
	Allison Webber																		
	Chris Raab/ Ryan Minth	14	10	[15]	10	14	4	11	[19]	9	3	14	4	13	7	12	12	1	138T
	Kenneth Dair																		
	Mike Martin/ Stephanie Martin	[21/ OCS]	2	12	7	5	5	8	11	[20]	11	7	15	16	3	14	4	18	138T
	Neal Fowler																		

# MISSISSIPPI VALLEY

POS	SKIPPER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TTL
	Mateo Vargas/																		
13	Mary Kate Hall	[15]	3	[16]	9	12	6	14	8	14	10	10	14	14	6	7	6	10	143
	Christopher Gardiner																		
	Oscar Barney/																		
14	Tim Mills	11	[18]	11	11	[17]	8	10	10	15	16	11	5	6	12	6	8	16	156
	Kevin Stravers																		
	David Rumbaugh/																		
15	Steven Fishman	13	7	19	15	7	16	[21/RAF]	14	11	18	5	12	7	14	[19]	18	4	180
	Anne Newton																		
	David Spira/																		
16	Dennis Martinelli	10	13	17	17	11	[21/OCS]	13	12	12	13	16	[18]	15	13	10	7	14	193
	James Daus																		
	Christopher Williford/																		
17	Marc Schillebeeckx	12	15	9	14	16	17	15	15	17	12	17	3	[19]	[19]	16	16	17	211
	Titou Schillebeeckx																		
	Ted Dickson/																		
18	Emily Dickson	17	[19]	5	16	18	14	18	18	18	15	18	13	17	8	[18]	17	11	223
	Jonathan Foot																		
	Paul White/																		
19	Patrick Passafiume	18	11	7	19	19	18	17	13	19	19	13	[19]	18	18	15	[19]	5	229
	Tony Passafiume																		
	Jeff Thomas/																		
20	Michael Foster	19	20	20	20	20	19	16	20	16	20	20	20	20	20	20	[20]	[20]	290
	Gary Peterson																		

## FLEET 274 DELTA SAILING ASSOCIATION

Sailing on the Arkabutla Reservoir  
Memphis, Tennessee

Fleet Captain: Carl Panetta

BOAT#	BOAT NAME	OWNER
11311	Ogo Pogo	Mark A George
11386	Dos Mas	Ralph L Leon
11999	Turbo Dog	William N Baxter
12505		Batton Kennon
12852		Mark A George
14065	Plan B	John C Panetta
14230		Robert T Ryan
14230		Michael Arndt
14338	Leap Frog	Lynn A Jones
14375	Out Of The Blue	William N Baxter
14571		Michael Arndt
14666		Crit Currie
15169	Square Grouper	Batton Kennon

We had an exciting year of sailing and racing in 2009. To begin with, we had a resurgence of club racing. We sailed seventeen races from June to September in our club racing series and had a total of ten boats participate. The top three finishers in the series were:

1. Crit Currie Jr.
2. Mike Arndt
3. Carl Panetta

Congratulations to Crit for his first place finish in the series which included nine first place finishes!

Delta Sailing Association also hosted two regattas. Our first regatta of the season was the Hernando Desoto which was held on May 16-17. This was also the second stop in the inaugural Southwest Lightning Circuit. There was a nice fleet of nine boats, including four from out of town. We had great wind and weather both days and completed six races. The top finishers were:

1. Larry Frost (New Orleans)
2. Robert Mattix (Nashville)
3. Robert Bernhardt (Pensacola)



Our second regatta was the Cotton Pickin' which was held on September 19–20. We had a fleet of eight boats, including two from Nashville. The top finishers were:

1. Bill Killebrew (Nashville)
2. Brad Currie (Nashville)
3. Max Shelton (Memphis)

Several sailors from Delta Sailing Association also traveled to numerous regional regattas this year. We started the season off with Bill Baxter III and Crit Currie Jr. traveling to the Southern Districts at Bay-Waveland Yacht Club (also the first stop on the Southwest Lightning Circuit), followed by Bill, Crit, and Carl Panetta traveling to the Mississippi Valley Districts in Nashville at Harbor Island Yacht Club. Bill and Crit also sailed in the Texas Districts at Rush Creek Yacht Club (the third stop on the Southwest Lightning Circuit) and the Hospitality Regatta in Jackson, Mississippi, at Jackson Yacht Club (the fourth stop on the Southwest Lightning Circuit). Finally, in the fall, Carl sailed in the Bluenose at Harbor Island Yacht Club, and Bill and Crit when to Pensacola, Florida, to sail in the Jubilee Regatta at Pensacola Yacht Club. Currently, with one regatta left to sail (the Sugar Bowl Regatta at the Southern Yacht Club), Bill Baxter is tied for third place in the Southwest Lightning Circuit.

In addition to all the sailing this year, we have updated our website. It now includes information on local and regional regattas, photos from many of our regattas, a forum, and much more. The new site address is: [www.deltasailing.com](http://www.deltasailing.com).

Finally, Crit Currie, one of the founders of Delta Sailing Association and the first commodore of the Mississippi Valley District, passed away this October. The sailing tradition he started at Delta Sailing Association is continued by his sons Crit Currie Jr., the current commodore of Delta Sailing Association, and Brad Currie who sails in Nashville at Harbor Island Yacht Club.

## FLEET 486 VALLEY SAILING

Sailing on Alton Lake  
Machens, Missouri

Fleet Captain: Stephen A. Wyers  
Fleet Champion: Rick Conaway

BOAT #	BOAT NAME	OWNER
12033		Sea Scouts
12891		Rich Neimann
13231		Don McNabb
13379	Top Secret	Stephen A. Wyers
13836	Becky Sue	Michael Reed
14088		Rick Conaway
14386		Stuart Sharp

2009 was a disaster for us! The Mississippi had eight floods over the year, due to record rainfall. We'd had barely started in late August, run a Laser Regatta and the Governors' Cup in early October, before we were booted out again by a rising river! Additionally, our Fleet is way down, consisting of eight boats, six members and two Sea Scouts. Money and age are taking their toll. Time was we could put eighteen boats out for the Muddy Rudder Regatta, including visitors like Rick Bernstein and Matt Burrige. The high cost of a new boat is no help. I could afford one, but I'd have to kill the first person who rammed it!

On a more positive note, we are looking for more members, and perhaps I'll buy a used, but higher (15000+) number boat and sell mine. We might be able to generate more action. My boat is all tricked out but old! The Scouts are really active in Lightnings, and I wish we could keep them in our Fleet. However we've seen it over and over that they disappear after high school but may return way after maturity! Mostly, costs deter them!



Hernando DeSoto Regatta



# NEW ENGLAND

## NEW ENGLAND

District Commodore: Dan Egan  
 District Secretary/Treasurer: Sterling Bush  
 District Champion: Brian Gibbs  
 District Runner-Up: Bill Fastiggi  
 Sportsmanship Award: Lake Champlain  
 Fleet 301  
 Malletts Bay Boat Club

### Fleets

121 Merrimack River	273 Massabesic Yacht Club
145 Spofford Lake	301 Lake Champlain
151 Annisquam Yacht Club	332 Squam Lake
189 Marblehead	493 Bow Lake
227 Bomoseen Yacht Club	

Come join us here in New England for some great sailing and fun. This year was a wet one in New England, which made the ducks happy and pasturelands lush green for the cows and great vegetables. The nice weather was reserved for the weekends where we had great sailing. We enjoyed the cool summer breezes and summer began in late August with a heat wave.

Our schedule for 2009 was:

DATES	EVENT	WATERS	LOCATION
Jun 6-7	Spring Regatta	Malletts Bay	Malletts Bay Boat Club
Jun 27-28	Dave Fitch Memorial	Spofford Lake	Spofford YC
Jul 10	WJM	Squam Lake	Squam Lake Association
July 11-12	New England Districts	Squam Lake	Squam Lake Association
Aug 8	Newburyport One Day Regatta	Cancelled due to scheduling	
Aug 22-23	Squam Lake Regatta	Squam Lake	Squam Lake Association
Sep 12-13	Massabesic Regatta	Lake Massabesic	Lake Massabesic Yacht Club
Sep 5-6	Open Sailing (Practice)	Malletts Bay	Malletts Bay Boat Club
Sep 7-11	Int'l Master's Worlds	Malletts Bay	Malletts Bay Boat Club
Sep 11-18	Lightning World Championships	Malletts Bay	Malletts Bay Boat Club
Sep 19	Bow Lake Regatta	Bow Lake	Bow Lake Grange Hall
Oct 17-18	Leaf Peeper Regatta	Malletts Bay	Malletts Bay Boat Club



Check with the local club members for free housing when you do decide to join us.

FLEET NAME	LOCATION	FLEET #	FLEET CAPTAIN
Merrimack	Newburyport, MA	121	Patrick Gallagher
Spofford	Sofford, NH	145	Bob Bush
Annisquam		151	George Peter
Marblehead	Marblehead, MA	189	Don Humphrey
Massabesic	Concord, NH	273	Ray Whitley
Malletts Bay	Colchester, VT	301	Arnie Tran
Squam Lake	Squam, NH	332	Dan Egan
Bow Lake	Spafford, NH	493	Ned Hinds

Several of our District members attended the North American Championships on Lake Ontario near Sodus Bay, New York, in August. Sterling Bush finally made the landmark age of fifty-five and sailed in the Masters' competition, finishing 17th. Heavy air and waves made sailing the big waters of Lake Ontario difficult for the calm water sailor.

It was an excellent job in tough North American competition in the Blue Fleet by all. Our shining star is Bill Fastiggi with crew Suzy Coburn and Kolby Kruger, finishing 8th overall. We are very proud of the junior sailor Kolby getting his Lightning experience with Bill. Other New England sailors competing were Eric Johnson finishing 3rd, and skipper Bob Bush, with crew Sterling Bush and Ben Craig, finishing 8th in the Green Fleet.

The Malletts Bay Boat Club was honored to host the World Championships in September. Several of our older New England skippers and crew competed in the International Masters' Championship from September 7-11.

The results were:

- 9th Kip Hamblet
- 11th Georges Peter, crew Charles H. Ritt
- 12th Stuart Nickerson, crew Kurt Kling and Anne Brush
- 14th Todd Cox, crew Alan Baker and Russell Robinson
- 15th Sterling Bush, crew Bob Bush



17th Bob Shapiro, crew Jim Lerner and Jeff Baker

24th David Little

26th Mark Gardner, crew Marilynne Johnson and Eric Johnson

29th Dwight Gertz, crew Jeannie Carlson and Art Cunningham

30th Richard G. Corcoran, crew Garr Corcoran

31st Janice Lange, crew Tori Pesek and Mike Dewane

32nd John Hughes, crew Eric Schulz and Rick Heath

The premier event was the International World Championship from September 11–18, featuring ten different countries. There was tough competition from all over the world. Our own Bill Fastiggi, Suzy Coburn and Heather Ambrose finished 13th overall.

To all the New England sailors, great sailing this year and congratulations on a job well done.

## FLEET 121 MERRIMACK RIVER

Sailing on the Merrimack River  
Newburyport, Massachusetts

Fleet Captain: Patrick Gallagher

BOAT #	BOAT NAME	OWNER
11135		John R. Hughes
14275		John R. Hughes
14345		Brian Gibbs
14547		Patrick M. McCormack
15132	Temerity	Brian Gibbs

## FLEET 145 SPOFFORD LAKE

Sailing on Lake Spofford  
Spofford, New Hampshire

Fleet Captain: Robert C. Bush

BOAT #	BOAT NAME	OWNER
10254		Alexander D. Gemmell
11210	Smurfin Along	Frederick Turner
11346	FOB	Christopher B. Hamblet
13792		Joe Rosen
13835	Three Cheers	Tom Fitch
14072	Sunshine	Paul Henkel
14360	Lightning Mac-Queen	Patrick MacQueen
14621	Flat Bottom Girl	Ben Wallace
14654	AmBush	Bob and Sterling Bush

Lightning racing was limited at the yacht club this year to our annual regatta and some daysailing on the many beautiful days later in the year. Our regatta is typically held the weekend after Father's day. This year we had light air—a change from the past two years. We also managed to avoid the rain which was plaguing New England in the early part of the summer. Both Saturday and Sunday provided breeze, though just barely enough to get around the race course in less than the forty-five minute race time limit. With timely work by the RC, we did get in all nine scheduled races. The local Fleet members were in their element with the flat water and light air. Local knowledge didn't hurt either. Bob Bush, Sterling Bush and Jeremy Rathfon, managed to get to the front in most of the races and were able to pull away to win the regatta. Second through fourth places all had twenty-eight points after the throwout, with Joe Rosen winning the tiebreaker over Bob Shapiro of Bow Lake and Ben Wallace, the past two years' winner.



# NEW ENGLAND



The Bushes did most of the travelling, starting with the Southern Circuit and continuing with regattas in New England, Central New York, Connecticut and Pennsylvania. Sterling took the tiller at the North American Masters' at Sodus Bay and also at the International Master's near Burlington, Vermont. She placed as the highest women skipper and made the top half of the fleet after a tough breezy first day, but finishing with a 4th in the last race of the regatta. Bob took the helm and had a good year with wins at Spofford, Bow Lake and Cazenovia.

The Wallaces gave their growing son, Ian, a chance to race with dad and uncle Tris at Bow Lake. Normally a light air venue similar to Spofford, this year it really blew, with enough wind so no spinnakers were flown. Nice work, Ian.

Paul Henkel, Alex Gimmel and Joe Rosen continue to dominate in the Sunfish series and stay limber, ducking the rig at the Yacht Club, where a typical Wednesday or Saturday race will have ten to fifteen boats on the line. Fred Turner continues to do the lion's share of the RC work.

If you need some flat water, light air work, come give our annual regatta a try. The lake will remind you of summer camp, with our quiet lake, our picnic atmosphere and our beautiful sunsets over the western hills.



## ***FLEET 151 ANNISQUAM YACHT CLUB***

Sailing on Ipswich Bay  
Annisquam, Massachusetts

Fleet Captain: Georges Peter

BOAT #	BOAT NAME	OWNER
13876	Rasta Mohican	Scott Coulter
14688	Mouette	Georges Peter

## ***FLEET 189 MARBLEHEAD***

Sailing on the Atlantic Ocean  
Marblehead, Massachusetts

Fleet Captain: Donald R. Humphrey

BOAT #	BOAT NAME	OWNER
13991		Joel D. Humphrey
14275		Joel D. Humphrey
15148	Palindrome	Joel D. Humphrey
15151	Palindrome	Joel D. Humphrey
15300		Joel D. Humphrey

## ***FLEET 227 BOMOSEEN YACHT CLUB***

Sailing on Lake Bomoseen  
Bomoseen, Vermont

Fleet Captain: Raymond Harrington



## FLEET 273 MASSABESIC YACHT CLUB

Sailing on Massabesic Lake  
Manchester, New Hampshire

Fleet Captain: Ray Whitley

BOAT#	BOAT NAME	OWNER
9829		Kenneth Deyett
11150	Shark Bite	Patrick Gallagher
11401	Sunday Punch	Michael Adams
11740	River Blues	Walter F. Colantuono
14418	The Blind Squirrel	Ray Whitley

The MYC Fleet kicked off the season with a beach party at Ray Whitley's home to chase away winter, renew acquaintances, and recruit new skippers and crew. Lots of stories, some true, some not so true, were shared over Dark and Stormies. Another great source of new blood for our Fleet has been MYC's Learn to Sail program. Students have the opportunity to sail a variety of boats but soon come to know how great a boat the Lightning is, particularly in the light air (some would call it no air) that often greets the smiling faces of the students in the morning on Massabesic.

As they have done numerous times, Ken and Norm Deyett graciously devoted their time to host a Learn to Race program. It was a great experience for newbie racers as well as a nice refresher and update for the seasoned racer.

Our Sunday Series participants encountered the usual potpourri of conditions on the lake, compliments of Mother Nature, including multiple Sundays with 25+ knot breezes, along with a few doldrums days. We had lots of fun competition each Sunday. Pat Gallagher had a great Spring and Summer Series placing 1st, while Walt Colantuono placed 1st in the Fall Series. All of the racing results are now posted on Sailwave on our new portal at <http://mycracing.com>.

In September, we hosted the MYC Regatta, with a number of boats from within New Hampshire joining us for nine races over two days. Winds were good, the food better, and the competition tight, with Ken Deyett placing 1st, Bob Shapiro placing 2nd, and Ned Hinds placing 3rd.

For some MYCers sailing season hasn't ceased and is continuing on the solid stuff; and you thought that ice was only good for Dark and Stormies.

Ray Whitley

## FLEET 301 LAKE CHAMPLAIN

Sailing on Malletts Bay, Lake Champlain  
Colchester, Vermont

Fleet Captain: Arnold M. Tran

BOAT#	BOAT NAME	OWNER
10440	Top	Allen H. Baker
11623	Kindred Spirit	Thomas J. Papp
11885	Annie Oakley	Aaron Frank
12525		William J. Fastiggi
13156	Blue Storm	David N. Little
13902		Arnold M. Tran
14050	HUH???	Bretton C. Gardner
14056		Erik Johnson
14119		Chad Miller
14146	Drop it Like it's Hot	Connor Aswad Nicholas Aswad
14446	Apple	Kurt Kling
14480	Ciao	Richard N. Fastiggi
14514	Special K	Arnold M. Tran
14520	Hare Brained Idea	Todd W. Cox
14584	Abba Zabba	Peter Hazelett
14640	Wild Goose	Donald C. Brush
14644		Michael L. Huffman
14658		William J. Fastiggi
14876	Southern Cross	Janice Lange
14958	Masi VIII	William J. Fastiggi
14972	Whatnow	Patrick Zachary
15058		Paul T. Gutwin
15060	Pure Insanity	Heather Rowe Ambrose
15237	Hot Flash	Mark Gardner
15238	Elixir	William J. Fastiggi
15368	Endeavor	David N. Little
15381		William J. Fastiggi

# NEW ENGLAND



What more is there to talk about in a fleet report than running the Worlds? 2009 will always be remembered and dominated by the culmination of months of planning and running of the 2009 Lightning World Championship. In one of the most highly attended Worlds in years, twelve different countries were represented during two weeks of sailing in Malletts Bay. There are countless "thank yous" that need to go out to every Fleet member. Each member donated more time and energy than they ever thought was possible for a organizing a sailing event. Running an event of this magnitude required that everybody be working on the event months and years before any sailing actually occurred. We just can't thank everyone enough. Additionally, we hope all World's participants enjoyed their week long (for some it was a two weeks) stay in and around the Malletts Bay area. It was our intention to provide you with a first class regatta, and we can only hope that we pulled that off.



The June Spring Regatta was heavily attended this year in anticipation of the Worlds. Kate Brush made an appearance back in Malletts Bay after a few months of traveling overseas by sailing into 1st place with Bill Fastiggi and Suzy Coburn. Peter Hazelett, Clinton Hayes and Derrik Deming had a strong showing and took 2nd against a stacked fleet. Bill Mauk, Al Boucher and Patrick Zachary rounded out the top five places. It was great to see so many of the formally "junior" sailors coming back to the Fleet and sailing strong. Nick Aswad, Kate Brush, Derrik Deming, Meridith Powlson and Bretton Gardner were all on the water slugging it out with many of the fleet veterans.

Squam Lake was gracious enough to host the New England Districts, and numerous Fleet 301 teams headed down to New Hampshire for the weekend. Saturday's racing included a total of three races which were sailed in anything from 5 to 18 knots—typical small lake sailing. Squam hosted a



Keika did an awesome job with registration





great dinner Saturday night. Just as all Fleet 301 members were heading back to the campground for the night, the skies opened, and it proceeded to down pour for the rest of the evening. Sunday dawned blue skies and a great lake breeze which provided us another two races. This year's District Champions, Brian Gibbs, Mike Boardman and Beth Boardman, sailed an excellent regatta over the two days to win the title. Bill Fastiggi, Erik Johnson, Nick Aswad and Heather Ambrose rounded out the top five. Thank you, Squam, for your hospitality.

This year's Leaf Peeper reminded everybody that sometimes a fall regatta means that winter is not far away. Cold temperatures but fortunately lighter breeze meant that all of the winter clothes came out early. Team Johnson, Eric and Marilynne, took advantage of a crew shortage and light air over the two days to take 2nd place behind Bill Fastiggi, Suzy Coburn and Kolby Kruger. Heather Ambrose, Tim Ambrose and Greg Beshore rounded out the top three.

On a more somber note, Fleet 301 was saddened by the passing of one of the best friends of the Fleet, Marty Olsen. Marty didn't sail Lightnings but was PRO and Race Committee for countless regattas, both big and small. Marty's sense of humor and calm demeanor will be missed both on and off the water.



Bill Fastiggi, World's Regatta Chair



Heather Ambrose, organizer of boat charters, advertising and sponsorship

# NEW ENGLAND

## FLEET 332 SQUAM LAKE

Sailing on Big Squam Lake  
Holderness, New Hampshire

Fleet Captain: Dan Egan  
Fleet Secretary: P. J. Blankenhorn  
Fleet Treasurer: Dwight Gentz  
Fleet Champion: Garr Corcoran

BOAT#	BOAT NAME	OWNER
9829	Spike	Arthur J Cunningham
10212	Coast2Coast	Dan Egan
10320	Mountain Thyme	Kristen Spera
10732	Go-mo-shun	David D Closson
14247	Steppin' Out	Douglas R DeCluitt
14814	Aeolus	Wallace E Ackley
14881	Bubba	Dan Egan
14926		Dwight Gertz
14955		Richard Guy Corcoran
15089		Al MacQuarrie
15258	Kilgore Trout	Brian L Comfort

2009 was a successful year for Fleet 332. We completed twenty-nine races. Eleven boats showed up for at least one race.

Depending on your point of view, there were two potential highlights for the season. For the serious sailors among us, it was the fact that, for the first time in living memory, we hosted the New England Districts. We somehow managed to handle a fleet of twenty-one Lightnings in our constrained shore facilities. The weather cooperated, the Race Committee did a very good job, and the racing was fair enough for the cream to rise to the top. Brian Gibbs won the regatta by a small margin over Bill Fastiggi and the other nineteen skippers. All seemed to have a good time.

We also ran our regular annual regatta in August, with Bob Shapiro joining us to win that event.

For the "back to nature" contingent, the highlight was that we not only sailed with our usual escort of loons and bald



Close racing at the weather mark: Fleet Captain and New England District Commodore Dan Egan in 14881 rounds the mark, overlapped with Garr Corcoran in 14955 with the White Mountains in the background

eagles, but we were joined by a deer that swam across the course during one of our fleet races.

We held our annual dinner on Labor Day Weekend and reelected all of our Fleet officers for another year. Our Fleet trophies were awarded as follows:

Garr Corcoran was the 48th winner of the Howdy Wood Trophy for the Season Championship. Wally Ackley was 2nd for the season and Art Cunningham was 3rd.

Garr also won the Richardson Blair Trophy for the July series, while Dwight Gertz took home the Jack Russell Award for August.

Our second oldest award, the Closson Bowl for the last three races of the summer, was awarded for the 41st time and went to Dwight Gertz, who also won the eponymous Welles-Gertz Trophy for the highest finish by a local boat in the annual regatta.

Garr finished out the awards with the Bob Custance Trophy for the best finish by a Lightning in the annual Around the Lake Race.

## FLEET 493 BOW LAKE

Sailing on Bow Lake  
Stratford, New Hampshire

Fleet Captain: Ned E. Hinds



Dwight Gertz skipper, Art Cunningham crew, Jeanine Carlson crew

BOAT#	BOAT NAME	OWNER
2	Upset	Robert F Boynton John Boynton James Boynton
13888	What Now?!	James Boynton
14296	Naut!	Ned E Hinds
14577	Infinite Sloop	Rob Donle
14667	Mis Behavin'	Robert D Shapiro
15047	SCUD	Allan Whatley
15239	Miss Demeanor	Robert D Shapiro
15258	Kilgore Trout	Brian L Comfort



## NIGERIA

District Commodore: Andrew Barton

Fleets

510 Lagos Yacht Club

### FLEET 510 LAGOS YACHT CLUB

Sailing on Lagos, Offshore and Lagoon  
Lagos, Nigeria

Fleet Captain: Julian Calvin

BOAT#	BOAT NAME	OWNER
13520		Michael Barnes
13527	Bavaria	Nick N. Headley Julian Calvin
14448	Kiwi Magic	Helmut Braun
14929	Bonfire II	Knut Engebretsen
15267	Shango	Jonathan C. Lauthers Kevin C. King
15273	Scud	Robert E. Overfield
15274	Just In Time	Richard J. Willmott
15322		Richard J. Willmott
15324		Knut Engebretsen
15326	Speed	Gary L. Schwantz

It was another very active year for the Lightning fleet at Lagos Yacht Club. The LYC has fifty Lightnings, twelve GPs, five Ospreys and sixty Hobies. Every weekend has racing on Saturday with between fifteen to twenty Monohulls and up to twenty Hobies competing. We even have a single-handed race each year for the Lightnings.



Gary Schwantz, Jacques Schwantz and Kelvin Cates

We had four teams competing in the Lightning World Championship in Vermont. One team competed in the Southern Circuit in Florida. One team competed in the European Lightning Championship in Sicily.

Additionally, the two favorite long distance overnight club races each year are the twenty-mile Whispering Palms/Agaja and the one hundred ten mile Badagry Creek races.

While many of the weekends are club racing, we have a number of sponsored races too. The types of racing vary from regattas, pursuits, windward-leeward marks, and just regular racing around channel markers, buoys, and marks located offshore, in the harbor and up the creeks.

Our list of great sponsors includes: Heineken, sponsor of our annual Nigeria Lightning/Tarpon National Championship, 33 Export Brewery, Virgin Nigeria Airlines, Access Bank, Maersk Shipping, Gateway, Lion Trucks, Nigerdock, Hardys Wines, City Contracting, CFAO Technologies, Chevron and ExxonMobil.

Additionally, the club continues its very active social life with several events each month. Dinners and dances include Lightning and Hobie annual dinners, Octoberfest, Sail-Around-The-World, Thanksgiving, Holidays, and New Years Eve.



Michael Barnes with crew Kevin Gosling and Alexander Hayman at the Worlds

Ian Edwards with crew Knut Engebretsen and Rick Rothenbuler at the Worlds

## OHIO

District Commodore: Tom Varley

## Fleets

23	Indian Lake Yacht Club	71	Rocky River
27	Leatherlips Yacht Club	150	Mansfield Sailing Club
36	Pymatuning Yacht Club	303	Cowan Lake Sailing Association
43	Buckeye Lake Yacht Club		



District Championship Participants



District winner Matt Fisher with crew Lisa Fisher and Abby Ruhlman

**FLEET 23 INDIAN LAKE YACHT CLUB**

Sailing on Indian Lake  
Russels Point, Ohio

Fleet Captain: James T. Young

BOAT#	BOAT NAME	OWNER
12551	Wind Thief	Robert L. Clover
13741	Wind Thief	Robert L. Clover
14751	Wind Thief	Robert L. Clover

**FLEET 27 LEATHERLIPS YACHT CLUB**

Sailing on O'Shaughnessy Reservoir  
Powell, Ohio

Fleet Captain: Eric Brandt

BOAT#	BOAT NAME	OWNER
14897		Kurt Andrews
15191		Eric Brandt

**FLEET 36 PYMATUNING YACHT CLUB**

Sailing on Pymatuning Lake  
Jamestown, Pennsylvania

Fleet Captain: Dean N. Caley  
Fleet Secretary/Treasurer: Sue Maras  
Race Chairman: Justin Proctor

BOAT#	BOAT NAME	OWNER
8635		Justin Proctor
9375	Kyushu Gypsy	G. Scotland Werley
9835		June Maltbie
12593	Caution!	Robert C. Baumgardner
12787	Buzzoff	Greg Pollock
12972	Trouble	Robert C. Baumgardner
13181		Martin Powell
13240	Recess	Janis J. Gamer
13255	Covert Maneuver	Jim Martuccio
13465		Susan Fink
13608	Relax	Bridget Frymeier
13905	Syzygy	Jonathan Dean
14186	Silly Daddy	Marc Cline
14208		Bev Boyle
14242	BlueMoon	M. Andrew Sees



BOAT#	BOAT NAME	OWNER
14285	Enticer	Frank Thompson
14340		Dennis McLaughlin
14343	SOB	Bill Weihe
14420	Greased Lightning	Dean N. Caley
14483	Spice	Martin Powell
14513	Hang Tuff	Lud Lekson
14523	Moo	Len Ciccone
14546	Hakuna Matata	Marilyn K. Maras Victor Maras
14573		John M. Woodall
14579	Arete	Nedra J. Lewis G. Scotland Werley
14657		Justin Proctor
14678	Rigamorole	Edgar Rumble
14751	Tog Bog	Ralph Meacham
14885	Blue Line	Douglas C. Blackburn
14907	Chaos & Creation	Kate Scotti
14914	Cool	Don Courtsal
14956	Encore Pizzaz	Herbert Jestel
14957	Git-R-Done	Ryan Ruhlman
15000	Jack's Boat	Timothy Werley
15015	Slightly Cantakerous	Bertie M. Werley John Werley Kate Werley
15022	Sight Unseen	Garry Condon
15075		Maegan A. Ruhlman
15112	No Time to Kill	David E. Werley
15257		Robert Ruhlman
15288		John Dunne
15357		Abigail A. Ruhlman

Fleet 36 continues to participate in the Southern Circuit in March as a kick start to the sailing season. This year we had five members participate in the entire regatta. Ryan

Ruhlman with Nick Turney as crew finished 12th overall, with Rob Ruhlman and crew Abby Ruhlman and Dave Werley finishing 13th overall. Those warm southern breezes and friendships sure help to beat the Pennsylvania cold and winter blues.

This year marked the 25th annual Spring Classic at Pymatuning, and the Fleet set out to mark this anniversary with an extra special regatta and party. In addition, there was a raffle for a new set of North sails. Ticket sales had started on the Lighting website and continued through the regatta. We promised everyone "bigger and better" and we delivered, thanks to the hard work of Chairman Bertie Werley, all of our Fleet members and lots of outside sponsors. Our very own Rob Ruhlman and John Dunne entertained the group with live music during the Friday night hot dog party.

Three exciting races were held during the day, with the boats coming in to complimentary "chair massages" donated by John Dunne. What a great way to work out the kinks of the day and get ready for a crazy party with a live band. Dancing and partying went on into the early hours of the morning.

Sunday morning brought colder temperatures and a little too much wind, so everyone headed to the bloody mary bar instead of the racecourse. Once again, the winner of the regatta after Saturday's racing won the regatta with no racing on Sunday. Congratulations to Dan Moriarty with crew wife Tobi and Stu Fisher, winners of the regatta. Also congratulations to our own Tim Werley who had the highest finish for a PYC boat at 8th. The big winner of the sails was Frederick Wright. In addition, Fleet 36 was able to donate \$500 to the Boat Grant Program. All in all, the 25th Anniversary of the Spring Classic was a huge success.

After the Spring Classic, Fleet 36 settled into regular weekend sailing, holding races most Saturday and Sunday afternoons with great participation and lots of friendly competition.

In addition to all of the sailing at Pymatuning, many of our members traveled to various regattas. The Ohio Districts were sailed in Mansfield this year. Twenty-one Fleet 36 members participated in this regatta. Special thanks to Matt and Lisa Fisher for housing most of these people!





PYC finishes are below:

- 2nd Dave Werley, Emma Werley, Greg Maras
- 3rd John Werley, Bertie Werley, Kate Werley
- 4th Vic Maras, Adam Maras, Cameron Maras
- 7th Tim Werley, Beth Werley, Samantha Maras
- 12th Dean Caley, Kandi Caley, Kay Sees
- 13th Bob Baumgardner, Cody Signor, Nate Signor
- 16th Doug Blackburn, Lis Blackburn, Andy Sees

Once again, many of our junior sailors traveled to Put In Bay for the ILYA Junior Bay Week. Alex Werley with cousins Matt and Sam Werley sailed a Thistle, and Kate Werley, Adam Maras and Liam Condon all sailed Lasers. It was the first time to this regatta for all but Kate, so many new friendships were made during the week, and they all hope to go back in 2010.

The first weekend in August was the Buffalo Canoe Club Youth Invitational. Coming in 3rd was Tim Werley with sister Kate and cousin Beth on board. Maegan Ruhlman crewed on the 9th place boat with Christine Moloney and Julianne MacDonald. The 2nd weekend in August, Tim Werley with crew Beth Werley and Samantha Maras traveled to Sodus Bay to compete in the Juniors' North American Championship. These three juniors sailed an outstanding regatta in their last year of qualifying as a "junior," finishing 4th overall. Great job to all of you!

We sent two boats to the Lightning North Americans in mid August. Congratulations to Ryan Ruhlman with crew Martha Fisher and Nick Turney for finishing 8th and Rob Ruhlman with wife Abby and Dave Werley for finishing 14th.

Regular sailing continued through the fall, with the awards party being planned for early in 2010. By this time we have been apart for a long enough time and are ready to see each other again. Results for the various series for the year were as follows:

First	Second	Third
<b>Spring</b>		
Dean Caley	Garry Condon	Bob Baumgardner
<b>Fall</b>		
Dean Caley	Bob Baumgardner	John Werley
<b>Saturday</b>		
Caley/Sees Team	John Werley	Scot Werley
<b>Sunday</b>		
Caley/Sees Team	Justin Proctor	John Woodall
<b>Stay-at-Home</b>		
Justin Proctor (tie – 1st)	Scot Werley (tie – 1st)	Ed Rumble







### Championship Results:

- 1st John Werley
- 2nd Dean Caley
- 3rd John Woodall
- 4th Justin Proctor
- 5th Bob Baumgardner

2009 was another great year of sailing for our Fleet both at Pymatuning and other regattas. We did not seem to see much impact of the poor economy as we had forty-six boats at the Spring Classic and still travelled to other regattas. Thankfully, we are able to find a way to continue to do what we love even in challenging times. We hope that 2010 brings much more exciting and fun sailing.



### FLEET 43 BUCKEYE LAKE YACHT CLUB

Sailing on Buckeye Lake  
Columbus, Ohio

Fleet Captain: Matt V. Fisher

BOAT#	BOAT NAME	OWNER
14056		Matt V. Fisher
15045	Ladies Choice	Matt V. Fisher

### FLEET 71 ROCKY RIVER

Sailing on Lake Erie  
Cleveland, Ohio

Fleet Captain: George Auer

BOAT#	BOAT NAME	OWNER
13726		Bill L. Buckles

The Fleet members and boats remained the same from 2008.

On October 3 and 4 Fleet 71 hosted the first annual Chili Pepper Regatta. Eight boats participated, with four races sailed in perfect open water conditions. James Taylor won, Bill Buckles second, and Bob Shutt in third captured his first regatta trophy.

Saturday evening Dave Samanich and crew put on a wonderful clam bake dinner. Check the Class and/or Ohio District website for 2010 dates. Our Fleet activity basically amounted to supporting local and national regattas. Dave Samanich sailed in the Southern Circuit, Bill Buckles the masters in Burlington, and I sailed with James Taylor at Sodus Bay.

George Auer

### FLEET 150 MANSFIELD SAILING CLUB

Sailing on Clearfork Reservoir  
Lexington, Ohio

Fleet Captain: Thomas H. Varley

BOAT#	BOAT NAME	OWNER
6944	Toby	Chandler Stevens
13485		Christopher Clarke
13979	X stream	Thomas H. Varley
14067		Bob Shutt
14212	Steam Driven	Sean D. Dillon
14390	Granfalloon	James L. Stone
14421	T-Bird	Sean D. Dillon
14433		David E. Samanich
14824	Got Mojo?	Christopher Clarke
14952	X stream	Thomas H. Varley

## FLEET 303 COWAN LAKE SAILING ASSOCIATION

Sailing on Cowan Lake  
Cincinnati, Ohio

Fleet Co-Captain: Mike Brock  
Fleet Co-Captain: Ann Brock  
Fleet Champion: Dr. Steve Weeber

BOAT#	BOAT NAME	OWNER
11777		James Young
11515	The Missing Piece	Jeff Pugh
13110		John Tangney
13504	Rocky	James P. Taylor
14110	Figment	Dick H. Pugh
14216	Adrenalin	Kenneth J. Irwin
14875		Bryan Riddiford
14287	Talaria	Stephen A. Weeber
14925		Michael H. Brock
15172	Rocky	James P. Taylor
15179		Dennis Rhoades
15207	bravado3	Stephen A. Weeber
15317	Phoenix II	Stephen A. Weeber

2009 was a good year for Cowan Lake sailors. We were well represented on Sundays for club racing and the local regatta circuit. In October we hosted our annual Fall-In regatta.

At the club level master mariner Ken Irwin, Dennis and Kathy Rhoades, Mike LoVullo and Mike Brock kept the



Mike Brock and Bill Young crossing each other

Lightnings visible on Sundays. Dick Pugh and Jim Young split their time sailing between Cowan and Indian Lake. Both Steve Weeber and Jim Taylor spent a good part of the year on the District and national regatta circuit with strong finishes. Jim won the District's Governors Cup.

In late October we hosted the 36th annual Cowan Fall-In regatta. We had thirteen boats show up for the regatta that was forecasted to be cold, wet and windy. We sailed five races on Saturday on various parts of the lake in an attempt to set the longest possible legs, as the wind came from the north, the short part of the lake. While the rain held off to a fine mist, it was a cold day on the lake.

Tired sailors were welcomed to a hot meal at the end of the day. On Sunday the sky was a bit clearer and wind lighter. However, the Race Committee sent the fleet out in the early morning 35 degree weather for two more races. In the end, Jim Taylor won another Fall-In, followed by Tom Varley and Jeff Pugh.



Downwind looking for air at Fall In on Sunday



# PACIFIC NORTHWEST

## PACIFIC NORTHWEST

District Commodore: John DeBenedetti

### Fleets

64	Indian Lake Yacht Club	283	Rocky River
90	Leatherlips Yacht Club	507	Mansfield Sailing Club

### FLEET 64 MAPLE BAY

Sailing on English Bay  
Maple Bay, British Columbia, Canada

### FLEET 90 KITSILANO YACHT CLUB

Sailing on Maple Bay  
Vancouver, British Columbia, Canada

Fleet Captain: Menno Bos

BOAT#	BOAT NAME	OWNER
11645	Shanic	Douglas Ash
13289	Liisa	Richard Pearce
13685		Menno Bos
14089	Bar Code	Menno Bos

### FLEET 283 COLUMBIA

Sailing on Vancouver Lake  
Portland, Oregon

Fleet Captain: Jeff Stong

BOAT#	BOAT NAME	OWNER
6725	Natural Speed	Dale J. Drevdahl
8497	An' Son	John A. Sanford
10731	Tin Hau	Gary A. Kokstis
11151		Darrell Peck
12078		Spencer Carson
12426	Tin Hau	Edward Bourguignon Gary A. Kokstis
12675		Edward Bourguignon
12990		Darrell Peck
13788	Too Tense	Gerald L. Neuburger

BOAT#	BOAT NAME	OWNER
13837	Spook	Gerald Martin
13869	Flash	Jeff Stong
13896	Foam Heads	John DeBenedetti
13949	Frenzy	Randy Anderson
14040	Roaring Forties	Roger Hicks
14079	Hippo Thunder	Douglas S. Hickman
14233	Taxes Due	Gerald L. Neuburger
14246		Darrell Peck
14288	Humuhumunukunukuapua	Philip P. Parshley
14453	Blue Bayou	Darrell Peck
14539	Gunsmoke Too!	Dale J Drevdahl

Our Fleet gained three newer boats this year. Current members Jerry Neuburger and Dale Drevdahl brought in newer boats to replace their older ones. Eric Torleson joined the Fleet with #14151. Tony Bernatovicz joined as a co-owner of #9690.

The Fleet raced about ninety races during the season. Our Fleet Champion was Darrell Peck. Runner-up was Kevin Stravers. Traveling events were to Districts in Vancouver, British Columbia, as well as regattas in Eugene, Oregon, and San Diego for the California Circuit. Darrell Peck and crew went to the North Americans in Sodus Bay. They were a little disappointed but had a good time. Then they went on to the Worlds in Vermont where they finished 11th! Great! Darrell also competed in the Championship of Champions at Carlyle. So, we had an eventful year.

John DeBenedetti



### FLEET 507 THE PRAIRIE FLEET

Sailing on Chestermere Lake, Lake Newell in Alberta Canada and on Canyon Lake and Canyon Ferry Lake and Flathead Lake in Montana

Fleet Captain: Karsten M. Dalberg

BOAT#	BOAT NAME	OWNER
13675	Hard Tack	David E. Martin
13713	Greased Lightning	Karsten M. Dalberg

## SOUTHEASTERN

District Commodore: Pam Barron  
District Secretary/Treasurer: Lauren Beauchamp  
District Scorer: Bill Sloger  
District Webmaster: Ron Wright  
District Champion: Terry Tyner  
Traveling Series Champion: John Sawyer

### Fleets

127 Savannah Yacht Club	429 Greater Charleston
257 Clarks Hill	440 Palmetto
348 Lake Lanier	463 Lake Maccamaw
365 Catawba Yacht Club	481 Wake
391 Lake Hartwell	511 Cape Fear
Western Carolina	
415 Lake Norman	

Our traveling series had a demanding schedule of ten regattas over the states of Georgia, North Carolina and South Carolina. The series began with Savannah in mid March and ended in Charleston in late October.

Three weeks from the final regatta at Kerr Lake, the Fleet learned that the water was too low to sail for the Borderline Regatta. Fortunately, Hobcaw Yacht Club in Charleston stepped up to the plate, with the support of John Cameron, and agreed to host our final regatta of the year.

Competition continued to be tight among the Fleet competitors as in 2008. There were eight different winners in the series of ten regattas. Only Terry Tyner and Bob Harkrider won two. Will Tyner, a junior, had a very strong showing, tying for 3rd in the SE District traveling series. Will and team also completed the Southern Circuit, finished in 16th place and won Top Youth ahead of our Traveling Series Champion, John Sawyer, in 21st place.

Our series began with the Deep South in Savannah with six teams competing in three races. Saturday was light and variable with strong current. The wind on Sunday was in a medium range and was more consistent. Lenny Krawcheck finished strong in 6th place for the circuit regatta and in 1st place for our series scoring. John Sawyer finished 18th or 2nd for the series, while Will Tyner edged out his dad, Terry Tyner, for 25th and 26th or 3rd and 4th respectively.

Early April, the WCSC hosted the Springboard Regatta. Terry Tyner broke out in the first race and was not challenged for the remainder of the race. Sunday morning there was more of the same light and variable conditions. Terry opened the door for the 2nd race. Marcus Moehlman won while Terry finished 2nd. There was a huge shift for the final race, and the wind picked up. John Pelosi won that race while Terry finished 5th. Terry Tyner held on to his lead to win the regatta with eight points. John Pelosi placed 2nd with eleven points and Marcus Moehlman placed 3rd with fourteen points.

In late April, District Championships were held at CSC. The Race Committee did a great job in getting off six races in 3-7 knots. The regatta began with a postponement. The first race was disallowed when the RC shortened the course, as class rules require three legs. Terry Tyner won the first scored race, while Marcus Moehlman quickly closed for 2nd, followed by John Sawyer.

After a great steak dinner, the Fleet had its district meeting and voted to have the next District Championship at Carolina Sailing Club, Wrightsville Beach. On Sunday Icon Lenny Krawcheck battled back after a disappointing first race and won the next one. Leads continue to change with Mr. Consistent, John Sawyer, winning the following race. Marcus Moehlman came back to shake things up again to win Race 5. Once again the tightness of our fleet showed, with Pierce Barden winning the final race. Five races, five different winners and the point spread was close with three tie breakers for the event. In the end, Terry Tyner won with sixteen points. John Sawyer followed in 2nd place while Marcus Moehlman placed 3rd. Terry stated at the awards ceremony, "It is truly an honor to win this award after seventeen years on the hunt," in respect to the long list of previous winners on the coveted District Championship trophy.

May 30 brought the Fleet to Wrightsville Beach, the only ocean venue. It can be an hour trip out but it's worth it. Thirteen teams sailed five races. Local Jim Harris commanded the regatta with 2-1-2-1-2 for eight points and the win. John Sawyer and Bob Cowan, other locals, placed 2nd and 3rd respectively.

Late June brought us to the Low Country Regatta at BYSC. It was steaming hot, around 100-101 degrees, and not cooling at night to less than 90 degrees. The pool was a welcome sight after racing both days, and the live music was enjoyed by all. Three races were sailed on Saturday, while only one was sailed on Sunday due to the diminishing wind in two converging tidal rivers. Nicholas Ellyn came out on top with nine points, while the tie breaker went to John Sawyer for 2nd and Marcus Moehlman for 3rd with ten points each.

Next in the series was Charleston in late July at CYC. This venue is similar to Beaufort in that the harbor has two converging tidal rivers, Cooper and Ashley, though much larger. You can always count on the sea breeze. We had five excellent races with the wind at 12-18 knots. Marcus Moehlman and local Henry McCray dominated the racing. Dennis Baker, Lauren Beauchamp and Pam Barron had some exciting photo finishes. Marcus edged out Henry for the win with three bullets and seven points, while Henry had eight points.

Late August, the Fleet gathered at Lake Waccamaw, which is a short drive from Wilmington, North Carolina. The RC was only able to get off two races. John Pelosi won both, thereby winning the regatta. Richard Waldkirch and Bob Cowan followed closely behind with five and six points respectively.



Lake Thurmond at ASC was the next venue on September 19 and 20. There was a strong showing of the Fleet with heavy rain predicted. The Fleet was lucky, as it held off during the racing. It was light with puffs coming primarily from the South Carolina shore. The regatta was really won on Saturday with a one-point spread between the dominating leaders, as they each had a 1-2 finish on Sunday. Bob Harkrider won the regatta of five races with ten points, while Lenny Krawcheck placed 2nd with eleven points. Marcus Moehlman finished 3rd with twenty-three points.

The 40th Atlanta Cup at LLSC followed close behind on October 2-3. Short sleeve temperatures and winds 10-15 mph greeted the Fleet. The RC got off four great approximately one-hour races on Saturday. Sunday's racing was abandoned due to lack of wind. Bill Hofmeister won the regatta for the 3rd consecutive year with three bullets and a total of five points. Bob Harkrider once again attempted to remove Bill from the top but fell short with eight points for 2nd place.

The Fleet concluded its series at HYC at Charleston on October 24-25, thanks to Henry McCray, Nicholas Ellyn and John Cameron working hard to put this regatta together in three weeks after the cancellation of Borderline. Saturday's racing in 15-20 conditions was dominated by a young team lead by Will Tyner. Will had a commanding lead of four bullets going in to Sunday's races, and it looked as if Will was going to have his first district win. However, Bob Harkrider fought back with a vengeance on Sunday with three bullets to win the regatta with eleven points. Will Tyner placed 2nd with sixteen points and showed strong promise for the future.

The regatta concluded with the announcement of the 2009 Southeastern District Traveling Series Champion John Sawyer and the awarding of book ends. Ron Wright was honored with a Special Recognition plaque for "Outstanding Service as Webmaster and Promotion of the Southeastern Lightning District Throughout the Years." Rather than giving other individual placement awards for the 2009 series, a drawing was held for a new North jib for the skippers that qualified. Dennis Baker was the lucky winner. Qualifying skipper results for the 2009 series were:

1st	John Sawyer	3.364
2nd	Marcus Moehlman	3.455
3rd	John Pelosi	5.400
4th	Will Tyner	5.400
5th	Pam Barron	6.485
6th	Henry McCray	6.538
7th	Bill Sloger	6.957
8th	Dennis Baker	7.364
9th	Lauren Beauchamp	7.480

Thanks to Bill Sloger for tabulating the results throughout the year. Check [www.sailsoutheast.org](http://www.sailsoutheast.org) for district schedule, notices of race, news and regatta results.

## FLEET 127 SAVANNAH YACHT CLUB

Sailing on the Wilmington River  
Bradley Point, Savannah, Georgia

Fleet Captain: John M. McIntosh

## FLEET 257 CLARKS HILL

Sailing on Strom Thurmond Lake  
Augusta, Georgia

Fleet Captain: Robert E. Harkrider

BOAT#	BOAT NAME	OWNER
13877	Adrenaline	Robert E. Harkrider
14127		Marcus Moehlman
15310		Robert E. Harkrider

## FLEET 348 LAKE LANIER

Sailing on Lake Lanier  
Flowery Branch, Georgia

Fleet Captain: Pamela M. Barron

BOAT#	BOAT NAME	OWNER
13898	Alice-in-Wonderland	Robert French
15180		Pamela M. Barron

For the years 2007 and 2008, we had drought conditions. Though Lake Lanier is a deep lake, by 2008 there was limited access. No Lightning fleet races were held in 2008, though we hosted the Atlanta Cup by towing boats from a narrow shallow cove.

Significant rains came in 2009. Fleet members' spirits were lifted, and we had a series of fleet races. The Fleet chose to sail non-spinnaker in all of the light air condition races. Tom Wynn came out on top as Fleet Champion with five bullets, while dueling with Pam Barron (now Burke) with three bullets. Bob French followed close behind in 3rd.

By October, Lake Lanier was at full pool. The Fleet hosted the 40th Atlanta Cup. The normal egg bagels, juice and coffee got everyone off for some great racing on Saturday. There were full sun, short sleeve temperatures and mostly 10 to 15 mph breezes. Another great dinner and party completed the day. Unfortunately, on Sunday regatta participants awoke from their tents to calm water. After a postponement, the races were abandoned, and the regatta concluded with the four races from Saturday. There seemed to be no disappointment as there were excellent conditions and courses from the day before.

# SOUTHEASTERN



District Commodore Pam Barron

Bill Hofmeister from Nashville, Tennessee, for the third consecutive year, won hands down with three bullets and one 2nd place finish. Bob Harkrider from Augusta, Georgia, followed close behind with eight points for 2nd place, and Karen Dial from Columbia, South Carolina, placed 3rd. This was Karen's first Southeastern District Traveling Series placement. Congratulations to Karen!

## ***FLEET 365 CATAWBA YACHT CLUB***

Sailing on Lake Wylie  
Charlotte, North Carolina

Fleet Captain: Ronald Wright

## ***FLEET 391 LAKE HARTWELL/ WESTERN CAROLINA***

Sailing on Lake Gartwell  
Anderson, South Carolina

Fleet Captain: Dennis K. Baker

BOAT#	BOAT NAME	OWNER
11090	Baby Doll II	Dennis K. Baker
11771	Wasabi	William R. Sloger
12115		Dennis K. Baker
14313	The Blue Boat	Blank Burkhardt
14412	Yea Baby	Dennis K. Baker

## ***FLEET 415 LAKE NORMAN***

Sailing on Lake Norman  
Charlotte, North Carolina

Fleet Captain: Carter Utzig

BOAT#	BOAT NAME	OWNER
14432	Blitzen	Richard Simpson
14702		Sam L. Boone
14947		Carter Utzig

## ***FLEET 429 GREATER CHARLESTON***

Sailing on Charleston Harbor  
Charleston, South Carolina

Fleet Captain: Leonard Krawcheck

BOAT#	BOAT NAME	OWNER
13941		Henry McCray
14266	Green Wing	John E. Cameron
14266	Green Wing	Harvey McCormick
15085		Leonard Krawcheck
		Nicholas Ellyn

## ***FLEET 440 PALMETTO***

Sailing on Lake Murray  
Columbia, South Carolina

Fleet Captain: Terry E. Tyner

BOAT#	BOAT NAME	OWNER
10810	Rode Hard	Will Tyner
14825	A Quick Joyride	Terry E. Tyner





## FLEET 463 LAKE WACCAMAW

Sailing on Lake Waccamaw  
Waccamaw, North Carolina

Fleet Co-Captain: Paul Jueschke  
Fleet Co-Captain: David A. McLamb

## FLEET 481 WAKE

Sailing on Kerr Lake and Lake Jordan  
Raleigh, North Carolina

Fleet Captain: John W. Pelosi

BOAT#	BOAT NAME	OWNER
13738	Past Due	Lauren W. Beauchamp
14637	Great Escape	Charles L. Moore
14747		Alan F. Krauss
14852	Magnum Force	Robert L. Graves
14932		John W. Pelosi

## FLEET 511 CAPE FEAR

Sailing on the Atlantic Ocean  
Wilmington, North Carolina

Fleet Captain: Pierce Barden

BOAT#	BOAT NAME	OWNER
9398	Old School	Jay Taylor
10860		Paul Whitesides
14062	White Star	Andrew C. Barton
14318	Soul Sister	John R. Sawyer
14356	Lightn' Up	William F. King Chris Stone
14550	K3	Theresa Kramer
14622	Sasam	James Gates Harris
14682		Bob Cowen
14695		Richard B. Waldkirch
14701	Driving Blind	James A Harris
15139	Fast Horses	Tommy van Arsdale
15236		Steven D. Johnston
15241		Pierce P. Barden
15351		Pierce P. Barden



Fleet 511 gained another boat in 2009 when Paul Whitesides refurbished a Lippincott belonging to Martha Fisher, raising Cape Fear Fleet 511's total number of Lightnings to twelve. The boat, originally owned by Martha's grandfather George, had not seen water for several years and was a welcome addition.

Even before the season was in full swing, four boats from Fleet 511 traveled to Columbia, South Carolina, for the Southeastern District Championship in late April. Cape Fear Fleet members placed in the top six out of the fifteen boats attending. John Sawyer finished 2nd, Whitesides 4th, Pierce Barden 5th, and Richard Waldkirch 6th, respectfully.

The Carolina Yacht Club, founded in 1853 and the second oldest yacht club in the country, held a variety of races throughout the season. The Sound Series, which consisted of eleven races held on Tuesday nights, was won by Jim Harris. Harris also won the July 4th Cup Regatta. The ocean series was won by co-skippers Barden and Tommy van Arsdale. It consisted of twelve races held on Saturdays in the Atlantic Ocean.

In late May, the Fleet hosted a two-day regatta that counted as part of the Southeastern District traveling circuit.



# SOUTHEASTERN AND SOUTHERN



Sawyer served as the Regatta Chairman with other Fleet members taking on regatta logistics and responsibilities. Thirteen boats competed in varying conditions. Fleet 511 members swept the top three places, with Harris winning the regatta, Sawyer in 2nd, and Bob Cowen in 3rd.

In early August, the CYC held its annual SAYRA regatta. Record participation showed up for this multi-class, one-design event. Five races were completed in the ocean, with ten Lightnings participating. The weekend saw lots of wind, waves, surfing, and some equipment failures. Barden and van Arsdale won the event, followed by Harris in 2nd, and Steve Johnston in 3rd.

On a more regional level, sailors that sailed a minimum of five regattas in North Carolina, South Carolina, and Georgia qualified for the overall 2009 Southeastern District Traveling Series Trophy. Sawyer was the only boat to qualify from Fleet 511 and won the title.

Our Fleet was also well represented at some of the larger Lightning events. Waldkirch attended the last leg of the Southern Circuit in St. Petersburg, Florida, in March, while Sawyer completed the entire Southern Circuit. Barden and van Arsdale went to the Atlantic Coasts in Toms River, New Jersey, in July.

Fleet 511 will host the Lightning Southeastern District Championships on June 5 and 6, 2010.



## SOUTHERN

District Commodore: Thomas Meric

### Fleets

62	Southern Yacht Club	179	Pass Christian Yacht Club
135	Mobile Bay	388	Jackson Yacht Club



## FLEET 62 SOUTHERN YACHT CLUB

Sailing on Lake Pontchartrain  
New Orleans, Louisiana

Fleet Captain: Lawrence N. Frost

BOAT#	BOAT NAME	OWNER
13957	In Sensitivity Training	Ted Prechter
14136		Callender R. Herman
15211		Lawrence N. Frost
15329		Thomas S. Meric
15393	Yo-Yo Smuggler	Marcus Eagan



Tom Meric at the NAS



# ***SOUTHERN AND ST. LAWRENCE VALLEY***

## ***FLEET 135 MOBILE BAY***

Sailing on Mobile Bay  
Mobile, Alabama

Fleet Co-Captain: Robert E. Bernhardt  
Fleet Co-Captain: Christopher Frost

BOAT#	BOAT NAME	OWNER
13060	Bigeminy	E. Russell March
14507	Oh Baby!	John P. Buziak
15201	Bob Sled	Robert E. Bernhardt

## ***FLEET 179 PASS CHRISTIAN YACHT CLUB***

Sailing on the Gulf Coast, Mississippi Sound  
Pass Christian, Mississippi

Fleet Captain: Peter W. Furze

BOAT#	BOAT NAME	OWNER
8131	Woodstock	Eugene H. Walet
9696	Smoooth	Buddy Clarke
13627	Summer Lightning	Bob Peat
13931	Pandemonium	A. Scott Barrett
14355	Spirit	Eugene H. Walet Peter W. Furze

## ***FLEET 388 JACKSON YACHT CLUB***

Sailing on Ross Barnett Reservoir  
Jackson, Mississippi

Fleet Captain: John B. Waskom

BOAT#	BOAT NAME	OWNER
10959		John B. Waskom
14736	Enigma	John B. Waskom

## ***ST. LAWRENCE VALLEY***

District Commodore: Peter Hall

### **Fleets**

215	Royal St. Lawrence Yacht Club	516	Beaconsfield Yacht Club
499	Pointe Claire Yacht Club		

## ***FLEET 215 ROYAL ST. LAWRENCE YACHT CLUB***

Sailing on Lac St. Louis  
Montreal, Quebec, Canada

Fleet Captain: Anthony Staples

BOAT#	BOAT NAME	OWNER
13855		Louis Brousseau
14114		Alan Ranger
14768	Kristatoo	Anthony Staples Peter Hall
15210		Peter Hall



Peter Hall, David Burchfiew and Cedric Audette-Campbell at the Masters'

# ST. LAWRENCE VALLEY

## FLEET 516 BEACONSFIELD CLUB

Sailing on Lac St. Louis  
Montreal, Quebec, Canada

Fleet Captain: Jay Deakin

BOAT#	BOAT NAME	OWNER
2684	Day Girl	Michael Holly
12217		Valerie Holly-Tardif
14326		Jamie Allan
14445	Scratch	Stephen Waldie
14591		Alain Boucher
14905	Rum Lime	Jamie Allan
15082	Day Girl	Michael Holly
		Jessica Lombard

2009 was the inaugural year for Fleet 516. Based out of Beaconsfield Yacht Club, our Fleet is a new addition to the St. Lawrence Valley District. At present we have a dozen Lightnings at three different clubs on the lake.

Our Fleet would like to thank the Boat Grant Program, as we have benefitted greatly from this terrific initiative. Jess Lombard, Boat Grant recipient in 2009, and Stephen Waldie, Boat Grant recipient in 2007,) took our local fleet boat to the Southern Circuit to kick off the season. Jess Lombard and her team of Caroline Trottier and Stephanie Boucher received their boat in the spring and had a great season learning the boat and sailing with our Feet and in the St. Lawrence Valley District. The girls had a lot of fun and are hooked on Lightning sailing, having sailed some great events, including Pymatuning, Malletts Bay, the Canadians, Districts and North Americans, as well as the regular weekly races. They are looking to purchase a boat and will be back in the mix in 2010. Stephen Waldie bought a boat in 2009 and has been a great addition to the Fleet. We feel fortunate to have some young blood in our Fleet. We have the Boat Grant Program to thank.



2010 already looks to be a good year for growth, as Etienne Portelance has just purchased a new boat and will be sailing with Fleet 516 this summer. We are also doing our best to keep crew in the pipeline. Mike Holly and Val Tardif had their second child, Annabelle, on November 30. Jay Deakin and his wife Cynthia are expecting in June 2010.

Fleet 516 is looking forward to hosting the 2010 Canadian Open at Beaconsfield Yacht Club in early July. The club is a fabulous venue for sailing as well as for "extra curricular" activities. We are committed to making this event one to remember, so put it on your sailing schedule for 2010. You will not be disappointed if you attend!



Jamie, Jay and Mark at the Worlds



Jessica Lombard from the Boat Grant Program at the NAs





## SWITZERLAND

District Commodore: Jacques Petter

### Fleets

48 Chantier Naval de Corsier-Port  
169 Lac de Neuchatel

358 Flotte Murtensee

### FLEET 169 LAC DE NEUCHATEL

Sailing on Lac de Neuchatel  
Neuchatel, Switzerland

Fleet Captain: Gilbert Despland

BOAT#	BOAT NAME	OWNER
12571		Alain Perret



Jacques Perret and his wife at the Worlds

### FLEET 358 FLOTTE MURTENSEE

Sailing on Lake of Murten  
Murtensee, Switzerland

Fleet Captain: Jacques Perret

BOAT#	BOAT NAME	OWNER
13692	Milan	Hans-Peter Schmid
13790	Meltemi	Urs Wyler
14530	Santa Fiamma	Jacques Perret



## TEXAS

District Commodore: Clarke Newman  
 District Secretary: John Womble  
 District Treasurer: Amanda Boers  
 District Measurer: Sylvan Newman  
 District Champion: Clarke Newman  
 District Runner-Up: Aroldo de Rienzo

### Fleets

35 Dallas Corinthian Sailing Club      435 Rush Creek Yacht Club

2009 was a very interesting year for the Texas District. The year began with a move of the majority of the Dallas boats back to Rush Creek Yacht Club. Seven boats made the switch in January. Shortly thereafter, Aroldo de Rienzo joined the Rush Creek Fleet where began his campaign for the 2011 Pan Am Games to represent the host country, Mexico. He has been a great addition to the Fleet.

The sailing began almost immediately. We do get some good sailing days in January, February and March. At first we felt a bit out of place on a large body of water but it was great.

Bill Biermann took delivery of a much newer boat, #14964. He sold his old 12000 series boat. That was a pleasant upgrade for the Fleet.

In April, we sailed in RCYC's Founders Regatta to celebrate the fortieth anniversary of Rush Creek. It was great in that my dad, Sylvan, sailed the regatta. At eighty-three, he was the only original member to skipper the event. We had a great turnout of six boats, including Steve Bell from Fleet 35 sailing his new boat that he bought from Tom Niles. The Fleet race was won by John Womble. My dad was 2nd.

All was great until a storm chased us off the lake on Saturday. In trying to get the boats out of the water, Jeff Camiel's lifting bridle broke, and #14045 was seriously damaged. Fortunately, no one was injured. She is still not yet back on the water. We hope to have Jeff's boat back out in the spring.

In May, the new Southwestern Circuit began with the first stop at Bay Waveland Yacht Club for the Southern District Championships. Marcus Eagan and Larry Frost showed us how to sail in a breeze with chop. We ended up 4th and John was right behind us.

John Womble was the only boat from Texas who could make the second stop in Memphis. The Hernando deSoto Regatta was well attended, as have all of the stops on this new Circuit.

Peter Doncaster, who has been sailing with us for a while, bought Steve Bell's old boat and immediately started making trouble for John, Bill and myself in Sunday racing.

The third stop on the Circuit was the first in Texas. The Texas District Championship was held in early June, and, for the first time in fifteen years, we had double digit attendance with eleven boats. It was a battle from the start between Larry Frost from New Orleans and myself. In the end, Larry won by a point. Since we were the first Texas boat, we were the District Champions. My crew was my sister Deanna and Kelson Elam. Aroldo was 4th so he was the District runner-up. What a great event.

We continued to race on Sundays. We now run a bunch of short races instead of the two longer races we used to run. It has been an interesting change of pace.

Aroldo sailed the NAs as the only Texas boat to make the trip. He also sailed in the World Championship at Malletts Bay finishing 35th.

We then went on the road again to Jackson, Mississippi, for the fourth stop on the Circuit. We had three boats from the District travel—John Womble, Steve Bell and myself. Once more, a battle between Larry Frost and myself ensued.





My crew, Deanna and Ralph Bilnoski from Fleet 35, and I ended up tied with Larry, but he got me on the tie breaker.

We returned to Rush Creek for some glorious October sailing at the fall Dinghy Fest Regatta. We had five boats including Mark Haas from Houston. Mark is a recent transplant from the fleet in Lagos, Nigeria. He was sailing Ian Edward's red boat. Mark Boaz, who spends most of his time in Annapolis, joined us and sailed my dad's boat. I and my crew, Deanna and Ralph, finished 1st, followed by John, Bill Biermann, Mark Boaz, and Mark Hass.

Ian Edwards has been working towards the goal of reactivating the long dormant Houston fleet. His crazy idea was for the Dallas guys to bring down boats for people in Houston to sail. With the help of Mark Haas, we got three boats down. With John Glasscock joining us from Houston and Ian's two boats plus John, Aroldo, and myself, we had nine Texas boats at the fifth stop on the Southwestern Circuit, the Houston Yacht Club Turkey Day Regatta.

With four out-of-town boats, the Turkey Day Regatta had the highest attendance of any of Circuit events thus far. Deanna, Ralph, I managed to win, with Aroldo finishing 2nd. We even got Steve Harris to come back out!

With that, the Circuit tightened significantly. Since we got a travel point and Larry Frost was sailing at home, we were tied going into the last event, the Sugar Bowl Regatta in New Orleans. This regatta was the last stop on this year's Circuit. Since it occurred after the due date for this report, you'll just have to look at the ILCA website to see who won!

We have had quite a bit of involvement from many people in the District, Fleet 35 and Fleet 435. Many thanks need to go out to Ann Ramsey, Ginger Armstrong, Beth Richard, Sylvan Newman, Deanna Newman, Vernon Goldberg, Steve Bell, Amanda Boers, Ralph Bilnoski, Amy Anderson, and Chris Shipman. Skip Dieball has been coaching Aroldo. Aroldo has really helped the District with his friendship and willing insight. He even sponsored a dinner at the Turkey Day Regatta.

No list of thank yous would be complete without singling out John Womble for his tireless work to organize the Southwestern Circuit and run the District website, Bill Biermann for his organizing the Fleet 435 activities, and Ian Edwards for doing his fleet building magic here in Texas as he did in Nigeria.

The District has submitted a bid to host the 2010 Pan Am Trials. We'll see if we get it. I think we can host a super event.

We have never been closer as a group, and we look forward to next year. However, before we move on, we need to bid farewell to Beth and Teresa Richards who are leaving us for California. They have been great members of our Fleet and our District. We will miss them. We also lost Willis McQueen this year. He was the last surviving original member of Fleet 35. At ninety-four, he was the eldest active Lightning sailor, having sailed #12500 just a couple of months before he passed. He owned a Lightning continuously for sixty-one years.

We look forward to 2010 for continued growth and momentum. Come join us in Texas for some good southern hospitality and good sailing!

Clarke Newman

## *FLEET 35 DALLAS CORINTHIAN SAILING CLUB*

Sailing on White Rock Lake  
Dallas, Texas

Fleet Captain: Stephen Bell

BOAT#	BOAT NAME	OWNER
10014		Rob Edwards
10020		Jim Crittendon
10811		Matt Moran
10937	The Flying Spoon	Kerry Cole
11118	Roadrunner	Ralph Bilnoski
12065		Bruce Jenevein
12500		Willis McQueen
13644		Michael Daniel
13703		Stephen Bell
13722		Spencer McGowan
14344		Clancy McKenna
14737	Saguaro	Stephen Bell

Contrary to popular belief Lightning Fleet 35 is alive, well and celebrating our sixty-sixth consecutive year here at the Corinthian Sailing Club (CSC) in Dallas. While we did lose almost half of our rank to another venue in the first quarter of 2009, nine boats remain at CSC, plus one orphan (#13100) due to the passing of Willis McQueen. Willis sailed his first Lightning on White Rock in 1942 and was an avid Lightning sailor well into his nineties. He built a wooden Lightning in 1949 then sailed it on White Rock for many years. The tenth boat on the lake calls our neighbor the White Rock Boat Club (WRBC) its home. This boat is restored woody #707, which was spotted sailing on the lake Saturday afternoon in a stiff breeze as I write this report.

This has been a year of rebuilding for Fleet 35. So far in 2009 we have gained one new skipper, Patty Joan Hines (#10020), who recently graduated from the CSC adult sailing program. Another skipper, Steve Bell, upgraded to a newer boat (#14737) from Mississippi. We hope to add another skipper and boat later this year and rebuild a healthy local racing program in the near future. In the meantime, we chase the other fleets around or toss out a few marks and train for the next regatta.

In September we held a fleet-building event in conjunction with the annual CSC Open House. Fleet members manned a Lightning booth which displayed a recent boat with

graphics showing specifications, performance data, used boat availability, recent and historical photographs. Fleet members ate free hot dogs and spoke to over two dozen people during the afternoon, which resulted in the sale of Lightning #13100. With the soft economy, boat space is readily available both here at CSC and the WRBC on the north end of the lake. Come out and join us!

In October, Fleet 35 members, on behalf of the Club, provided the City of Dallas input for budgeted major park improvements. This plan included a forty-percent larger concrete paved parking lot for our Club, an improved boat ramp, and adjacent trailer parking with tie downs that will make hosting out of town regatta visitors much easier. Construction should start sometime in 2010.

Sailors from CSC also participated in the annual Hospitality Regatta held at the Jackson Yacht Club October 10–11. This regatta was the fourth stop on the Southwestern Lightning Circuit that was attended by nine boats from within the region. Ralph Bilonski crewed for former CSC member Clark Newman, and Steve Bell skippered #14736 with Amanda Boers and former long time CSC member John Waskom IV. A good time and dinner was had by all. Fleet members also sailed at several smaller events within the Texas District.

Finally Steve Bell and Amanda Boers won the 2009 William F. Leonard Memorial Trophy for a couple that shows the spirit of competitive sailboat racing.



## FLEET 435 RUSH CREEK YACHT CLUB

Sailing on Lake Ray Hubbard  
Dallas, Texas

Fleet Captain: William Biermann  
Fleet Secretary/Treasurer: Peter C. Doncaster

BOAT#	BOAT NAME	OWNER
10275	Xanadu	Beth Richard
12132	All Flash/ No Dash	William Biermann
13228	Andros Dos	Vernon Goldberg
13703		Peter C. Doncaster
13806		Sylvan Newman Vern Goldberg
14045	Blitz	Jeff Camiel
14817	Sexy Bitch	John M. Womble
14964	OHHH NOOO!!! Mr. Bill	William Biermann
14975	No Big Heal	Aroldo de Rienzo
15360	Lunatic Frange	Clarke D. Newman

As noted in the Texas District report for the 2009 year-book, Fleet 435 was reactivated at Rush Creek Yacht Club (RCYC). The move to RCYC was not without a hiccup or two, but we all survived. The economic hit has been hard on many of us in the world of sailing, but again we appear to be surviving. Bill Biermann was asked to serve as Fleet Captain. He was joined by Peter Doncaster serving as Fleet Secretary/Treasurer.

The year started with all sorts of fun settling into our new environment at RCYC. The Club held an open house to welcome Fleet 435 back to RCYC. All the old Fleet 435 trophies were cleaned up and put on display to stimulate memories and renew interest in the Fleet. Fleet 435 once numbered forty-five Lightnings. Our move of eight boats to reactivate the Fleet was a great start to rebuilding Fleet 435.

We did not focus on specific spring, summer, or fall series this year. Local series racing will resume in 2010. Our 2009 focus was on introducing the club to our Fleet, finding our niches for participation within RCYC and getting the word out about our move. We worked hard at building boats and crews.

Bill Biermann replaced his thirty-seven year old boat for one only nine years old. Peter Doncaster purchased a Lightning and joined Fleet 435. Peter was a great addition to the level of competition in the Fleet. While we do not see much of Aroldo de Rienzo's Mexican team, we consider him a prize catch both for our Fleet and RCYC. Not many clubs can claim to have a member campaigning to qualify for the 2011 Pan Am games.

We lost a few boats this year to accidents and the economy. A t-bone collision on the starting line put a damper on Aroldo's first NAs and a good size hole in the port quarter. Good



patch work at least allowed Aroldo to finish the regatta. The subsequent repairs and his business commitments have kept Aroldo off our lake for a while. Jeff Camiel's misfortune on the hoist seems to be an anti-climatic drama with no final act. Lightnings are not built to withstand falls of seven feet. The repairs kept finding more damage than initially assessed. Between his boat in the shop, fighting over insurance, and his out-of-town work assignments, Jeff has been missing in action for months now. Then our good friend Beth Richard found herself on the wrong side of the economic collapse. While it is great she found a job, it is not so great the job is in California.

A few words about our trophies are appropriate since they have been in mothballs for over ten years. Dr. Sylvan "Doc" Newman is a founding member of RCYC and Fleet 435. He happens to be a fine wood worker and has crafted two of our Fleet trophies. Fleet 435 trophies for 2009 went to the following folks.

**Masthead Trophy** is awarded to the skipper making the biggest bonehead move of the year. The trophy is actually the top foot of an old wooden mast. The wood mast was ripped off a boat driven through a club entrance gate with the mast still stepped on the boat. Doc salvaged the top foot of the mast and mounted it onto a wooden base plate.

It is only appropriate the awarding of this trophy in our year of reactivation goes to the skipper attempting to repeat the original incident. Clarke Newman did not rip his mast off the boat, but he did hit an overhead sign with his mast while attempting to navigate a Burger King drive-through lane. The 2009 Masthead Trophy goes to Clarke Newman.

**Most Improved Skipper** needs no explanation. This is another trophy crafted by Doc. It is a roadrunner sculpture mounted on wood. The roadrunner is built from wire, nuts, and bolts.

There is no question Peter Doncaster is the 2009 most improved skipper. Peter showed what can be accomplished by practicing with a regular crew and alternates several days each month. He was a consistent midfleet presence at our regattas and, as noted above, a consistent source of aggravation. You might think Peter is buried at the back, but look up at the second windward mark and you will see Peter in the thick of the fleet.

**Crew Trophy** goes to the best crew of the year. This was a tough call for 2009. First, our local racing was inconsistent in this first year at RCYC, so regatta performances are more of a factor. Second, we have some great crews racing in Fleet 435. However, you can't beat experience, age before beauty, and any other appropriate cliché. The 2009 Crew Trophy goes to Deanna Newman and Ralph Bilnoski crewing for Clarke Newman. This was a tough combination to beat in 2009.

**Dr. Sylvan Newman Perpetual Trophy—Fleet Champion** needs little explanation. As noted above, Doc is a founding member of both RCYC and Fleet 435. He has been committed to the Lightning Class for decades. It is a fitting tribute to name this trophy in his honor.

Clarke Newman is our 2009 Fleet Champion. We did not have any local formal series racing this year. Yet Clarke is consistently the man to beat on our local waters. Clarke took 1st or 2nd place at the regattas he participated in during 2009. Clarke is a serious student of all things in which he involves himself. This is evident in his understanding of weather, sail dynamics, the rules of racing, and sailing in general. He is a worthy champion, and we strive as a fleet to challenge him each year.

**Captain's Trophy** is awarded at the discretion of the Fleet Captain. There are no fixed criteria for this award. In years past it went to the committee chairs for the NAs and Worlds held at RCYC or to the wives supporting the Fleet.

The 2009 Captain's Trophy is awarded to John Womble for his efforts to promote Lightning sailing. John not only was tireless in promoting our Fleet locally, he also took on a leadership role for the Texas District. John is responsible for organizing and promoting our new circuit and our Texas District website. His efforts resulted in the first double digit fleet at our Texas District in over a decade. All the regatta stops involved with our new circuit experienced increased participation due to John's efforts to drive participation. This is especially commendable in a deep recession.

## US @ LARGE

### Fleets

488 Rocky Mountain

### FLEET 488 ROCKY MOUNTAIN

Sailing in Metro Denver and the Intermountain West  
Colorado, Nebraska and Wyoming

Fleet Captain: Nick Farina

BOAT#	BOAT NAME	OWNER
7084		Tim Cochran
10154		William F. Cabrall
11138		David Spira
11276	Dandy Lion	Lucas A. Armstrong
11457	Evenstar	Norman R. Jarvis
13857		Martin R. Mulhern
13858	Grey Goose	Al Gawthrop
14030		Steven H. Davis
14769	North Star	Bob Stoller
15004		R. Scott Hathcock
15026	Lively	John Hutton
15103		Steven H. Davis
15220	Odyssey	David Spira
15265		Steven H. Davis
15315	Quest	William F. Cabrall
15379	Good Vibrations	Jerry Shustrin
15405		David Spira

After several years focused almost exclusively at Cherry Creek Lake in southeast Denver, Fleet 488 expanded this



year, establishing a presence in Longmont on Lake Union and beginning to race with the Union Sailing Club. Scott Hathcock and Bob Stoller spent time getting Scott and his boat up to speed there after a couple of years off. Many of our members live on the north side of metro Denver, and we expect sailing at Union to pick up in the future.

At Cherry Creek, several years of slow steady work on fleet building resulted in well-attended Spring and Summer Series at the Denver Sailing Association. Most Thursdays five to seven boats hit the starting line, a high percentage of the ten boats stored at Cherry Creek.

At the national and international level, we sent teams this year to the Southern Circuit (10th overall) and the California Circuit (Steve Davis won there with honorary fleet member Tom Allen, Jr!), as well as the National Masters' (Bill Cabrall, Rebecca Espinosa, and Norm Jarvis were 9th). Bill, Raeyane Farrell and Jenii Bernet made the North American Championship, also competing in the President's Cup. Steve Davis passed on the NAs to make sure his knee was healed up enough for the Worlds and was rewarded with a 17th.

This is a strong showing for a western fleet. Out west, distances are vast, and sailors know that you have to hit the road to attend regattas. On my team, there is a phrase for it. If someone suggests hitching up the boat and 'going for a drive,' it means more than a thousand miles.







Bill Cabrall at the NAs

Steve Davis set what is likely a new world record 'going for a drive' this spring when he set off for the Southern Circuit, a mere 4,283-mile, round-trip Denver-Savannah-Miami-Denver, and then after less than eighteen hours at home took the boat to San Diego for the California Circuit—Denver-San Diego-Denver, a 2,160 mile round trip.

This brought his bi-weekly trailer mileage to a resounding 6,443 miles. Steve was also able to combine his favorite sport, sailing, with skiing, a local pastime, by towing the boat over the Rockies and down Vail pass in a blizzard. Ask him about it. You don't always need a spinnaker to make a Lightning plane.

Most notably, the Class Office is also less than ten miles from our home waters at Cherry Creek. In addition to being able to count Class Secretary Jan Davis and past Class President Steve Davis as Fleet members, a new addition to our ranks this year, Rebecca Espinosa, has volunteered to design and edit the 2010 yearbook.

Ask local sailors what sailing is like in Colorado, and the phrase 'light and fluky' has been known to come up. While trolling for photos for this report, I found evidence to the contrary. Check out our action photo of the Colorado Governor's Cup at Cherry Creek. That's Bob Stoller and Steve Davis—the legs in back are unmistakable—going airborne off flat water. Given that the air pressure is a third less up

here a mile high, that's quite a feat. I remember that puff! Mostly I remember that when I got the masthead fly back out of the water, the spinnaker was draped over it. It was a great day though, and you can see from the group shot of the Fleet that weekend we are all smiling and all had a great time.

If you are in Denver this summer, we can make sure you have a great time too! We'll be sailing Wednesday nights at Union in Longmont and on Thursday nights at Cherry Creek. Let us know you are coming, and we'll find a boat for you. Just 'go for a drive!' Head west into the sunset a thousand miles on I-70 or I-80, turn left, and you're there. It only takes a day and a half.

If that isn't enough incentive for you to come out west, consider what some of our Fleet members had to say about sailing in Colorado this year:

Jan Davis: For me this was a really fun summer. Steve and I really prioritized our Thursday evenings. It seems to me that we had exceptional conditions this summer, good wind more often than not. We had Francine Hoffman crewing for us, a transplant from New Jersey. Sailing with her was a delight!

Nick Farina: I enjoy how our Fleet travels and always has a presence at national and world events.



Bill Cabrall at the WJMs



Rebecca Espinosa: This was my first year racing in the Lightning Class. Bill Cabrall invited me to crew and was the most technical patient instructor. I learned so much. This past summer in Colorado was the 'year of clouds.' We sailed under skies of beautiful though often threatening clouds, rainbows, and super cell thunder storms. Bill, Norm Jarvis, and I drove to New York for the Masters' Division of the National Championship. The weather was wild and wooly. After the first day on Lake Ontario I was quite unsure what I had gotten myself into...but it turned out to be a superb event with a rather steep learning curve. The sailors on Cherry Creek and at Sodus Bay have been enthusiastic and welcoming to a new member of the Class.



Steve Davis being thanked by ILCA President Brian Hayes for his years of service

Steve Davis being awarded his life membership into the ILCA by Rob Ruhlman



Mariel Yarbrough: The Lightning fleet in Colorado is a great way for me to continue my passion for sailing in a land locked state. The Fleet has welcomed me with open arms. I have enjoyed expanding my extended family of sailors and my racing experience to include this Fleet. Having been a Byte/Laser and J-22/24 sailor previously, I find that the Lightning is a perfect boat for me. Being challenged by top notch sailors and the tricky Colorado wind conditions keeps life interesting and fun!

What more could you ask for—go for a drive!

Bill Cabrall





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***2009 EVENTS***

***WOODEN BOAT REGATTA  
CHAMPIONSHIP OF CHAMPIONS  
2009 WINNERS  
BOAT GRANT PROGRAM***



# WOODEN BOAT REGATTA

## 2009 LIGHTNING WOODEN BOAT REGATTA

Onondaga Yacht Club Fleet 10

Liverpool, New York

July 25–26, 2009

### CHAMPIONS

Bob Astrove

Craig Thayer

Roger Slade



While prospects for two additional wooden Lightnings never materialized this season, Craig Thayer, sailing his "new" glass boat 14645, sailed in the majority of the club handicapped races and, with his wood boat #736, comprised the "fleet" at OYC.

Our annual "Woody Get Together" was held again in the middle of July, with eleven boats attending for what was perfect sailing on both days, and indisputably the finest weather ever experienced in the history of this event. The "Road Warrior" honors went to Joel Thurtell, who dragged "Plug Nickel" from Michigan. Other first timers included Roger Slade of Geneseo, New York, Scott Stafford of Dryden, New York, Franz and Sheila Schneider from New Jersey, Andrew Hagen from Syracuse, and Ed Wightman and crew sailing the recently restored #167 Skaneateles from the Finger Lakes Boating Museum in Penn Yan, New York.

Saturday morning was spent rigging boats, which was then followed by the participants each giving some very interesting background on their sailing experience and the history of their boats. During lunch the wind filled in to an ideal Lightning breeze of 8–15, providing an outstanding afternoon of racing.

Bountiful lunches and Saturday dinner were again prepared by Sue Thayer and her assistants. Bob Astrove again brought home the first place honors in #7603, Craig Thayer was second, and Roger Slade third in #8004. It was decided that on Sunday we would spend the morning daysailing, with lots of photos of these beautiful boats and their smiling helmsmen and crews reaching up and down the lake on another beautiful sunny day.

At this writing, we are again planning to host this event in July of 2010, so finish up your restoration or drag that woody out of the barn, dust off the cobwebs, and join us for a unique and fun event. Check your Flashes later this spring, or the calendar on the website for details. Hope to see you at OYC in our 125th year.

#### Results:

1. Bob Astrove – #7603
2. Craig Thayer – #736
3. Roger Slade – #8004
4. Franz Schneider – #6296
5. Ed Wightman – Finger Lakes Boating Museum – #167
6. Andrew Hagen – #9411
7. David Teller – #5836
8. Doug Dixon – #584
9. Scott Stafford – #6803
10. Joel Thurtell – #9900
11. Jim Herz – #561





# WOODEN BOAT REGATTA



# CHAMPIONSHIP OF CHAMPIONS

## 2009 CHAMPIONSHIP OF CHAMPIONS

Carlyle Sailing Association

Carlyle, Illinois

October 13–17, 2009

### CHAMPIONS

Skip Dieball

Jody Starck

Tom Starck



For many One-Design classes, one of the high points in their annual schedule is the National Championship. I had the great fortune to win both the Interlake Nationals (hosted by Grand Traverse Yacht Club) and the Highlander Nationals (hosted by North Cape Yacht Club). Both of these events were very well run and fun!

The wins meant that I could submit an entry form for the US SAILING Championship of Champions. To get into the C of Cs you not only have to win your class' Nationals, but you also have to be accepted. The organizers have an application process that is a little more formal than years past. I was excited to sail in this year's event, as it was going to be held in LIGHTNINGS!!

In early September I got word that I was accepted into the C of Cs. I immediately contacted my Lightning team that I've sailed with for a long time, Jody Swanson-Starck and Tom Starck. We've been to Europe, South America and nearly everywhere in North America together and we ALWAYS have fun. Though we'd be sailing out of our normal positions, it would be great to sail in a boat that we knew so well...and more important, have fun with two great friends.

When I saw the preliminary entry list, I was in awe! There were World Champions, Olympic Sailors, Americas Cup Sailors, and, of course, a handful of Rolex Yachtsmen of the Year. In some respects I was excited to meet and hang with these great champions, while on the other hand, I was really psyched to sail against them.

The format was for a full twenty-boat round robin. That's twenty races in two and a half days! The committee was optimistic but made it clear that they didn't want to ruin the experience of the event by cramming to get all the races in. In the end, they got seventeen races, which was a huge feat.

Our week started out slowly, as we finished the first day with a couple of deep races. I honestly don't remember what went badly in any of those races, as the racing was so tight all week. We were sitting 5th after eight races on the first day and felt reasonably comfortable with where we were. Greg Fisher (Thistle), sailing with Tobi and Dan Moriarty, had some good scores early and led Allan Terhune's team (Lightning) with Katie Terhune and Dave Perkowski as crew. Also having good races were Olin Payne's team (International FJ) from San Diego. Olin is a high school sailor and had some great crew on board helping him focus on sailing. Also scoring well was Stu Robertson's team (Lido 14). I know Stu from Thistle sailing. He's a great competitor, and we were happy he was doing so well. Augie Diaz (Snipe), Mike Martin (5o5), Paul Cayard (Mystery Guest) all had great races on the opening day and showed they would be mixing it up!

The second day things came together for us. All the boats were evenly matched, but we felt really comfortable with the boats we sailed. Maybe it was how they were rigged (i.e., spin halyard on the mast and off this skippers' tasks!).





# CHAMPIONSHIP OF CHAMPIONS



Whatever it was, we clicked as a team, got great starts and we were able to put together a bunch of top five finishes. At the end of Day 2, we were super psyched to learn that we moved to the top spot! Nothing like leading at the cocktail party!

Day 3 was more of the same for our team. No break-away wins but good solid scores to seal the victory. It was a very nice way to finish the event with a 2,1,3 on the last day.

A lot of the credit to our success goes to our TEAM effort. We've been sailing together for a very long time, and I'm sure that collective experience helped us get good, consistent finishes. Jody and Tom are incredible crew, but make no mistake, I am sure that our scores would have been the same if any of us switched jobs. Jody and Tom are both great Lightning skippers, and that experience, along with us switching jobs over the past decade, had our minds thinking of wind pressure and shifts, while mindlessly changing gears. All three of us have spent most of our lives sailing Lightnings too. Together the three of us won the 2004 Lightning North Americans in Buffalo. It was a HUGE victory then, and we sailed very much the same at Carlyle to win the C of Cs. They are great!

I huge thanks goes to both the Highlander and Interlake Classes. Their support of our team was incredible. Not only did they make getting to this event easy for us, but the well wishes and encouragement is a testament to the character of these classes. On behalf of our team, I thank you all!

Carlyle Sailing Association ran an incredible event. They had all the details covered, and the support of the many volunteers is greatly appreciated. Thanks to Matt Burrige, Rick Bernstein, Paul Hanson and the dozens of volunteers for being so generous with their time and making our week fun! Speaking of generosity, a HUGE thanks to those who loaned their Lightning to the event. All the boats there were really nice, and it made the event a success. Thank you!





# 2009 WINNERS



## Deep South Regatta

Savannah Yacht Club

Allan Terhune, Katie Terhune, Collin Kirby



## Winter Championship—Masters

Winter Championship—Masters

St Petersburg Yacht Club



## Miami Midwinter Regatta

Coral Reef Yacht Club

Allan Terhune, Katie Terhune, Sarah Mergenthaler



## Southern Circuit

St Petersburg Yacht Club

Allan Terhune, Katie Terhune, Sarah Mergenthaler, Collin Kirby



## Winter Championship

St Petersburg Yacht Club

Marcus Eagan, Marc Eagan and Kippy Chamberlain



## California Circuit

Mission Bay Yacht Club

Tom Allen Jr and Steve Davis



## **Florida District Championship**

Edison Sailing Center  
Steve Hayden

## **Mid Continent Regatta**

Carlisle Sailing Association  
Dan Moriarty, Tobi Moriarty, Nicholas Beckman

## **Long John Regatta**

Monmouth Boat Club  
Keith Taboada

## **Southern District Championship**

Bay-Waveland Yacht Club  
Marcus Eagan

## **Doc Gilbert Memorial Potomac Cup**

Potomac River Sailing Association  
Larry MacDonald, Julianne MacDonald, Christine Maloney

## **47<sup>th</sup> Burl Harmon Memorial Indiana Open**

Indianapolis Sailing Club  
George Sipel, Jef Hagman, Nate Alt

## **Lake Lansing Sail Club Regatta**

Lake Lansing Sail Club  
Ernie Dieball

## **Hernando De Soto Regatta**

Arkabutla Lake  
Larry Frost, Chance Miller, Nick Underwood

## **No Gas Regatta**

Severn Sailing Association  
Jon Guth, Kat Ward, Martin Hermida

## **25<sup>th</sup> Anniversary Spring Classic**

Pymatuning Yacht Club  
Dan Moriarty, Tobi Moriarty, Stu Fisher

## **Early Bird**

Cedar Point Yacht Club  
Josh Goldman, Bill Healy, Danielle Powers, Austin Schaeffer

## **Salinas-Tomine Lightning Championship**

Salinas Yacht Club  
Juan Santos, G Vedani, L Santos

## **Mississippi Valley District Championship**

Harbor Island Yacht Club  
Chris LaBorde, Duane Hatch, Mary Schmid/Kathy Osborne

## **Windshift Regatta**

Leatherlips Yacht Club  
James Taylor, George Auer, Carl Taylor

## **Malletts Bay Boat Club Spring Regatta**

Malletts Bay Yacht Club  
Bill Fastiggi, Suzy Coburn, Kate Brush

## **Central New York Celebration of Spring Regatta**

Newport Yacht Club  
Ched Proctor, Jay Mueller, James Barnash

## **Lighthouse Regatta**

Fond Du Lac Sailing Club  
Todd Wake, Kristine Wake, Lynelle Reak

## **Dixie District Championship**

Southern Maryland Sailing Association  
Allan Terhune, Katie Terhune, Collin Kirby

## **California District Championship**

Mission Bay Yacht Club  
Jeff Coppens, Jim Sears, Evan Hoffmann

## **Texas District Championship**

Rush Creek Yacht Club  
Larry Frost, Jr., Chance Miller, Robert Grandstaff

## **Magnus Pedersen Regatta/ Metropolitan District Championship**

Nyack Boat Club  
Justin Coplan

## **Connecticut/Rhode Island District Championship**

Niantic Bay Yacht Club  
Bill Healy, Tim Healy, Meredith Killion



## **Ohio District Championship**

Manfield Sailing Club  
Matt Fisher, Lisa Fisher, Abby Ruhlman

## **Lake Erie District Championship**

Chautauqua Yacht Club  
Larry MacDonald

## **Midwest District Championship**

Chicago Corinthian Yacht Club  
Todd Wake, Kristin Wake, Lynelle Reak

## **Indiana District Championship**

Wawasee Yacht Club  
Brad Wagnon, Michael Richey, Kevin Keller

## **Dave Fitch Memorial Regatta**

Spofford Lake Yacht Club  
Bob Bush, Sterling Bush, Jeremy Rathfon

# 2009 WINNERS

## Michigan District Championship

Boyne City Yacht Club

James Allen

## Italian National Championship

Circolo Velico Marsala

Roberto Giacalone, Pasquale Prinziavalli, Guglielmo Maggio

## European Championship

Circolo Velico Marsala

Urs Wyler, Gilbert Durr, David Durr

## Canadian Open Championship

Buffalo Canoe Club

Ched Proctor, Jay Mueller, Jim Barnash

## Central Atlantic District Championship

Ocean City Yacht Club

Jody Lutz, Jason Lutz, Matt Schon

## New England District Championship

Squam Lake

Brian Gibbs, Mike Boardman, Beth Holland



## New Jersey States

Barneget Light Yacht Club

Jody Lutz

## Long Island District Championship

Orient Yacht Club

Malcolm Hendry, T Hendry, Kalynee Reichel

## Equador District Championship

Salinas Yacht Club

Juan Santos Garces, Juan Rafael Santos, Juan Andres Santos

## Atlantic Coast Championship

Toms River Yacht Club

David Starck, Jody Starck, Ian Jones

## Brotz Regatta

Sheboygan Yacht Club

Todd Wake, Kristine Wake, Lynelle Reak



## 2009 BCC Youth Invitational Championship

Buffalo Canoe Club

Connor Godfrey, Henry Ring, Griffin Orr



## Tawas Bay YC 2009 Lightning Regatta

Tawan Bay Yacht Club

Jim Allen, Jane Allen, Tyler Allen

## Connecticut Governors Cup

Niantic Bay Yacht Club

Dave Peck, Nina Peck, Sarah Peck

## Carolina Yacht Club

Carolina Yacht Club

Marcus Moehlman

## Wooden Lightning Get Together

Onondaga Lake

Bob Astrove

## Great Lakes Championship

North Cape Yacht Club

Ernie Dieball, Jacqueline Dieball, Mark Presley





## **New Jersey State Junior Championship**

Metedeconk River Yacht Club

Arielle DeLisser Juniors' North American Championship

Sodus Bay Yacht Club

Connor Godfrey, Griffin Orr, John Ring

## **Masters' North American Championship**

Sodus Bay Yacht Club

Terry Burke, Dan Moriarty, Tobi Moriarty

## **North American Championship—Qualifying**

Sodus Bay Yacht Club

Marcus Eagan, Kippy Chamberlain, John Bowden

## **North American Championship**

### **Presidents Cup**

Sodus Bay Yacht Club

Justin Coplan, Alex Feldman, Mike Carney

## **North American Championship**

Sodus Bay Yacht Club

Marcus Eagan, Kippy Chamberlain, John Bowden



## **Havre de Grace Duck Challenge Regatta**

Havre de Grace Yacht Club

Steve Constants, Todd Johnson, Sarah Evans



## **Wooden Boats**

Onondaga Yacht Club

Craig Thayer, Brian Colvin, Tim Rupprecht

## **1st Annual Lake Delta Yacht Club Lightning Regatta**

Lake Delta Yacht Club

Dan Pope, John Bloom, Logan McReynolds

## **International Masters' Championship**

Malletts Bay Boat Club

James Crane, Brenda Crane, Tom Allen Jr

## **2009 Lightning World Championship**

Malletts Bay Boat Club

Matt Fisher, Dan Moriarty, Tobi Moriarty

## **Skaneateles One-Day Regatta**

Skaneateles Country Club

Dick Hallagan

## **LEHYC Down Bay Regatta**

Little Egg Harbor Yacht Club

Bill Bogardus

## **Bow Lake Ed Hinds Memorial**

Bow Lake—Delta Sailing Association

Bob Bush, Sterling Bush, Erin Gershuny/Pay McQueen



## **Bruce Goldsmith Memorial Regatta**

Devils Lake

George Sipel, Jeff Hagman, Chris Snyder

# 2009 WINNERS

## **Manahawkin Bay Club Regatta**

Surf City Yacht Club

Keith Taboada, Russ Schon and Tim Crann

## **Fall Classic Regatta**

Cedar Point Yacht Club

Jay Mueller, Bill Dodge, Mary Mueller

## **Red Flannels Regatta**

Chicago Corinthian Yacht Club

Bill Faude, Jared Drake, Andy Kamarda

## **Last Blast!**

Nyack Boat Club

David Peck, Sarah Peck, Andrew Mollerus

## **Atlanta Cup**

Lake Lanier Sailing Club

Bill Hofmeister

## **55th Annual Hoosier Regatta**

Wawasee Yacht Club

Ernie Dieball, Bryan Bahler, Steve King

## **Chilean National Championship**

Club de Yates el Venado

Cristobal Perez, Phillipp Goyeneche, Francisco Martinez

## **Frigid Digit**

Severn Sailing Association

Geoff Becker, Tim Healy, Krista Hankins

## **Pennsylvania Governor's Cup**

Susquehanna Yacht Club

Dick Hallagan



## **Houston Turkey Day Regatta**

Malletts Bay Boat Club

Clarke Newman, Deanna Newman, Ralph Bilnoski

## **South American Championship**

Club de Yates Marina Pingueral

Alberto Gonzalez, Cristian Herman, Diego Gonzalez

## **Hot Rum Regatta**

Mission Bay Yacht Club

Peter Colantuono

## **Sugar Bowl Regatta**

Southern Yacht Club

Andrew Eagan, Marc Eagan, Kippy Chamberland



## **Hampton Fall Fling**

Hampton Yacht Club

Steve Constants, Dave Constants, Chloe Constants

## **Bluenose Regatta**

Houston Yacht Club

Ernie Dieball, Brian Bahler, Steve King



# ***BOAT GRANT PROGRAM***

The ILCA wants to give selected young sailors an opportunity to experience Lightning racing at it's best. ILCA provides a competitive boat and pays for insurance and substantial regatta expenses. The grant applications are reviewed and critiqued with regard to the listed selection criteria. Applications must be received by December 31 to be considered for the following sailing season.

Each applicant is expected to sail in a predetermined number of races, maintain the boat and equipment and exhibit the highest level of sportsmanship. The grant is for use of the boat and equipment for one season. At the end of the season the boat may be available for purchase, depending on the situation. Each recipient is assigned a "mentor" for the season.

## ***GRAHAM LEONARD***

Henderson Harbor Yacht Club

ILCA Mentor: Jack Jones

Graham and his team grew up sailing Lightnings. His parents bought him an old Lippencott when he was fifteen. He eventually sold it and bought a competitive Laser where he has developed his racing skills. Graham, an '08 SUNY Albany grad, currently serves in Buffalo, New York, with AmeriCorps VISTA combating poverty. With plans to attend law school in 2010, he has an impressive history promoting and growing sailing in the Henderson Harbor area.

Crew Eliza Pope-Collins, 20, is a Junior at Smith College in Northampton, Massachusetts, where she studies Government and French. She just recently completed an internship in Washington DC at the National Women's Health Network.

Crew Andrew Leonard, 19, is a finishing his second year at Jefferson Community College where he studies Art and Design. He plans to attend Buffalo State College and attain a BA. Andrew has restored two classic cars and currently plays and records in a local band.

## ***JESSICA LOMBARD***

Royal St. Lawrence Yacht Club

ILCA Mentors: Mike and Valerie Holly

Jessica Lombard and her all-female crew of Stephanie Boucher and Caroline Trottier are motivated to be the best-prepared team on the race course. They will build their skills racing with a powerful local group of Lightning sailors, including Peter Hall, Jamie Allen, Jay Deakin and Mike Holly.

In addition to weekly fleet racing and the Canadian Open Championship, Jessica plans to race in the US at the ACCs and North American Championship. Coaching in the Montreal area has given her the experience to know the benefits and balance of on-water training, fitness and mental preparation.

Keep your eyes to the North—Jessica's influence coupled with the spark from the 2008 Lightning Junior Worlds (held in Montreal) should ignite some new interest from the youth in this area!

## ***JAMES MORTON***

Orient Yacht Club

ILCA Mentor: George Koch

Currently attending Union College in Schenectady, New York, James Morton has spent quite a few summers making his rounds of the Orient Yacht Club Lightning Fleet. Whether it be as steady crew or stand-in skipper, his enthusiasm has overflowed into club's junior sailors.

James is really looking forward to skippering a top quality racing boat and enthusiastically wants to attend every regatta he can. Kyle Fast and Jay Greenfield will crew for James. They all have impressive racing resumes.

With a goal to compete in the North Americans, this team should be a common sight, especially in the Long Island and Connecticut /Rhode Island Districts, as well as other "big" regattas like the ACCs.

## ***DAN THOMPSON***

Annapolis and Sodus Point

ILCA Mentors: Mike Healy

As the assistant sailing coach with one of the top sailing schools in the country, Dan Thompson knows the dedication and preparation necessary for sailing success. In his case, Dan's goals are not purely results-driven; he wants to find a class to settle into. We are confident he will find the dedicated, friendly and competitive atmosphere of the Lightning Class to be amongst the best!

Dan's crew will include Austin Kana ('09), Josh Parks ('09) and James Landi ('08). Dan and his crew are all four-year members of the Hobart and William Smith sailing team.

# BOAT GRANT PROGRAM

## ***AINSLEY THOMSON***

Annapolis and Rochester

ILCA Mentor: Alan McReynolds

Ainsley Thomson is an active high school sailor, participating in both fall and spring series. She is also a US Sailing Level 1 sailing instructor. Through high school sailing and being an instructor, she has a list of more than a dozen experienced 420, Laser, J22 & J24 sailors that will serve as crew, some of whom have also sailed Lightnings with her. Ainsley's primary crew will be her sister Linnhe (16) who has been sailing since she was eight.

As a graduating high school senior, Ainsley's list of quality references only seemed to be outdone by her list of potential crew. With the enthusiasm she has shown for furthering her sailing career, we can only expect that a new crop of Lightning sailors will be coming from upstate New York!

Ainsley has an ambitious schedule of over a dozen regattas than she would like to attend. You'll find her in the Annapolis during the spring and fall events and in Central New York in the heart of summer.





# ***CHAMPIONSHIPS***

***WORLD  
INTERNATIONAL MASTERS'  
NORTH AMERICAN  
PRESIDENT'S CUP  
JUNIORS' NORTH AMERICAN  
MASTERS' NORTH AMERICAN  
SOUTH AMERICAN  
EUROPEAN  
CANADIAN OPEN***



# ***WORLD CHAMPIONSHIP***

## ***2009 WORLD CHAMPIONSHIP***

Mallets Bay Yacht Club Fleet 301

Colchester, Vermont USA

September 11-29, 2009

### ***WORLD CHAMPIONS***

Matt Fisher  
Dan Moriarty  
Tobi Moriarty



The 2009 World Championships were held at Mallets Bay Boat Club in Burlington, Vermont, this September. It was undoubtedly one of the best organized, well run Worlds, both on and off the water. Obviously, I am biased, but Bill Fastiggi and his team put together a great event. When we pulled up to the Club, we were greeted by no less than ten people who were untying the mast, pulling off the covers and putting bow numbers on in preparation for measuring. There were activities at the Club nearly every night that were attended by most of the competitors. On the water we had Don Brush as the PRO, and he and his team set good, long courses in what were definitely shifty conditions.

When Jan asked me to write this article, I really wanted to take the approach of highlighting the sailing with our team of me, Dan and Tobi Moriarty and how we approached this event. If that sounds like a long article, count your blessing

that I didn't start 35 years ago with the Worlds in Salinas, Ecuador. I will save you from that but maybe will put that part in the yearbook.

#### **2007/2008**

Dan, Tobi and I talked about doing the 2009 Worlds during some downtime in Greece in a 117 degree parking lot. To say that I felt lucky to have teammates like Dan and Tobi lined up two years before the Worlds is an understatement. They are truly outstanding sailors and teammates. They win a lot of regattas with their boat. They kept us organized, pushed for us to sail more regattas together, and raised our speed and ability to a high level that gave us confidence that we could win the Worlds. On the water, there is constant, positive, valuable communication up and downwind.

We then sailed together during the 2008 Midwinters and did well in the windier races, sailing Tobi and Dan's new boat. That was when my dad was pretty sick, and he told Dan that we should win the Worlds. That was somewhat out of character for him, but it has turned into a special moment.

We did several regattas that summer, concluding with the North Americans in Newport. We came close to winning and were very fast in the lighter air races in my boat. We struggled somewhat in the breeze, and that became a focus for us, since we thought that it was more likely to blow in Burlington than not. This past spring at Pymatuning, my brother Greg and Dan retuned 15045 to the tuning guide. I have a tendency to drift away from the tuning guide in efforts to keep the mast straight.

#### **Sodus Point**

The North Americans this year were also a very well run event. Jed Dodge and his team put on a great week, and we finished 5th to Marcus Egan, who wasn't able to make it to the Worlds. We went to Sodus with hopes of sailing in some heavier breeze.

We felt good about Sodus, but it was a difficult regatta. The courses were long—1.5-mile legs which we would see that and more in Vermont—and the shifts were big and lasted at least half of a weather leg. As it turned out, those long shifts were not the case at Vermont, and it took several races at the Worlds to get the urge to go to one side big.

The time between Sodus and Burlington was perfect. Several competitors were unable to do the NAs due to closeness of time off for work or family. We skipped the



# WORLD CHAMPIONSHIP

2009 Midwinters and Southern Circuit this year so that we could sail the NAs because we thought it would be good to be in big regatta shape closer to the Worlds. The three weeks in between gave us enough time to recover, but still feel like we just got off the boat when we started sailing again in Burlington.

## Burlington

We arrived the Friday before Sunday's races and got measured and checked in. There was no wind on Saturday, and we had an entertaining Opening Ceremony and watched Tom Allen carry the USA flag in. It was really a neat moment to see.

### Races 1–3

This is not going to be a blow by blow account since I can't remember everything, and what I do remember are just the key highlights. At the NAs at Sodus Point we got great starts. We blew these starts within the first ten minutes of most races, but they were great starts. At the Worlds, the first three races were three of the worst starts I have had in big fleets.

Going to the first race, we drifted for most of the way out. Like clockwork, the breeze came up pretty strong, and we probably started in 15 knots out of the north. We had time to go upwind and were looking for which side was getting the puffs. After a couple recalls, we were in the second row for the start that counted. But we caught a few shifts to get back to round the first mark 10th. Jim Crane, Bill Healy and Jimmy Allen had good first beats and followed Tito around the first mark. By the second time around, the wind had dropped dramatically, and positions 3–10 were very close; we were still about 7th or 8th at the second weather mark. Since the wind was dying, Don Brush smartly finished the fleet downwind. We held out to the right and caught up to the leaders and jibed at the correct time to pass Healy,

Jody Lutz and Dave Peck at the finish line to finish 3rd behind Tito and Jimmy Allen. We were happy and felt very fortunate. The wind shut down completely, and we finished the first day with one race.

I really don't remember the second race other than we struggled and actually gained to finish 13th. I see in the standings that Geoff Becker won, and Larry was 2nd, but we were nowhere near them to see what was going on. I think the third race was potentially the turning point for us—if that can happen this early in the regatta. At the start it was blowing 8–10 out of the northwest. We had another very bad start and actually rounded the first mark 45th, which is not an exaggeration. After I saw David Starck, Allen Terhune and Dave Peck with a huge lead, I will admit, we felt out of it.

We gained quite a few boats on the first lap and rounded the second weather mark about 25th in a dying 5-knot or less breeze. This was a time where we got our act together downwind and caught a lot of boats sailing right down the middle in what turned out to be another well-timed shortened race.

Dan and Tobi are tremendous in many conditions. One of the more trying in any boat is going dead downwind in light air. Dan excels at chute flying in these conditions. He carries the pole a little further back that I am used to, sits in the middle of the boat with both guy and sheet in hand and is constantly telling me we can sail lower, or we have no pressure and to heat it up. In this third race, we sailed right down the middle with Tobi telling us when to jibe to keep us in the puffs and Dan keeping the chute pulling and us going lower and faster than the fleet. We caught up to 9th at the line. We were thrilled.

Now I realize at this point, if you are still reading this article, you are wondering, "how in the heck did these guys win the Worlds?" A couple things. If you look at the scores, many of the "big guys" had one or two big scores, (20th



# WORLD CHAMPIONSHIP

or above) after three races, and our boat was only five to six points back of the leader, which I think was Dave Peck at this point. Plus, it really is different to sail a nine-race series; I have never sailed nine races in a Lightning championship—there was a lot of regatta left. We actually felt fortunate. On the last leg of both the first and third races we caught 25 big points. Had we not caught those boats, you would be reading a crisp, articulate article from Dave Starck rather than what you are reading now.

## Races 4–8

The next two days saw very different conditions. The breeze picked up and stayed up, 12-15 out of the NNE. The RC set the legs for 1.75 miles. I don't ever remember Lightning legs that long, but we ended up getting three good races in on Tuesday. For Race 4, we had a mediocre start and felt like we were chasing sides the first beat. We made a major decision to play shifts up the middle until we found a good puff to cross the fleet. This worked, and we had an 8th in the first race, while Dave Starck won, with Tito and Becker behind him. In the 5th race we sailed up the middle of all three weather legs. We were then able to pass a few boats on the last run to round the leeward mark first just in front of Jeff Linton and Dave. We hung on to win the 5th race.

We incorporated a trim that is new for me. I've really only trimmed the backstay to keep it from hitting the main, unless it was blowing 20+. When the wind started picking up above 12, Dan pulled on our backstay several inches. Dan and Tobi had been winning a lot of regattas with this trim, and since the wind was bigger than the waves (pretty flat water), we trimmed hard and it worked.

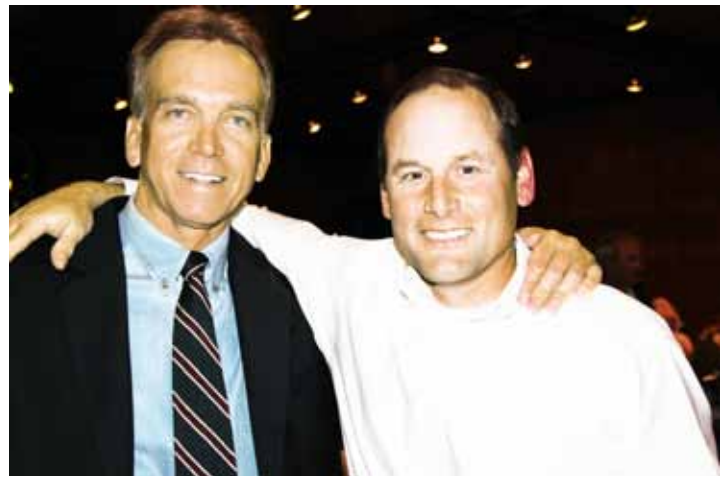
We now felt we were within range of Dave who, with his wife Jody and Ian Jones, was winning big after the 5th race. They looked very fast in the windier conditions by finishing 1st and 2nd in the 4th and 5th races. .

The 6th race was late in the day, and the breeze was dying. As I briefly mentioned earlier, some of the big guys had bad races. Dave Starck was over the line in the 2nd race, went back and finished 35th. Tito was DSQ'd and had a 26th in the 2nd and 3rd race. These races obviously came back to haunt both of these guys, but the 6th race hurt Dave, and he had a bad start and finished 13th. We were a good 5th, and Tito was 2nd.

In this 6th race, Justin Coplan and his team of Mike Carney and Danielle Prior won; they really sailed outstandingly. The wind got crazy near the end, and Justin kept his cool, stayed in the lead, and played it perfectly, as he didn't get enticed to a side that at one time looked tempting.

So at the end of the third day and six races, David Starck and his team were ahead of us by three points. I really didn't study the scores, which is somewhat unusual for me, but I knew Jody Lutz and Allen Terhune were close.

The next day, Wednesday, was a big one for us. The wind was still out of the NNE and seemed a little windier, maybe 13–18 mph. The seventh race was WLW, then a triangle. This one triangle was probably talked about more than any



Matt Fisher and David Starck

two legs for the months leading up to the regatta. What actually happened was that the wind had gone right, and the first reach was nearly dead downwind. What stuck out most to me is that Tito went from probably 4th at the weather mark to a distant first at the leeward mark after the reach. He was in a class of his own. Some folks struggled, but it was actually a lot of fun. I don't want to burn up the air-waves and say we should do it again, but the boats are fun on a tight reach. Tito won, Jed Dodge was 2nd, Jody Lutz 3rd, Darrel Peck 4th (he sailed well in a lot of races), Dave 5th and us 6th. Dave tacked on us several times going up the last beat, and at one point I thought he would be 2nd and we would be 5th; but both of us dropped back a little and were 5, 6.

For the seventh race the wind was still up, and we had a great conversation on our boat. There had been one recall, and the leeward end was favored. Dan commented that we should push it at that end since, if we were over the line, we could spin around and restart. I also felt that we should push this start since we needed a top three, and we had a race to give. We would still be in good shape with the regatta even if we had a bad race, but a top three was due. We pushed the start at the leeward end, had a great start, and went left for about two-thirds the way up the beat. We came across the fleet in good shape, and Dave Peck was slightly ahead and lee bowed us. With our new found trim, we stayed with Dave and actually pointed up on him a little. He led at the first mark, but we passed him downwind and won the race by a good distance.

We finished the day with a 6 -1 and now had a five-point lead on team Starck going into the last race and ten points on Tito and his team.

## Lay Day and Last Race

Due to the RC's ability to run two races on Wednesday, instead of using Wednesday as a lay day as originally scheduled, we had a lay day Thursday, with the final race scheduled for Friday. Normally, I am not a big fan of lay days in the middle of events, but this was different. Burlington is a beautiful city, and the surrounding area is an absolutely beautiful part of the country. On Thursday, we slept in and



then took a drive to Stowe. Then the four of us, Tobi Dan, Lisa and me, drove to the top of Mt. Mansfield, where you can look west and about ten miles away you can see most of Lake Champlain. It was a clear day, and actually very relaxing. At about 4:00 PM, we got back to the Club to clean the bottom and put a new wind indicator at the top of the mast (it broke the day before). Maybe it was coincidental, but there were four teams at the Club: the Starck team, Tito's team, Tom Allen Jr. and our team working on their boats. We were actually moored next to David for six days, so to me this seemed funny. Dave is a very good friend, and it is fun and difficult at the same time to be going head to head into the last race. After enjoying our daily libation in the parking lot of the Club, we headed to downtown Burlington to end the evening having a relaxing dinner with my brother Greg and Joann.

All we heard for Friday's forecast was that it was going to blow 20–30 and be cold. By the time the race was supposed to start, 10:30, the wind had shut down to nothing. A puff would come out of the west, then the south, and then shut down again. The lay day was not a long day. The two-hour delay for the start of the last race was a long day. The wind finally came up with a little more consistency at about noon or 12:30. I was a somewhat concerned that the RC would start as soon as the breeze filled in, but Don Brush and his team waited a good 25–30 minutes for the wind to settle in at about 15 mph out of the north.

By this last race we were pretty confident of our speed, and we didn't care who we started next to. Sometimes in these situations I mess up my own start because I am trying to stay away from the competitor who is closest in points. The conversation on our boat was relatively calm, all things considered. There was one recall; for the start that counted we were in the middle of the line with a great start that was due to Dan getting us on the line. We were two boat lengths below Tito and a little bow ahead. Dave did not have a great start.

We held on starboard for about five minutes and were going well with the boats above us. We got about a 10–15 degree header and tacked and crossed the fleet; Tito and a couple other boats were bow even on port, but we were getting the puffs first as they started coming in from the left. The only boat that looked good to our left was Bill Faude. We were on port for about ten minutes and in that time lifted two to three boat lengths above Tito and pulled four boat lengths ahead. We kept our cool and did acknowledge that things were going OK—without letting our guard down.

Bill Faude, Jared Drake and Brian Taboada, fifteen-year teammates, rounded the first mark first with a good five to eight boat length lead on us in second, and we had at least that much on Tito, who was 3rd. The wind had laid down a little, closer to blowing 10 than 15. We consciously went for the leeward mark. Tito, Ched and a line of boats went high, on a run, and we let them go. That was a mistake, but it wasn't significant yet.

I need to take a timeout to talk about another very cool feature that Bill Fastiggi had for this event. There were mark boats that were recording bow numbers real time, on line. Friends at home could use this feature and get a refreshed screen on the Worlds' web page every fifteen to twenty minutes. In most races this was a great conversation with our friends back home because we gained from the first mark to the finish in each of the first eight races. In this last race, that was not the case. Apparently, it was a distracting day for some of our friends in Ohio. Rob Ruhlman told me a funny story about how he was trying to get reception to keep his iphone refreshed. Even my mom was sitting behind my son, Stuart, while he was following the race on the Internet.

Needless to say, this was the race where we lost boats around the course. It didn't look good on the web, and it didn't feel good either. Tito and Ched passed us before the leeward mark by going to our right downwind, and the wind that was 10 at the weather mark now picked back up to 15 at the leeward mark. It was not at all time to get concerned, since Dave was still back in 25th and Tito had to beat us by ten points. Half way up the beat we were still close to Tito, and we tacked below him by three boats lengths. Like we did to him twenty minutes earlier, Tito lifted off of us by ten to fifteen boat lengths, with more wind. Tito rounded the second weather mark in a close 2nd, and we were now about 5th. Downwind Tito passed Bill Faude to move into first. Then, out of nowhere, Dave came out of 20th at the weather mark, to round even with us at the leeward mark, going up the last beat.

We truly didn't panic, and I'm sure some people thought we were having tough times on the boat. There was one, maybe two, instances where I'm sure I wouldn't want what I said repeated anywhere. Also, the bailing bucket chose this race to position itself near the bailer. I gave it a little kick, which didn't look to cool. But honestly, we were counting boats, and three quarters up the last beat, Dan had us in 8th, with 9th pretty far back. I really didn't think we would lose the regatta, but I was ready for the race to be over. Actually, at the finish line we picked up Bill Healy with his brother Tim and Nicole Breault on the boat, to finish the final race 7th.

In 1979, yes, thirty years ago, the Worlds were in Dallas, which was basically Glen Darden's home club. In the last race he had to put seven boats between him and Bill Shore to win. At the last leeward mark of the last race, Glen was first, we were second, Bill Shore was third, and the four to ten boats were pretty far back. We knew Glen would let us go on to win the race so he could push Bill back. We had no chance of winning the regatta, but were having a good race since it was the first one under 25. Also, my Dad was sailing with me at that time. Glen did an outstanding job on Bill and put the seven boats between him and Bill. We won and actually Glen didn't finish very far behind, and Bill was 8th, I think. The finish line boats went crazy; Glen and his team were screaming, crying; it was cool. It looked like the finish of a college basketball game. A lot of competitors at

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the end of an event want to get away from seeing that. I actually thought it looked like a lot of fun and wanted to do it someday.

When we finished we were thrilled. We hugged, screamed to ourselves, and the sense of relief was beyond anything I can imagine. We have been trying to win this regatta for a long time. In eight Worlds, I think we were in the top five in six of them. I don't mean that arrogantly, but just that sometimes when you are trying hard for something, it almost starts working against you. At the beginning of the regatta, Bill Faude (who was moored to the other side of us) wondered out loud if it would be better to treat the Worlds like a six-day long Red Flannels rather than the pressure of thinking that it is the World Championship. I don't know the answer, but I understand the dilemma. For us, we knew the significance. I will say what helped was through the week was that our confidence was building in our speed and starting, and we actually looked forward to the last race.

It isn't enough to thank Dan and Tobi; they are teammates, and we did this entire twenty-month effort together. They love to sail together; they are outstanding sailors, they talked throughout races and kept our strategy on track—and they are fun 24/7. They complement my style, and all three of us know each other very well. Like I've said earlier, they are each outstanding when they are steering; Dan finished 5th in the NAs before and Tobi has won their Districts.

I have a long list of people to thank; they got us where we are. First is my brother Greg, who has been my best friend, coach, and was a polite re-tuner. He also won some money in the BCC "Worlds Winner" pool, which made me feel good he bet on us. Jim Dressel, one of my dad's best friends and now mine, and one of the best Lightning sailors ever, was one of the people I called each night to give updates. Jim and Nancy are good friends of the family; I started sailing with Jim when I was nine years old.

It wasn't the same not having Rob and Abby Ruhlman at the Worlds. I talked to Rob several times during the week.

They are great friends of Lisa and me, and they are family. Rob and Abby sailed with me fifteen years ago and raised our sailing to a high level. My mom was great in watching Stu so that Lisa could come to Burlington. Stu had a big sailing season this summer, and the conversations I had with him each night were a lot of fun. Words can't describe how much my mom and dad were always great in supporting our sailing. My daughter Amanda was another of or daily cheerleaders and was as happy as we were when we won. It was great to have Lisa at this regatta; she is my soul mate and is part of the team.

I always thought that I would give a witty acceptance talk when/if we won the Worlds. That didn't happen; I was somewhat overwhelmed by the entire evening and some of the things that were said by some of the competitors in the top ten. Also, saying that this would have been special to have my dad there is such an understatement that I feel I need to say something else.

When Greg won the J22 Worlds, almost exactly a year ago, it was very special, and the first thing we discussed was how dad would have reacted. Our dad was our biggest fan, and he really expected us to win. When I say "expected," I don't mean it in a directive football coach way; I mean that is how much he thought of us, and how much confidence he had in us. When we crossed the finish line, he was the first person I thought of, and he was on my mind most of the way in.

When we won the NAs for the first time in Buffalo, dad and I sailed together and his reaction was almost funny; he recounted the scores twice in the five minutes after we crossed the finish line. We stayed up with Greg until 4:00 in the morning at BCC. When we won the Pan-Am Games in Cuba, there were no cell phones back then, no regular phones in Cuba period, and my dad was at the Masters NAs in Newport and read about us winning the gold in the Boston Globe the next morning. I thought that was cool. I don't know where he was when we won in Burlington, but I know he enjoyed it as much as we did.





# WORLD CHAMPIONSHIP

## OPENING CEREMONIES





# WORLD CHAMPIONSHIP

POS	BOW	NAT	SAIL#	SKIPPER	HOMETOWN	CREW	R1	R2	R3	R4	R5	R6	R7	R8	R9	TO-TAL
							13SEP 1446	14SEP 1301	14SEP 1504	15SEP 1105	15SEP 1301	15SEP 1505	16SEP 1115	16SEP 1320	18SEP 1105	
1	45	USA	15045	Matt Fisher	Westerville, OH	Dan Moriarty, Tobi Moriarty	3	(13)	9	8	1	5	6	1	7	40
2	55	USA	15355	David Starck	Amherst, NY	Jody Starck, Ian Jones	6	(34)	1	1	2	13	5	10	5	43
3	11	CHI	11011	Tito Gonzales	Champa, CL	Diego Gonzales, Cristian Hermann	1 (DSQ)		26	2	6	2	1	5	1	44
4	53	USA	15353	Allan Terhune, Jr.	Arnold, MD	Katie Terhune, Sarah Merganthaller	10	8	3	4	13	3	(20)	6	4	51
5	2	USA	15166	Jody Lutz	Brick, NJ	Jay Lutz, Matt Schon	5	4	10	12	8	16	3	(17)	6	64
6	51	USA	15151	Geoff Becker	Arnold, MD	Dan Rabin, Bill Ward	11	1	11	3	20	29	7	2	(35)	84
7	50	USA	14950	Bill Healy	Niantic, CT	Tim Healy, Nicole Breault	4	7	14	9	14	(41)	9	22	9	88
8	8	USA	15208	Jim Allen	Walled Lake, MI	Ernie Dieball, Brenda Crane	2	(39)	5	16	7	15	33	8	11	97
9	21	USA	14821	Ched Proctor	Southport, CT	Jay Mueller, James Barnash	(30)	3	15	7	16	27	15	3	19	105
10	83	USA	15083	Jeff Linton	Tampa, FL	Amy Smith Linton, Jahn Tihansky	(29)	6	29	23	4	25	8	11	3	109
11	15	USA	15215	David Peck	Old Lyme, CT	Neal Fowler, Debbie Dudas	7	5	2	15	27	(33)	25	7	22	110
12	60	USA	15260	William Faude	Chicago, IL	Jared Drake, Brian Taboada	(35)	28	8	21	21	14	14	4	2	112
13	81	USA	15381	Bill Fastiggi	Winooski, VT	Suzy Coburn, Heather Ambrose	(20)	17	12	20	19	12	11	19	10	120
14	44	USA	14453	Darrell Peck	Gresham, OR	Allison Webber, Lois Parshley	26	18	32	13	10	10	4	(36)	13	126
15	36	USA	14036	Justin Coplan	West Nyack, NY	Mike Carney, Danielle Prior	32	15	(47)	14	18	1	24	14	18	136
16	80	USA	15380	James Crane	Darien, CT	Bill Crane, Steve Keen	23	29	19	6	12	18	(34)	12	27	146
17	88	USA	14688	Brian Hayes Sr.	Milford, CT	Steve Davis, Laura Jeffers	(52)	23	21	10	5	48	19	16	12	154
18	5	CAN	14905	Jamie Allan	Verdun, CA	Jay Deakin, Marc Littee	22	10	13	33	22	(45)	13	24	17	154
19	94	CHI	14794	Cristobal Perez	Santiago, CL	Philipp Goyeneche, Francisco Perez	13	42	4	(46)	15	24	17	23	23	161
20	71	USA	14719	Bill Bogardus	Northford, CT	Jarrett Lynn, Alyson Villano	19	9	20	(42)	11	19	42	38	8	166
21	90	USA	15390	Todd Wake	Sheboygan, WI	Kristine Wake, Matt Burridge	9	36	23	18	9	28	18	34	(48)	175
22	64	USA	15164	Jed Dodge	Pittsford, NY	Bill Dodge, Sarah Costich	(45)	26	27	26	28	4	2	21	44	178
23	66	USA	14866	Bill Mauk	Miami, FL	Vladimir Kulinichenko, Michele Sumpton	14	24	(34)	29	24	11	32	33	21	188
24	9	USA	9	Tom Allen Jr.	Buffalo, NY	Bill Pictor, Sara Paisley	27	31	24	22	37	9	31	9	(39)	190
25	73	ECU	14673	Juan Santos	Guayaquil, EC	Juan Andres Santos, Juan Rafael Santos	12 (DNF)		57	17	3	6	10	35	51	191
26	19	USA	14619	Larry Colantuono	Portsmouth, RI	PJ Schaffer, Ellen Schaffer	8	11	(50)	5	34	47	16	28	46	195
27	46	CAN	15246	Larry MacDonald	Carlisle, CA	Steve Hayden, Adam MacDonald	18	2	(52)	48	32	8	26	13	49	196
28	79	USA	15279	Bob King	Ontario, NY	Steve Cox, Owen MacDonald	(47)	25	40	11	23	30	29	18	26	202
29	86	USA	14786	Jon Schwartz	Lincroft, NJ	Paul Krezinski, Donald Schon	34	32	18	31	33	7	30	(39)	28	213
30	25	USA	15251	Debbie Probst	Fort Wayne, IN	Greg Fisher, Jo Ann Fisher	28	33	33	41	17	21	21	20	(43)	214
31	76	ECU	14676	Carlos Lecaro	Guayaquil, EC	Paco Sola, Jorge Norero	44	12	28	24	26	(52)	22	15	50	221
32	56	CAN	15064	Richard Walsh	Dryden, CA	Alex Cox, Tina Walsh	24	19	6	27	39	(44)	23	43	41	222
33	91	CAN	14591	Alain Boucher	Beaconsfield, CA	Chantal Leger, Terry Line	31	38	16	30	31 (OCS)		12	26	42	226
34	24	USA	15240	Stephen Constants	Annapolis, MD	Todd Johnson, Sarah Evans	48	16	31	19	46	17	(49)	30	20	227
35	75	MEX	14975	Aroldo De Rienzo	Mexico City, MX	Pablo Guzman, Skip Dieball	(DNS)	22	30	32	42	20	45	27	15	233
36	54	USA	15154	Mark Schneider	Riverton, NJ	Josh McCaully, Kathryn Buckley	17	40	25	38	38	(43)	28	25	25	236
37	82	CAN	15082	Michael Holly, Jr.	Beaconsfield, CA	Pat Littee, Marc Robin	39	20	17	39	30	(56)	43	32	24	244
38	48	USA	14548	Jonathan Guth	Baltimore, MD	Peter Rich, Martin Hermida	25	35	7	(53)	36	49	27	31	38	248
39	40	CHI	14740	Victor Lobos	Concepcion, CL	Sebastian Lobos, Cristobal Molina	16	47	22	35	29	39 (DNF)		48	14	250
40	17	CAN	14174	David Sprague	Toronto, CA	Sarah Foscari, Daniel Sprague	38	30	(43)	34	43	26	35	40	16	262
41	34	USA	15345	John Faus	Harvey Cedars, NJ	Paul Whitesides, Clay Shaner	42	37	37	28	(45)	23	39	42	29	277
42	43	USA	15143	David Helmick	Longwood, FL	Davy Helmick, Carol Stout	40	14	(55)	44	25	54	36	29	47	289
43	7	USA	15111	Gianni Cuccio	Southport, CT	Tom Emch, Adam Lewis	21	21	45	25	35	53	48	41 (DNC)		289
44	4	COL	14704	Santiago Uzcategui	Bogota, CO	Jochen Raute, Johann Uzcategui	43	43	(56)	37	47	34	37	44	36	321
45	95	CHI	14795	Ignacio Perez	Santiago, L	Edmundo Perez, Cristian Perez	46	44	48	36	(49)	22	38	47	45	326
46	31	FIN	15341	Jukka Jaskari	Hollola, FI	Pasi Hannila, Ritta Kangas	51	52	39	40	44	31	44	(54)	40	341
47	1	COL	15401	Gustavo Tamayo	Bogota, CO	Nick Farina, Jimmy Roe	33	27	41	56	40	(59)	41	52	52	342
48	10	AUS	15410	Ian Edwards	Northbridge, AU	Knut Engerbretsen, Rick Rothenbuler	15	50	54	43	51	46	40	53	(55)	352
49	16	CAN	14516	Lorrie Walsh	Thunder Bay, CA	Katrina Oostveen, Tina Corness	(56)	41	35	49	48	42	46	37	56	354
50	78	CAN	14878	Ross Bailey	Thunder Bay, CA	Brian Cox, Kristin Thompson	49	49	42	52	53	40	(55)	45	30	360
51	20	SUI	14520	Jacques Perret	Peseux, CH	Todd Cox, Courtney O'Connor	41	51	51	47	41	(57)	50	49	33	363
52	42	NGR	15421	Michael Barnes	Lagos, NG	Kevin Gosling, Alexander Hayman	37	45	(59)	45	57	36	47	46	54	367
53	52	FIN	15281	Kimmo Aromaa	Vantaa, FI	Pekka Bollstrom, Walteri Karhusaari	36	46	(60)	50	55	37	53	56	37	370
54	38	ECU	14383	Jimmy Pazmino	Guayaquil, EC	Santiago Salem, Mel Keen	(58)	53	46	51	54	35	58	55	32	384
55	14	MEX	11046	Jorge Murrieta W.	Ville de Bravo, MX	Balbino Gallego, Pablo Carvajal	53	56	44	57	52	50	52 (DNF)		34	398
56	41	FIN	15415	Sakira Pesola	Tuusula, FI	Anna Henderson, Pyy Aalto	(59)	55	49	59	59	32	57	57	31	399
57	26	NGR	15326	Gary Schwantz	Lagos, NG	Jacques Schwantz, Richard Leek	57	48	36	55	56	51	54	50	(58)	407
58	69	FIN	15369	Lauri Hemming	Espoo, FI	Laura Hemming, Maria Hemming	55	57	38	58	(60)	38	59	58	57	420
59	74	NGR	15274	Julian Calvin	Wilts, NG	Mikkel Skaalum, Olav Skaalum	50	54	58	(60)	58	58	51	51	53	433
60	3	CHI	15348	Hugo Perrin Costa	Concepcion, CL	Ricardo Gonzalez, Paulo Segura	54	58	53	54	50	55	56 (DNS)	DNC		441



# WORLD CHAMPIONSHIP



World Champions: Matt Fisher, Dan Moriarty, Tobi Moriarty



Runner Up: David Starck, Jody Starck, Ian Jones



Second Runner Up: Tito Gonzales, Cristian Hermann, Diego Gonzales



Third Runner: Up Allan Terhune, Jr, Katie Terhune, Sarah Merganthaller



Fourth Runner: Up Jody Lutz, Jay Lutz, Matt Schon



# WORLD CHAMPIONSHIP

## SPECIAL AWARDS



Dick Fastiggi presenting son Bill Fastiggi with a Class Appreciation Award for serving as Regatta Chair for the 2009 World Championships



Pyry Aalto receiving the Kaleigh Wilday Trophy for being the youngest competitor at the Worlds



Tobi Moriarty receiving the Audrey Matteson Trophy for the highest female finisher



Bill Fastiggi presenting to Hugo Perrin Costa for travelling the farthest to the 2009 World Championships



Geoff Becker, Dan Rabin, Bill Ward receiving the Smither Trophy for the highest finishers who were first-time participants at the Worlds



# WORLD CHAMPIONSHIP

## APPRECIATION AWARDS

**Jim Adams:** Handling Trailers, Storage and Launching  
**Heather Ambrose:** Organizing Boat Charters, Advertising and Sponsors  
**Tim Ambrose:** Organizing Measurement  
**Kika Bronger:** Organizing Registration  
**Don Brush:** Principal Race Officer  
**Suzy Coburn:** Organizing Housing  
**Todd Cox:** Marketing and Writing Articles  
**Bill Fastiggi:** Regatta Chair  
**Dick Fastiggi** —World Championships Organizer  
**Aaron Frank:** Organizing Trophies  
**Mark Gardner:** Creating the Website and Assisting with Boat Charters  
**Lynne Gardner:** Coordinating Volunteers  
**Rod Halsted:** Principal Race Officer  
**Suzanne Hebler:** Creating Merchandise  
**Marilynne Johnson:** Entertainment  
**Janice Lange:** Coordinating Judges  
**David Little:** Creating Banners, Flags and Signs  
**Malletts Bay Boat Club:** Hosting the 2009 Lightning World Championship Regatta  
**Kathy Manning:** Assistant Principal Race Officer and Finishing Boat  
**Alan Ouellette:** Scoring, Writing Press Releases and Daily Blogging  
**Arnie Tran:** Organizing the Grounds  
**Patrick Zachary:** Treasurer and Organizing Boat Storage



# WORLD CHAMPIONSHIP





# WORLD CHAMPIONSHIP





# INTERNATIONAL MASTERS'

## CHAMPIONS

Jim Crane  
Brenda Crane  
Tom Allen, Jr.



The Malletts Bay Boat Club was host to this year's International Masters' Championship, and they lived up to their billing and prior reputation by running a superb regatta. They delivered a beautiful sailing venue comprised of a large, circular bay with a back drop of the rugged Adirondack Mountains to the west and Mount Mansfield, the highest point in Vermont, to the east. The spectacular colors of a Vermont fall had not arrived, but there was a noticeable nip in the air. Without doubt, the setting was spectacular for the thirty-two competitors who arrived to enjoy sailing in this northern clime.

Since sailing in this event, I have competed in two other world championships, and I have to admit that the intricacies of each race have escaped me. This happens when you are over sixty and have sailed in over twenty races following the Masters. However, I'll try and give a summary of my recollections.

The first part of the regatta was sailed in a northerly breeze that had a strength of 10–15 knots and was typical of a shifty northerly. The second half of the regatta experienced a southerly breeze that was quite fresh but died down to a zephyr for the final race. Markedly, this breeze was also highly unstable and, in my opinion, proved to be more unpredictable and frustrating than the northerly. It seemed that no matter what direction the breeze blew from on Malletts Bay, it was capricious at best. There would be velocity changes and thirty-degree shifts on a random basis, and these changes could be very localized. A boat fifty feet from another might experience totally different conditions. To say the least, this caused much anguish and exclamations of, "why me." I'm convinced that this instability was caused by

extremely cold air flowing over the relatively warm waters of the Bay. There was constant vertical mixing that made the shifts totally random, at least for me. This pattern extended right through the open Worlds the following week.

Into this sailing stew thirty-two master competitors fought for six races. Peter Hall, always a superb heavy air sailor, relished the early heavy air, collecting a 1, 2, 1 in the first three races. The Crane team, comprised of my brother-in-law, Tom Allen, and Brenda, my wife, hung in with a 2,3,2. Bill Mauk didn't give up anything with his lighter crew, compiling a 4,1,3. Recollections of other competitors are vague, although I still have visions of Jim Carson powering away from us on occasion with superior heavy air boat speed! But in essence, the Mauk, Hall and Crane boats seemed destined to have a match race. And, in fact, that is how it turned out.

In Races 4 and 5, in a lighter southerly breeze, Peter Hall slipped with finishes of 4, 7. Bill Mauk, in top form, had a 1, 2, and we stayed close with a 3, 1. Doing the math, after five races, Bill Mauk had 11 points, we had 11 points as well, and Peter Hall had a total of 15. At best, the various permutations and combinations of these scores proved problematic for the Crane boat when a throwout was put into the mix. Since Bill Mauk had two firsts to our one in the first five races, if we both tanked in the last race, he would win. If we had a 1 and he had a 2, we would still be tied after a throwout. After the tie breaker, I believe, the win would go to us. We would both have the same number of firsts and seconds, but we would have two thirds to his one. We would also have beaten him in four out of the six races. If we finished second in the last race and he was third, we would tie on points, but he would win because of his two firsts. If we finished worse than third, he would win regardless of his final finish. Meanwhile, Peter Hall still had a chance of winning if everything fell his way, but it was Bill Mauk's regatta to lose.





# INTERNATIONAL MASTERS'



The last race started in the standard shifty southerly. After a poor start, we found ourselves positioned on the wrong side of the predominant shift and sailing well back in the fleet. Bill and Peter were far ahead of us throughout the race and at the last gate. I am sure they felt we were no longer an issue. We had to get up to first or second to have a shot at winning the regatta, and something seriously unexpected had to happen to make this possible. As we passed the last gate, from our perspective, Bill appeared to be focused on tacking on Peter, and they drifted to the left side of the course in a match race. This left the right side of the course totally open to us.

With nothing to lose, we headed to the right side of the course in a dying breeze. In this direction a point of land extended into the Bay, and it appeared that small puffs of air were coming off this promontory. Seeing this, we began short tacking up the right side of the course, trying to stay in



each new streak of air. This strategy began paying huge dividends, and we quickly started passing boats. On top of the increased velocity, the wind veered to the right, and we had a spectacular angle into the finish. As lady luck would have it, we were able to cross the fleet and win the race. Bill and Peter, committed to the left, had their worst finishes of the regatta. While the Crane team celebrated its win, we knew that our victory was totally dependent upon the whimsy of Malletts Bay. Every dog has his day, and we just had ours.

The International Masters' Championship is all about the people, and while we were competing in a sailboat race, the camaraderie of seeing old friends doing something we all love made for the real joy in this event. This is a regatta where everyone wins, and I'm sure this is echoed by all the competitors at the Masters. A big thank you to the folks at Malletts Bay for running the event and making us all feel welcome.



# INTERNATIONAL MASTERS'



POS	NAT	SAIL#	SKIPPER	CREW	R1 9/9 1105	R2 9/9 1305	R3 9/10 1105	R4 9/10 1300	R5 9/11 1150	R6 9/11 1417	TOTAL
1	USA	15380	James Crane	Brenda Crane, Tom Allen Jr.	2	(3)	2	3	1	1	9
2	USA	14866	Bill Mauk	Vladimir Kulinichenko, Michele Sumpton	4	1	3	1	2	(18)	11
3	CAN	15210	Peter Hall	Jay Deakin, Ched Proctor	1	2	1	4	7	(22)	15
4	USA	15255	Richard Hallagan	Hendrix Ten Eyck, John Steiner	6	4	5	(10)	4	7	26
5	USA	14417	Don Barrett	Donna Barrett, George Wiedermann	5	7	(8)	8	5	3	28
6	USA	15122	Jim Carson	Ryan Stagaard, Donnie Schon	9	6	7	2	(22)	11	35
7	USA	15206	William Hofmeister	John McCree, Bruce Richards	11	5	4	7	(18)	8	35
8	USA	15246	William Neal	Lynnne Neal, Larry MacDonald, Jr.	3	8	14	6	8	(24)	39
9	USA	11346	Kip Hamblet	Rob Ruhlman, Abby Ruhlman	(17)	10	13	11	3	12	49
10	USA	15405	David Spira	Randy Shore, James Gardner	7	19	6	5	(26)	15	52
11	USA	14688	Georges Peter	Laura Jeffers, CH Ritt	(13)	13	11	13	9	6	52
12	USA	14446	Stuart Nickerson	Kurt Kling, Ann Brush	10	9	9	12	12	(14)	52
13	USA	15130	Chris Vann	Tom Emch, Tiffany Skinner	8	16	10	21	(29)	5	60
14	USA	14520	Todd Cox	Alan Baker, Russell Robinson	(18)	18	16	16	6	9	65
15	USA	14654	A Sterling Bush	Robert Bush, Allison Stevens	(27)	24	19	9	14	4	70
16	USA	15272	Mark Grinder	Mark Dadd, Kelly Papke	12	14	12	15	(31)	17	70
17	USA	14667	Bob Shapiro	Jim Lerner, Jeff Baker	19	22	(24)	19	11	2	73
18	USA	13726	Bill Buckles	Greg Florian, Ed Edgell	15	11	15	22	10	(26)	73
19	USA	14321	Jack Jones	Alberto Gonzales, Tom Doran	16	15	(23)	23	17	10	81
20	USA	14073	Gary Hurban	Joan Hurban, Laura Johnson	20	12	18	17	24	(27)	91
21	USA	15055	Hugh Hutchison	Marc Venables, Tom Heilmann	14	21	(22)	20	20	19	94
22	USA	15356	Judith Hanlon	Rachel Avenia-Prol, Dean Bell	23	23	(26)	18	13	21	98
23	AUS	15410	Ian Edwards	Gary Schwantz, Knut Engerbretsen	21	28	27	14	15	(29)	105
24	USA	15368	David Little	Bob Astrove, Laurie Duncan	(28)	20	21	25	21	20	107
25	USA	14525	John Bates	Trevor Prior, Gary Hoffer	24	25	20	24	16	(30)	109
26	USA	15237	Mark Gardner	Marilynne Johnson, Erik Johnson	22	17	17	26	(DNC)	DNC	115
27	USA	14680	William Killebrew	Mike Osborne, Kathy Osborne	25	26	(29)	27	28	13	119
28	USA	15346	Michael Hecker	Gary Reinheimer, Tom Crosby	(29)	27	25	28	25	16	121
29	USA	14926	Dwight Gertz	Jeanine Carlson, Art Cunningham	(30)	29	30	30	19	28	136
30	USA	14955	Richard Guy Corcoran	Richard Garr Cororan, Amos Shepard	(32)	30	32	31	23	25	141
31	USA	14876	Janice Lange	Tori Pesek, Mike Dewane	31	(32)	28	32	30	23	144
32	USA	11136	John Hughes	Eric Schulz, Rick Heath	26	(31)	31	29	27	31	144



# INTERNATIONAL MASTERS'



Champions: James Crane, Tom Allen, Jr , Brenda Crane



Runner-up: Bill Mauk, Vladimir Kulinichenko, Michele Sumpton



Second Runner-up: Peter Hall, Ched Proctor, Jay Deakin



# INTERNATIONAL MASTERS'





# INTERNATIONAL MASTERS'





# ***NORTH AMERICAN CHAMPIONSHIP***

## ***2009 NORTH AMERICAN CHAMPIONSHIP***

Sodus Bay Yacht Club  
Sodus Bay, New York  
August 11–12, 2009

### ***CHAMPIONS***

Marcus Eagan  
Kippy Chamberlain  
John Bowden



First, we have to say thanks to Sodus Bay Yacht Club. What a great regatta! Everyone was helpful and welcoming. The group on shore was like a well oiled machine—trailers were ready at the hoist and cold beer was flowing right after the races. The Race Committee must be given high marks for their sound judgment and execution throughout the series. They ran great races, got us in before the rain, and kept the faith when it looked like the breeze was going to be a no-show.

Thank you also to the Lightning class. From Day 1, we have felt welcomed and encouraged. The hospitality and kindness of the individuals and families within this great one-design class has made a lasting impression upon us. It is a class with a rich history, and we believe that its unique attitude of inclusiveness will ensure its continued strength into the future.

The Lightning 2009 North American Championships started out with a light air qualifying series. It provided some badly needed practice for us—all season we had been sail-

ing in strong breeze. The Race Committee did a great job of getting in races and dodging storms. We sailed three good races and wound up winning the qualifying series, which every sailor knows is bad luck.

The Championship races Tuesday started with decent breeze, sunshine and steep chop. Right away we felt the curse of winning the qualifying series was upon us. We had bad starts and could not find clear air for most of the two races. The steep chop with only moderate breeze was yet another new condition for us, and we were struggling with how to make the boat move upwind. We were able to salvage our two races with strong sailing in the second halves of each race; but it was obvious that we had some work to do if we were going to stay in the top pack.

Wednesday started with lighter breeze and sharp chop. The curse of the qualifying series continued. The up-wind pounding and the fierce competition for clear air were taking their toll on our boat morale. Everyone seemed to be faster, smarter, and generally better looking than us. After a tough third race, we regrouped, laid out a game plan and decided to stick to it. It was another tough race, but we were able to work our way into the top five during the first beat. We gained the lead on the second beat and kept it through the finish. Finally, we had our win.





# ***NORTH AMERICAN CHAMPIONSHIP***



The last day of sailing promised to be interesting. The scores were very close between the top six or seven boats. Again, we devised a plan and pledged to stick to it. We were able to win the first race of the day. For the final race, it would be a battle between us, Geoff Becker, Alberto Gonzalez, and Allen Terhune, with Matt Fisher and the rest of the top ten ready to mix it up. At the end of the last run we were even with Becker for the lead, Gonzalez was close behind, along with the rest of the top ten. We rounded the left gate mark, Becker rounded the right. The fleet was not going to make this easy, as boats started getting to the right of us, and Becker kept playing the left side. We did our best to balance the two sides of the course. In the end, we were able to cross the line in first. A few boats slipped

ahead of Alberto and Becker. Our fatigued brains did the math and figured we had won. During the sail one of us asked the other two, "If I had told you yesterday after that third race that we were gonna win this regatta, would you have believed me?" The unanimous answer: "No! I would have called you crazy."

Suffice to say, the Lighting North American Championship is a very hard regatta to win. The competitors are knowledgeable, talented, and skilled. We are glad to be a part of such a great class. It was fun to see faces that have become familiar to us, and we were happy to make some new friends as well. Thanks again to SBYC for a great regatta.

Good luck to everyone for the rest of the sailing season.



# NORTH AMERICAN CHAMPIONSHIP

POS	SKIPPER	CREW	CREW	BOW	TOTAL	R1	R2	R4	R5	R7	R7
1	Marcus Eagan	Kippy Chamberlain	John Bowden	57	19	6	10	(13)	1	1	1
2	Geoff Becker	Bill Ward	Dan Rabin	4	21	12	2	1	2	(16)	4
3	Alberto Gonzalez	Christian Herman	Diego Gonzalez	85	21	2	3	(18)	7	2	7
4	Allan Terhune	Katie Terhune	Sarah Mergenthaler	68	29	1	5	4	10	(15)	9
5	Matt Fisher	Tobi Moriarty	Dan Moriarty	3	32	3	9	(14)	5	13	2
6	Ched Proctor	James Barnash	Jay Mueller	41	42	11	(16)	5	8	6	12
7	Jeff Linton	Dave Clement	Amy Smith Linton	67	43	4	1	21	3	(22)	14
8	Bill Fastiggi	Kolby Kruger	Suzy Coburn	50	43	14	4	9	6	(18)	10
9	Steve Hayden	Barr Batzer	Jeffrey Hayden	69	47	7	11	2	(25)	10	17
10	Jed Dodge	Sarah Costich	Bill Dodge	75	49	18	(25)	6	16	3	6
11	Todd Wake	Lynelle Reak	Kristine Wake	44	60	17	(22)	19	11	8	5
12	Bill Healy	Nicole Breault	Tim Healy	82	61	9	15	3	(33)	23	11
13	Brian Hayes	Christine Maloney	Laura Jeffers	27	63	21	8	10	(22)	5	19
14	David Peck	Sarah Peck	Neal Fowler	16	70	(27)	6	25	9	14	16
15	Ryan Ruhlman	Martha Fisher	Nick Turney	43	71	5	12	(30)	27	9	18
16	Jamie Allan	Marc Littee	Jay Deakin	70	74	13	7	17	15	(30)	22
17	Jody Starck	Skip Dieball	Tom Stark	11	75	(24)	24	23	18	7	3
18	Thomas Allen	Karl Allen	Shelby Allen	9	77	10	18	(33)	24	12	13
19	Joshua Goldman	Laura Johnson	Todd Johnson	51	81	(35)	19	20	4	17	21
20	Tim Scanlon	Beck Scanlon	Candy Neville	19	83	23	30	11	(31)	11	8
21	Rob Ruhlman	Dave Werley	Abby Ruhlman	42	85	8	14	15	19	(31)	29
22	Robert Wardwell	Danielle Powers	Mike Healy	30	91	(29)	27	8	13	28	15
23	Mike Holly	Patrick Littee	Marc Robin	71	94	31	(33)	22	12	4	25
24	Daniel Pope	J.J. Pope	Jonathan Pope	15	95	22	13	16	23	21	(26)
25	Jon Schwartz	Don Schon	Paul Krzenski	38	105	15	17	28	26	19	(33)
26	Richard Walsh	Alex Cox	Tina Walsh	58	108	20	21	26	17	24	(30)
27	Richard Hallagan	Hendrix Ten Eyck	John Steiner	79	115	(33)	31	7	32	25	20
28	Darrell Peck	Allison Webber	Tanya Haddad	61	117	25	20	(29)	28	20	24
29	Dan Thompson	Austin Kana	James Landi	49	126	30	(32)	12	21	32	31
30	Debbie Probst	Abbie Probst	Tanner Probst	59	127	19	29	24	(30)	27	28
31	Bob Harkrider	Eli Putnam	Marcus Moelhman	40	130	32	26	(35)	20	29	23
32	Bill Mauk	Michele Sumpton	Vladimir Kulinechenk	81	138	16	28	31	(37q)	36f	27
33	James Carson	Dave Thompson	Dave Ruiter	22	140	34	(35)	32	14	26	34
34	Kirk Reynolds	Logan McReynolds	Jerad Shepard	20	141	26	23	27	29	(36c)	36c
35	Philip Lange	Lori Foster	Alister Thomson	6	161	28	(34)	34	34	33	32





# ***NORTH AMERICAN CHAMPIONSHIP***



Champions: Marcus Eagan, Kippy Chamberlain, John Bowden



Runner-up: Geoff Becker (had to leave for airport prior to awards),  
Bill Ward, Dan Rabin



2nd Runner-up: Tito Gonzalez, Christian Herman, Diego Gonzalez



# PRESIDENT'S CUP

## CHAMPIONS

Justin Coplan  
Alex Feldman  
Mike Carney



It's hard to think of a week in the summer that I look forward to more than that time in August for the Lightning North Americans. This summer I had been sailing with Mike Carney and Alex Feldman, and we were pumped to head up to Sodus. We had had good success as a team, and I knew Mike would be good for local knowledge of bars in the area, as Sodus was the stomping ground of his youth. I knew we had it made when we arrived late Friday night to find our cottage was walking distance from the yacht club, with a bar in between.

There isn't much you can do about an OCS in the qualifiers without a drop, but we did the best we could to put that behind us going into the President's Cup and do our best to figure out this summer Lake Ontario sailing.



**Day One** brought us a beautiful ten to twelve knot westerly—a welcome step up from what we had seen during the qualifiers. We found ourselves sailing a beautiful groove all day. In the first race we bailed out onto port very quickly after a dismal start. We started heading out to the right side on a nice lefty. Halfway up the first beat we began working back towards the middle of the course, with the entire fleet sitting in our main window. We rounded the top mark in first, with a solid lead, and spent the rest of the race using that lead to stay in front of Dave Helmick.

Race Two began with a solid start, and we worked our way up the middle playing the shifts in the lead to the top mark, again with George Harrington right behind us. The next two legs we spent playing back and forth with George, and by the next time round the windward mark, we had managed to put a comfortable distance between the two of us. We turned back into our conservative mode of holding off the fleet. It is a great feeling to win both races on the first day of the series, but there were still four more races to go.

**Day Two** began with an hour postponement ashore, waiting for the breeze to fill in. After an hour the Race Committee towed us out to the lake and posted a further postponement, with promises of wind to come. Eventually, a light breeze filled in from the north, and the races were started. While Day One belonged to me, Day Two would definitely go to Eric Johnson. We started Race Three winning the pin and playing up the course for spots of pressure and reached the windward mark in second, just behind Dick Moyer and just ahead of John Faus. However, going up the second beat Eric worked into the right side and found something fast out there, picking up the entire fleet. He would go on to win the race, followed by James Taylor, who was extremely speedy on the last run.



# PRESIDENT'S CUP



I can't speak much of Race Four, save that Eric won that one as well. I found myself late for the start and playing an unsuccessful game of catch up. After two days Bob King led with 22 points after sailing the most consistently, and Eric Johnson and I were tied for second with 26 points. The racing had suddenly gotten a lot closer.

**Day Three** was do or die. We had already sailed a throw out, and the pressure was on. There was a ten-knot breeze, and we went into the fifth race feeling good. With a beautiful start and a careful eye for the shifts coming down the course, we found ourselves doing what we did best and leading the fleet by the top mark. With not much else to do, we sailed conservatively and won the race ahead of James Taylor and Bob King.

Going into the final race after the throw out, we had a five-point lead on both Bob King and Eric Johnson. We stuck to our same game plan and felt very good sailing up the middle left—until we found most of the fleet to the right of us sailing a really hot righty and no opportunities for us

to work back to the right. We rounded the top mark deep and looked up in frustration as Bob King's bright blue boat was undoubtedly up in the top five. Well, it was finally time to make good on the gigantic courses we'd been sailing all week and put the five miles of race course we had left to good work. It was slow daunting work, but we managed to slowly pick up boats here and there, and by the next windward mark, we could start counting the boats between Bob and us again. After the second run, going into the final beat, we had the magic number of four boats between us, just enough to tie him and win the series. The final beat became interesting, as we kept picking off boats and found ourselves threatening to pass Bob. Bill Johns won the race, but it was a photo finish between Bob and myself, with the race going to Bob. Bob took second in the series, and Eric Johnson took third. It was very exciting sailing!

It was a fantastic week of sailing and fun. At every regatta the Race Committee gets thanked and their share of applause; we're all grateful for what they do. But the Sodus Race Committee performed well above and beyond what is par. They did a fantastic job getting starts off, marks moved, and fair races run. Great job! Thanks also go out to everyone who organized and helped run this year's NAs for doing a wonderful job. See you on the water!



# PRESIDENT'S CUP

POS	SKIPPER	CREW	CREW	BOW	TOTAL	R1	R2	R3	R4	R5	R6
1	Justin Coplan	Alex Feldman	Mike Carney	83	13	1	1	7	(17)	1	3
2	Bob King	Bill Stuart	Bill Healy	46	17	(10)	2	3	7	3	2
3	Eric Johnson	John Pearce	Todd Whitehead	52	22	(20)	3	1	1	10	7
4	James Taylor	Carl Taylor	George Auer	34	30	(15)	6	2	8	2	12
5	David Helmick	Scott Ewing	Joe Kolisch	35	32	2	(17)	9	5	8	8
6	John Faus	Tyler Menninger	Clay Shaner	17	33	(26)	9	5	3	12	4
7	Tommy Meric	Cindy Stieffel	Thomas Meric	56	43	4	11	16	6	6	(18)
8	Bob Bush	Ben Craig	Sterling Bush	10	44	3	15	6	15	5	(21)
9	Bill Johns	David Maier	Kenny Fourspring	12	47	(29)	7	12	20	7	1
10	Charles Wardwell	Danielle Prior	Colin Bedell	29	50	16	4	(21)	9	11	10
11	Alan McReynolds	John Atkins	Mike Elmergreen	84	51	(21)	13	19	2	4	13
12	Becca Hofmeister	Mandy Hofmeister	William Hofmeister	5	58	(27)	8	13	4	16	17
13	Lorrie Walsh	Tina Corness	Katrina Oostveen	54	58	11	(31)	11	21	9	6
14	Henry McCray	Ervin Jeffers	Nick Ellyn	72	61	8	(20)	15	10	17	11
15	Richard Moyer	John Depenbrock	Helen Moyer	18	65	18	14	4	(27)	24	5
16	Brad Wagon	Stewart Fossceco	Bryan Bahler	48	66	7	16	8	(23)	19	16
17	George Harrington	Eric Burdge	Art Guerrera	21	74	13	5	17	(26)	13	26
18	Patrick Phelan	Jason Phelan	Brian Phelan	36	80	17	10	10	16	(27)	27
19	James Morton	Jay Greenfield	Kyle Fast	23	88	6	(24)	24	18	21	19
20	Landy Atkinson	Gordon Wright	Jillian Dart	14	90	9	(28)	18	25	14	24
21	Stephen Cox	Peter Hale	Mark Grinder	63	91	(28)	19	22	13	28	9
22	Gustavo Tamayo	Adriana Garcia	Javier Delgado	66	99	5	23	23	19	(29)	29
23	Joan Hurban	Ann	Peter Jadrosich	8	100	24	12	(26)	24	26	14
24	Gary Hurban		Gary Offer	7	102	(22)	22	20	22	18	20
25	Nabeel Alsalam	Stafano Le Leo	Craig Huzway	25	105	25	27	14	14	25	(28)
26	Aroldo De Rienzo	Pablo Guzman	Luis M Gerard	2	108	14	21	25	(30)	23	25
27	Graham Leonard	Andy Leonard	Eliza Pope-Collins	13	109	(30)	30	30	12	15	22
28	Jessica Lombard	Caroline Trotter	Stephanie Boucher	47	111	(31)	18	27	29	22	15
29	Bill Cabrall	Jenii Bennett	Raeyane Farrell	1	115	19	25	(28)	28	20	23
30	Ainsley Thomson	Alex Reynolds	Linnhe Thomson	32	119	23	26	29	11	(30)	30
31	Chris LaBorde	Mary Schmid	Duane Hatch	62	136	12	29	(32c)	32c	31	32c





# PRESIDENT'S CUP



Champions: Justin Coplan, Alex Feldman, Mike Carney



Runner-up: Bob King, Bill Stuart, Bill Healy



2nd Runner-up: Eric Johnson, John Pearce, Todd Whitehead



# AWARDS

## Steketee Award



The Buffalo Canoe Club was awarded the Steketee for their outstanding Junior Program, accepting on behalf of the BCC, Karl Allan

## Thermis Trophy



The highest finisher in the Championship Fleet who has never qualified before: Tim Scanlan

## Jack Elfman Trophy



The highest finishing Master who also competed in the Masters NA Championship Regatta: Dick Hallagan

## Fallon Trophy



The last boat to qualify into the Championship Fleet: Debbie Probst, Abbie Probst, Tanner Probst

## Kaleigh Wilday Trophy



The youngest competitors: awarded to both Jeffrey Hayden and Tanner Probst

## Swanson Trophy



To promote and encourage women skippers: Becca Hofmeister



## Colin Park Awards



For the highest finishing married couple in each fleet: Allan and Katie Terhune, Bob and Sterling Bush

## Fleet 36 Award



For the highest placing Junior skipper: Becca Hofmeister, with crew mom and dad

## McDermott Trophy

For the most improved from 2007-2008 qualifying series-24 places Richard Walsh, not present to accept

## APPRECIATION AWARDS

**Tom Knapp:** NA Regatta Chairman

**Ed St George:** NA Regatta Co-Chair and RC Chairman

**Alys Klingenberg:** NA Regatta CoChair

**Wayne Bretsch:** Principal Race Officer

**Debbie Probst:** 2009 VP Boat Grant Program.

**Bill Neal:** Donation of Trophies to the ILCA for North Americans and Worlds

**Gary Jobson:** Honored guest and Opening Ceremonies Speaker

**Michael Shults**

**Dan Hollands**

**Mike Healy**

**Bill Dodge**

**Jed Dodge**

**Bud Seymour**

**John Atkins**

**Nina Le Frois**

**Pam Hatch**

**Shelli Fitzsimmons**

**Jan Crum**

**Jeanne Knapp**

# ***NORTH AMERICAN CHAMPIONSHIP***





# ***NORTH AMERICAN CHAMPIONSHIP***





# *WJM NORTH AMERICAN CHAMPIONSHIP*

## *2009 WOMEN'S, JUNIORS' AND MASTERS' NORTH AMERICAN CHAMPIONSHIP*

Sodus Bay Yacht Club

Sodus Bay, New York

August 5–7, 2009

### *JUNIORS' CHAMPIONS*

Connor Godfrey

Griffin Orr

John Ring



Although the weather may not have been perfect for the North Americans, conditions for the Junior North Americans, sailed August 5–7, at Sodus, New York, could not have been better. Competitors enjoyed three straight days of steady winds, ranging from 8 to about 23 knots, wonderful hospitality from the Sodus Bay Yacht Club, terrific race administration, and all-in-all, a great regatta.

On the first day of the event, we awoke to strong wind and big waves—definitely fun, but not favorable to the under 375-pound team of myself, Henry “Super-J” Ring and Griffin Orr. We got out early, and it was still a thrill cruising downwind in the waves with the chute up before most boats were even launched. The racing was a blast, and all of the competitors got some amazing downhill rides on the surf.

In the heavy air that dominated the first couple of days of the event, Tim Werley and his team were really fast. By the end of day two, Team Werley had a lead on the competition. But Connor Mangan, Ian Moriary, Will Tyner and my team were all close behind.

On Day Three, the wind calmed to 8–12 knots, and as the day went on, the scores only got tighter. Going into the last of the nine races of the regatta, we found ourselves in a three-way tie for first with the Werley and Mangan teams, and team Moriary was only a couple of points behind. We knew we were in for a tough race.

With input from my excellent team, Henry and Griffin, we agreed that the oscillating breeze was in a left phase and hoped for a righty. Even though the pin seemed a little favored, we started at the boat, then split with the fleet to go further right. On several occasions Griffin had to calm me down and refocus me as I second guessed our plan. Luckily, we stuck to our plan, and to our delight, we guessed the correct side of the course. And as we approached windward mark, we found ourselves a few boat lengths ahead of the fleet.

We managed to hold our lead downwind, but disaster nearly struck as we reached the leeward mark. As we rounded, a clevis pin fell out of the gooseneck, sending our boom across the boat. The guys tried to fix it as I tried to concentrate on making the boat go upwind. The competition was getting closer by the second. Griffin and Super-J managed to jury rig something for a couple of minutes (I’m not sure exactly what, but it seemed to involve the Tacktick compass). But as we tacked, to our amazement, we found the clevis pin had been saved from falling into the lake by the shroud, as it balanced precariously on the edge of the deck. We hoped to reinsert it, until we realized that the gooseneck had bent. Fortunately, this was no problem for aptly named Super-J who, with a good, hard punch, not to mention some bloody knuckles, managed to make the gooseneck as good as new. Somehow, we hung on to our narrow lead and crossed the finish line just ahead of the Moriary and Mangan teams.

Congratulations are due to the competitors who all sailed a great and fair regatta. And thanks are due to everyone at Sodus and all of the volunteers who helped to run such a great, fun event, to my dad for his endless support (not to mention new boat), and to my outstanding team. We’re looking forward to representing the United States, along with team Mangan (and hopefully, team Moriary), in the Junior Worlds in Salinas, Ecuador, next summer.

Thank you, I look forward to seeing you all next year!



# WJM NORTH AMERICAN CHAMPIONSHIP

POS	SKIPPER	CREW	CREW	BOW	TTL	R1	R2	R3	R4	R5	R6	R7	R8	R9
1	Connor Godfrey	Giffin Orr	John Ring	33	25	2	4	(7)	4	5	5	2	2	1
2	Connor Mangan	Jeffrey Markarian	Lauren Jones	39	27	6	1	2	(9)	2	6	3	4	3
3	Ian Moriarty	Caleb Leonard	Bryan Burke	48	30	4	3	(18q)	1	3	8	1	8	2
4	Tim Werley	Samantha Maras	Beth Werley	38	33	1	2	(18q)	3	1	1	6	10	9
5	Jason Lutz	Timmy Crann	Jillian Lutz	37	40	5	7	3	7	7	4	(9)	3	4
6	Will Tyner	Reese Wilkins	Nick Cumbie	44	44	3	6	1	6	(12)	2	4	12	10
7	AJ Murphy	John King	Robert Hoffman	78	48	(11)	9	5	2	6	10	7	1	8
8	Joy MacDonald	Kathryn Moloney	Maddie Waldron	47	49	7	5	4	5	4	9	10	5	(12)
9	Adam MacDonald	Daniel Robinson	Sam Jones	36	51	8	8	6	(12)	8	3	5	6	7
10	Merritt Moran	Brendan Cook	Nick Sertl	50	72	9	(12)	8	8	10	11	12	9	5
11	Ainsley Thomson	Alex Reynolds	Linnhe Thomson	32	85	(17c)	10	9	10	11	12	11	7	15
12	Collin Kirby	Chloe Constants	Danielle Prior	53	87	10	11	11	(14)	14	13	8	14	6
13	Timothy Wright	Jake Robbins	Lindsay Wright	55	95	(17c)	17s	10	11	9	7	14	16	11
14	Christine Maloney	Kayla Oak	Julianne MacDonald	51	112	12	13	12	15	15	(16)	16	15	14
15	Ryan Palm	Brenden Dickerson	Katie Gentsch	46	115	(17c)	17c	17c	13	13	15	13	11	16
16	John Buzzell	Grant Gefell	Justin Reisch	45	121	(17c)	17c	17c	16	16	14	15	13	13



Jim Carson presenting the Carson Award to Junior Champions:  
Connor Godfrey, Griffin Orr, John Ring



Runner-up: Connor Mangan, Jeffrey Markarian, Lauren Jones



2nd Runner-up: Ian Moriarty, Caleb Leonard, Bryan Burke

# MASTERS' NORTH AMERICAN

## MASTERS' CHAMPIONS

Terry Burke  
Dan Moriarty  
Tobi Moriarty



Up until June, I was up in the air about attending this year's North Americans. The small company I work for was bought by one of the largest companies in the world. We are middle of integration, and I did not want to be out of the office for a long time. In the back of my mind I was considering doing the Masters because I just turned 55 this year and had always been fascinated with this event. I had crewed in the 2007 Masters on the Potomac with Frank Gallagher, but my appearance there was something to do while I was taking our fleet's local junior team to the Juniors'. At the same time Dan Moriarty had decided that he was going to take this year's junior team to the Juniors' NAs by way of the Buffalo Canoe Club's Junior Youth Invitational that was being held the weekend before. He had already made arrangements for housing. He was going to be taking his boat because it was going to be sailed by Matt Fisher with Dan and Tobi Moriarty for the NAs. Prior to this event, this team sailed the Canadian Open with Matt's boat, then leaving the boat at the BCC. Matt had preferred that the juniors race his boat, leaving Dan and Tobi's boat for the NAs and ultimately the Worlds (the main goal for them). One can easily see that this was turning into a logistical nightmare.

Sometime in the first part of June, I talked to Dan about the plans for the junior team since it involved my son. I told him that I could not do the NAs but I was considering the Masters. As it was turning out, he was going to be with the junior team in Sodus Point with two boats. Early the next week, Dan talked to Tobi to see if she had interest in doing the Masters and whether the event would fit into her

already tight vacation schedule. The sun, the moon and all the stars aligned—Tobi was in. Here I was being offered to sail one of the fastest Lightnings with one of the best teams out there; it was an offer I could not pass up. The the adventure was put into motion. Dan, I and the junior team would head off to the BCC for their junior event. I planned on hanging around on the beach there, but ended up being teamed up with Birdie Worley to run the mark set. It was a great time. The boys learned a lot from this event and helped them enormously for the Juniors'. Then it was off the Masters!

I had never been to Sodus Point. I had never sailed on Lake Ontario. I did not have a clue what to expect. I had no idea that Ontario was so deep. I grew up in Chicago racing on Lightnings. Certainly, Lake Michigan can get the big rollers, but generally only from the NE and only occasionally. Sodus Point suddenly became more imposing when ever the winds came up anywhere from NE to NW, but I am getting ahead of myself.

My immediate impression of Sodus Point was the beautiful location. The small vacation cottage town was perfect. Dan found a three bedroom PINK lakeside cottage, highly visibly from the race course. We showed up on Monday afternoon. Monday was supposed to be an open day; however, the extremely efficient measurement team was there to practice measuring. They ended up measuring all those boats that arrived early. I discovered that Masters arrive early to events. I fit right in. Ever use a front loader to lift a double rig off the lower trailer?? I never saw it done before, but that is what the creative Sodus hosts thought of since their tall hoist was being used for measurement. By Monday afternoon, we were ready to go—only had to wait until Tuesday night late for Tobi and my wife to fly in.

Early Wednesday morning, I was rumbled out of my bed at 3:00 AM by a big thunderstorm. In the morning, the cold front moved through. From the porch of our cottage, I could see the big waves breaking on the beach one hundred feet away. The white caps were out and the lake was frothing. Surf's up! Race day had arrived, and out we went with all the other Master and Junior teams in a stiff northwest breeze. My plan for doing this event was that I was going to steer the boat as fast as I could and leave the tactics and positioning on the water to my team mates. My recollections of the racing at this Masters' event reflect that strategy. My goal was to have a good time, do reasonably well and more importantly, make sure to stay out of trouble. I did not want to see any damage to a borrowed boat that was continuing on to the NAs.



# MASTERS' NORTH AMERICAN

## Wednesday Race 1 and 2:

The big wave sea conditions greeted us as we sailed on to Ontario. The wind was blowing out of the northwest at 12 to 18 knots, with maybe some higher puffs. My plan for starting was to find a clean place in the middle of the line and go. We were pretty successful doing this in nearly every race of the event. For most of the regatta, my team mates kept me on the left side of the course. The left side seemed to pay off more often than not. The big thing that I had to adjust to was the wave action. It is not something I deal with on Lake Carlyle. Furthermore, I am sailing on a boat with a different cut of sails, and it all felt very disconcerting. The big waves coming off the lake did not match the wind direction moving more down the shore. Starboard tack was like climbing mountains, followed by the need to keep from sticking the boat into the next wave or pounding the bottom in the trough. We rounded the first mark amongst the top of the fleet, though I did not know who most of the competitors were yet. The first downwind leg was very nerve racking to me, but again because of seamanship reasons. It was blowing pretty good. The following surf made steering the boat a challenge and I did not want to tip over! It took a few jibes before I felt a little confidence. We held our own downwind and blazed upwind pretty much the entire day. As the day wore on I started putting faces to the bow numbers; 81—Bill Mauk, 72—Peter Hall, 22—Jim Carson, 79—Dick Hallagan, 11—Ed Roseberry became familiar sights for these two races and throughout the event. In the end, our team won both races of the day, but it was all pretty close. When the dust settled it was Peter Hall with a 2 and 4 in 2nd place and a large pack of boats with 10 to 14 points, many with a low and high score that could present a problem.

## Thursday Race 3 and 4:

The wave action was definitely down Thursday morning when I looked out our cottage door. We obviously had a great day on Wednesday, but with the outlook of more moderate wind and with a tight pack of boats right behind us in the standings, anything could happen. The trip out to the race course reinforced some of my thoughts. The wind was still blowing basically out of the northwest at 8 to 12 knots. The seas were still there, but not as monster-like as we found on Wednesday. In Race 3, we had another reasonably good start. Our boat speed was good, but not breakaway. We rounded in the top third of the fleet. Amazingly, I felt we had a little more unexpected speed downwind. This race was really Bill Mauk's, with Ed Roseberry, Jr. close back. We worked our way up to third, with the grandmaster Jim Carson just behind. Unbeknownst to us, Peter Hall, our main contender going into the day, was OCS. It was looking like Bill Mauk was the one we needed to track. Race 4, a five legger, started out pretty much like Race 3, and we found ourselves positioned in similar fashion. But on the second upwind leg, we went out farther right than ever before. The winds strengthened to the point where it was back up to 18 knots+ we had had on Wednesday. We moved up the fleet rounding the second weather mark in 3rd or 4th behind Bill Mauk and Dick Hallagan and amongst Bill Cabrall, Jim Carson and Mark Fleckenstein. At the bottom of the leg we rounded right behind Bill and Dick. We tacked on to starboard as soon as we could. In the fresher breeze, the boat was on fire. We decided to engage Mauk. And engage we did—each time we tacked in close proximity we gained a little. In the end, Bill disengaged and we won this one. Bill Mauk and Dick Hallagan finished right behind.



# MASTERS' NORTH AMERICAN



## Friday Race 5 and 6:

I awoke Friday to see wind direction, speed and wave action being very similar to the previous two days. The wind actually died a little. Race 5 was started with wind strength more in the 7 to 10 knot range that really favored the only one that could overcome our lead going into the day—Bill Mauk. We had not yet sailed a throw-out race. Bill had a 9th in Race 1. Race 5, a four legger, moved along for us very similar to Race 3. We had good but not dominate boat speed. We rounded the first weather mark in the top third, but we had our work cut out for us if we wanted to make it a short day. Again I felt we had better than expected speed going downwind. Peter Hall was the leader pretty much from start to finish, with Bill Mauk right behind. We had been moving up in the fleet and positioned ourselves in 3rd, but fighting to maintain this slot with Jim Carson especially as the wind lessened throughout the race. We rounded the second weather mark right with Carson. Peter Hall was in the lead, with Mauk doing everything he could do to get the lead away from Hall.

As the leg progressed, we solidified our third-place finish, and Hall held back Mauk. Dan, Tobi and I recalculated the regatta—we were pretty sure we had won. I sailed around for awhile and decided to pass Bill to see his reaction. He confirmed it. We decided to not sail Race 6. It looked like a close affair with Bill Mauk hanging on to his 2nd place finish and Peter Hall close behind.

The 2009 Juniors' and Masters' events were about as good as it gets, both on and off the water. The RC work was impeccable. The competition was keen amongst the Masters, of which I seemed like a junior member. The guy/gals who ran the ATV and logistics for the boat/trailer movement have to be congratulated in getting the boats in and out of the water fast. Our junior team that we were supporting, consisting of Ian Moriarty (Dan's son and skipper), Bryan Burke (my son) and Caleb Leonard, also had an excellent regatta and hope to go to Ecuador next summer. They were a distraction for us since we were consistently looking up the race course.

POS	SKIPPER	CREW	CREW	BOW	TTL	R1	R2	R3	R4	R5	R6	R7	R8
1	Terry Burke	Dan Moriarty	Tobi Moriarty	3	9	1	1		3	1		3	(24c)
2	Bill Mauk	April Richards	Vladimir Kulinechenko	81	14	3	(9)		1	2		2	6
3	Peter Hall	David Burchfiel	Cedric Audette-Campbell	72	16	2	4	(25q)		7		1	2
4	James Carson	Dave Thompson	Dave Ruiter	22	24	(9)	5		4	6		5	4
5	Richard Hallagan	Mary Lou Carlucci	Alister Thomson	79	26	8	2		8	3		(13)	5
6	Ed Roseberry Jr.	Monica Jones	Peter Godfrey	11	29	4	7		2	(9)		9	7
7	Donald Barrett	Dave Dickerson	Donna Barrett	71	29	10	6		6	(13)		4	3
8	Gary Hurban	Mel Keem	Mike Carney	7	32	6	8		9	(12)		8	1
9	Bill Cabrall	Rebecca Espinosa	Norm Jarvis	1	40	11	(15)		11	4		6	8
10	Federico Meira	Peter King	Alex King	70	44	12	(14)		7	8		7	10
11	Mark Fleckenstein	Rebecca Dickerson	Clay Murphy	76	47	7	12	(14)		5		14	9
12	Joan Hurban	John Bloom	Gary Hoffer	8	49	5	11		10	11		12	(19)
13	Fisk Hayden	Page Fagan	Bill Dodge	69	55	(24c)	13		5	10		15	12
14	Jack Jones	Barbara Hill	Anne Kearney	4	67	13	3		17	16		(18)	18
15	Jonathan Lange	Alexandra Lange	Philip Lange	6	68	14	10		14	(18)		17	13
16	John Atkins	Erin McReynolds	Alan McReynolds	84	71	(24c)	24c		12	14		10	11
17	Sterling Bush	John Steiner	Pam Murphy	10	77	16	(17)		15	15		16	15
18	Jesse Miller	Byrne O'Brien	Virginia Miller	73	82	17	16		16	17		(19)	16
19	Daniel Parietti	Ann Beck	Eric Beck	83	88	20	18		13	20		(21)	17
20	Jim Eagan	Susan Eagan	James Eagan	60	92	19	(24c)		24f	24c		11	14
21	Rod Hayes	John Sauter	Bob Fugler	31	95	15	20		18	21		(24f)	21
22	Karen Dial	Diana Wisley	Kathy Gaddy	52	95	18	19		19	19		(20)	20
23	Nancy Ghertner	Jeanette Little	Allison Stevens	77	120	(24c)	24c		24f	24c		24c	24c



# MASTERS' NORTH AMERICAN



Champions: Terry Burke, Dan Moriarty, Tobi Morarity



Runner-up: Bill Mauk, Vladimir Kulinichenko, April Richards



2nd Runner-up: Peter Hall, David Burchfield, Cedric Audetter-Campbell



# ***JUNIORS' / MASTERS' NORTH AMERICAN***





# JUNIORS' / MASTERS' NORTH AMERICAN





# ***SOUTH AMERICAN CHAMPIONSHIP***

## ***2009 SOUTH AMERICAN CHAMPIONSHIP***

Club de Yates Marina Pingueral  
Concepcion, Chile  
December 2–7, 2009

### ***CHAMPIONS***

Alberto González  
Cristian Herman  
Diego González



This year the South American Championship was held at Marina Pingueral, hosted by Fleet 514 of Concepcion and the Chilean Lightning Class, in the waters of Coliumo bay. The setting for this year's Championship was perfect. After a great qualifying series in which eighteen local boats took part, the Chilean boats were defined, joining the eight international crews, totaling twenty-five boats on the starting line.

This was a very special regatta because along with the usual South American countries, Brazil, Argentina, Ecuador and Colombia, we had Mexico as an invited guest. Aroldo de Rienzo from Mexico, a long time sailor but new to the Class, flew down to Chile with Skip Dieball and Bryan Bahler, putting the North American touch to the fleet. Having twenty-five boats racing at a South American Championship hasn't happened for a while, and is proof that the Class is regaining strength in the area, especially in Chile.

On Saturday, December 4, the first three races took place in 8–16 knots of southerly winds. Though having some trouble in the first race, Tito Gonzalez took the second race and never looked back, showing impressive speed and dominating the fleet.

On Sunday, the winds were lighter and came from the north, with a little bit of current—conditions that really demanded a lot from the teams. Tito again took the honors in both races, and the battle for 2nd place was contested by teams from Brazil, Caio Suarez and Thomas Sumner, and the local crew of Sebastian Castaño.

On the final day Monday we had perfect sailing conditions, sunny, 8–12 knots of wind from the south west. Here again Tito took the 6th race, and thus was able to head for the beer early, not having to sail the 7th race. The racing was completed with Sebastian Castaño from Chile winning the last race.

After the regatta, the crews joined at the beach bar for a barbecue and awards ceremony. After this, the usual Pingueral style party started with no other than a concert from the Rolling Stones. Actually they are called Hot Stones, but after a beer or two the singer looked just like Mike Jagger, and the music sounded great. The Lightning Class again showed everybody how to party and closed the bar around 6:00 AM...the party was over, but not for long. In 2010 the South Americans will be held in Ecuador, and everybody is looking forward to it.





# SOUTH AMERICAN CHAMPIONSHIP

POS	Nº PROA	NACIONALIDAD	Nº VELA	TIMONEL	TRIPULANTES	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	13	CHI	11011	Alberto González	Cristian Herman Diego González	4	1	1	3	1	1	(DNS)	37.0	11.0
2	21	BRA	15333	Thomas Sammer	Felipe Brito Felipe Gil	(14)	4	3	1	6	9	3	40.0	26.0
3	28	BRA	14203	Caio Suarez	Roberto Marinelli Sidney Bloch	7	2	2	7	4	(14)	8	44.0	30.0
4	09	CHI	14742	Sebastian Castaño	Juan Eduardo Reid Jaime Cases	13	(20)	5	9	2	2	1	52.0	32.0
5	11	CHI	15252	Felipe Robles	Andres Guevara Pablo Lorca	(15)	3	10	10	3	6	2	49.0	34.0
6	27	CHI	14794	Cristobal Perez	Phillipp Goyeneche Pablo Cerna	(11)	7	9	2	7	8	4	48.0	37.0
7	04	CHI	14709	Cristian Barahona	Cristian Barahona F. Patricio Flores	6	8	7	5	9	4	(12)	51.0	39.0
8	38	ECU	14673	Juan Santos	Juan Andres Santos Oscar Viteri	10	(13)	4	6	5	7	9	54.0	41.0
9	70	CHI	14454	Gustavo Boetsch	Juan Pablo Aldea Francisco Sepúlveda	5	6	6	11	(22)	11	7	68.0	46.0
10	05	CHI	14740	Victor Lobos	Cristobal Molina Sebastián Lobos	1	12	18	13	(20)	3	5	72.0	52.0
11	08	CHI	14795	Ignacio Perez	Edmundo Perez Andres Perez	3	5	11	(21)	8	12	18	78.0	57.0
12	20	ARG	11037	Roberto Ricoveri	Gabriel Berberion Lucas Authier	2	11	8	14	(15)	13	11	74.0	59.0
13	02	COL	15401	Gustavo Tamayo	Pedro Latiff Javier Delgado	9	9	13	4	14	(16)	13	78.0	62.0
14	15	MEX	15348	Aroldo de Rienzo	Skip Dieball Bryan Bahler	12	10	15	8	10	15	(OCS)	97.0	70.0
15	18	ECU	14379	Justus Klemperer	Jaime Calderon Santiago Garcia	8	14	(23)	15	18	10	6	94.0	71.0
16	10	CHI	14295	Angel Fantuzzi	Manuel Jose León Alberto González P.	(21)	18	12	17	13	5	10	96.0	75.0
17	23	CHI	14307	Jorge Salgado	Daniel Salgado Roberto Caballero	17	(19)	14	12	17	18	14	111.0	92.0
18	01	CHI	14787	Enrique Ulloa	Manuel Ulloa Alvaro Varela	(DSQ)	15	22	20	11	17	16	128.0	101.0
19	06	CHI	14293	Maria Arcos	Danae Skemiotis Theodoro Skemiotis	16	22	20	16	12	(23)	19	128.0	105.0
20	55	CHI	14791	Martin Armstrong	Julián Espinoza Jorge Bachmann	19	16	(24)	18	16	22	15	130.0	106.0
21	30	CHI	14947	Gonzalo Barahona	Fernando González Pablo Barahona	18	23	(25)	23	19	20	17	145.0	120.0
22	40	CHI	14768	Pablo Ugarte	Josip Cettarimich Juan Pablo Rojas	20	(24)	16	19	21	24	23	147.0	123.0
23	22	CHI	14609	Martin Andrade	Andres Gomez Ignacio Perez	25	17	21	25	(25)	21	21	152.0	127.0
24	37	CHI	14355	Andres Daroch	Miguel Osorio Pedro Osorio	(DSQ)	25	19	22	23	19	20	155.0	128.0
25	12	CHI	12680	Harold Novoa	Rene Contreras Hernan Henríquez	22	21	17	(DSQ)	24	25	22	158.0	131.0



# ***EUROPEAN CHAMPIONSHIP***

## ***2009 EUROPEAN CHAMPIONSHIP***

Circolo Velico Marsala

Marsala, Italy

June 27–July 3, 2009

### ***CHAMPIONS***

Urs Wyler

Gilbert Durr

David Durr





# EUROPEAN CHAMPIONSHIP



POS	SAIL#	NAME	TOTAL	R1	R2	R3	R4	R5	R6
1	SVI 13790	Wylers Urs, Durr Gilbert, Durr David	12,0	3	4	2	4	2	1
2	ITA 13706	Giacalone Roberto, Prinziavalli Pasquale, Maggio Guglielmo	13,0	(5)	2	1	5	1	4
3	ITA 15013	Bonanno Ignazio, Linares Francesco, Scontrino Simone	17,0	2	(6)	3	3	3	6
4	FIN 15369	Hemming Lauri, Varheenmaa Hanna, Varheenmaa Antti	18,0	1	3	(11)	7	4	3
5	ITA 13462	Reina Stefano, Tripoli Pietro, Di Benedetto Antonino	21,0	4	9	4	2	(ocs )	2
6	SVI 14530	Perret Jacques, Cudia Josi, Cristaldi Angelo	27,0	(10)	1	5	10	6	5
7	ITA 14102	Messina Alessandro, Crucitti Roberto, Crucitti Marco	32,0	6	8	10	1	(ocs )	7
8	ITA 13878	Sammartano Pietro, Spano' Enrico, Ottovoggio Sandro	36,0	(13)	7	7	8	5	9
9	FIN 15281	Aromaa Kimmo, Aromaa Pirta E., Aromaa Mika	37,0	7	5	6	(11)	8	11
10	NGR 15267	King Kevin, Schuantz Gavy, Leek Richard	41,0	9	(10)	9	6	9	8
11	ITA 13346	Roccheggianni Bruno, Heclman Marc, Bozzi Renzo	43,0	8	11	8	9	7	(12)
12	ITA 13823	Pellegrino Giovanni, Aloia Andrea, Martinez Ernesto	59,0	11	(15)	14	14	10	10
13	FIN 15331	Pesola Sakari, Ingelius Mika, Aalto Matti	62,0	12	14	(15)	12	11	13
14	FIN 14534	Aalto Esko, Aalto Sari, Aalto Pyry	65,0	(15)	13	12	13	13	14
15	ITA 1	Forgione Mario, Pelosi Danilo, Montaini Tiberio	66,0	14	12	13	15	12	(dns)
16	ITA 13266	Vargas Giuseppe, Gallotta Giovanni, Gallotta	88,0	(dnf )	16	dnf	dnf	dnf	dns
17	ITA 14361	De Marco Eugenio, Messina Vito, De Marco	88,0	16	(dnf)	dnf	dnf	dnf	dns

Primi Tre Campionato Europeo:

Wylers (Svizzera)

Giacalone( Italia - Circolo Velico Marsala)

Bonanno (Italia - Marina Militare)

Primi Tre Campionato Europeo

Giacalone( Italia - Circolo Velico Marsala)

Bonanno (Italia - Marina Militare)

Reina Stefano (Italia - Circolo Velico Marsala)

# CANADIAN OPEN

## 2009 CANADIAN OPEN

Buffalo Canoe Club  
Point Abino, Canada  
July 11–12, 2009

### CHAMPIONS

Ched Proctor  
Jay Mueller  
Jim Barnash



We all like to go Lightning sailing at Buffalo Canoe Club for different reasons. I personally like the nice southwest breezes with the totally Lightning-oriented relaxed atmosphere. We showed up on Friday at the delightful Buffalo Canoe Club. The hope was to get some good practice and tuning against some of the fast teams that were there. Unfortunately, there was no wind, so we watched Jim play tennis with the local pro and Adam Probst. The wind did not disappoint for the weekend though, as we had three great races both days. Courses were twice around windward leeward with downwind finishes. The last race each day was five legs. I think these downwind finishes make a lot of sense. Saturday AM was also delayed as we waited for some thunder squalls to pass through.

When we got on the water, we enjoyed another squall, but, fortunately, the Race Committee was not deterred from keeping us on the water.

We ended up sailing three races in a delightful southwest breeze. In the first race we were initially able to get the jump

at the weather mark and led down the run. At the leeward mark Matt Fisher closed in considerably, as we screwed up. We went around the right (looking downwind) mark and continued for a few lengths to clear spinnakers. Matt tacked right around the mark on to port tack. The wind phased back to the right, and this put Matt ahead; David was putting on a strong bid from the left side. We held him off to finish second, while Matt took the win by a couple of lengths.

In the second race, Class newcomer Marcus Eagan took the win. In the third race we found some shifts that were to our liking, to gain a small lead at the top mark. As the wind had shifted left, we were able to defend and hang on for the win, as David ground down Jim Allen to take second. The party in the boathouse on Saturday night was delightful. It was a great dinner, and Lake Erie provided a lovely backdrop to chat.

Sunday morning looked to be light from the southwest with several big shifts as we tuned up. It settled in pretty nicely though. There were several big shifts that made it tricky. The first one of the line was a significant left shift. We started near the weather end but had two boats on our hip that didn't want to let us tack to port. So we were behind and had to scramble. We started to get back into it near the top of the beat. The fleet was tightly packed. On the second beat things got really tight, with some big shifts to make it interesting. We experienced one auto tack shift that had us nearly swimming. We struggled to an eighth place finish which ended up being our throw out.

In Race 5 we were able to hold the lead at every mark, but on the run to the finish the family team of Larry, Joy and Adam MacDonald ran us down just before the finish. This left us with a four-point lead over David.

The last race was easily won by Tom Allen, assisted by his son Karl. We started poorly in the second row with David right under us. Fortunately, we were able to tack into a very nice lane and sail back into contention. David was pinned from tacking, and when he did, he took our stern to get to right. Since the right never came in, we were able to get between David and the next mark, which is where we sailed the race.

This was a great event well run by the group at the Canoe Club, and I look forward to the next opportunity to race Lightnings there again.



# CANADIAN OPEN

POS	SAIL#	SKIPPER	CREW	R1	R2	R3	R4	R5	R6	TOTAL	NET
1	14821	Ched Proctor	Jay Mueller & Jim Barnash	2	3	1	8	2	3	19	11
2	15355	David Starck	Jody Starck & Ian Jones	3	2	2	5	6	11	29	18
3	15393	Marcus Eagan	Marc Eagan & Kippy Chamberlain	4	1	5	9	5	5	29	20
4	15164	Jed Dodge	Bill Dodge & Sarah Costich	5	6	10	3	4	8	36	26
5	14905	Jamie Allan	Jay Deakin & Marc Littee	36/ DNF	7	6	1	3	10	63	27
6	15208	Jim Allen	Ernie Dieball & Jacqueline Dieball	7	5	3	14	12	4	45	31
7	15045	Matt Fisher/Dan Moriarity	Tobie Moriarity & Monica Jones	1	8	36/ DNF	4	8	12	69	33
8	9	Thomas Allen	Karl Allen, Bill Pictor & Hanna S.	6	4	25	7	18	1	61	36
9	15181	Debbie Probst	John Fisher & Greg Fisher	11	9	17	2	13	14	66	49
10	15246	Larry MacDonald	Joy MacDonald & Adam MacDonald	28	19	15	10	1	9	82	54
11	15064	Richard Walsh	Tina Walsh & Alex Cox	10	10	12	15	7	24	78	54
12	15082	Michael Holly Jr.	Pat Littee & Will Hall	16	11	13	19	10	6	75	56
13	15339	Warren Emblidge	Jack O'Donnell & Brian Starck	26	14	8	11	9	15	83	57
14	15279	Bob King	Bill Stewart & Mike Healy	9	12	9	13	15	17	75	58
15	1490	Alain Boucher	Terry Line & Chantal Leger	14	15	4	25	17	18	93	68
16	15272	Mark Grinder	Bill Neal & Matt Franzek	8	16	14	17	21	13	89	68
17	15406	Austin Kana	James Landi & Josh Parks	12	20	11	22	11	16	92	70
18	14174	David Sprague	Dan Sprague & Sara Foscarini	20	13	7	18	16	21	95	74
19	15193	Sam Padnos	Phillip Norris & Josh Padnos	23	23	19	20	19	2	106	83
20	14249	George Sipel	Jeff Hagman & Christine Moloney	15	18	16	16	22	23	110	87
21	15412	Tim Scanlon	Emily Moloney & Julie-Ann MacDonald	22	21	24	6	25	20	118	93
22	15399	Tom Starck	Scott Ikke & Martha Barrett	36/ DNS	36 / DNS	28	12	14	7	133	97
23	15257	Maegan Ruhlman	Maddie Waldron & Kathryn Moloney	13	27	18	24	24	19	125	98
24	14672	Connor Mangan	Jeffrey Markarian & Lauren Jones	18	22	21	21	30	25	137	107
25	14416	Peter Godfrey	Connor Godfrey & Griffin Orr	25	17	23	27	29	22	143	114
26	14516	Lorrie Walsh	Katrina Oostveen & Tina Corness	21	24	22	23	26	28	144	116
27	14580	Steve Cox	Larissa Cox & Mark Dadd	24	25	20	26	31	29	155	124
28	15276	Philip Lange	Alister Thomson & Alexandra Lange	19	28	27	29	28	30	161	131
29	1524	Tim (TJ) Wright	Sam Jones & Lindsay Wriht	29	31	26	31	20	27	164	133
30	14261	Ed Roseberry	Erin Gregory & Rachel Moloney	17	36 / DNF	36/ DNF	28	27	26	170	134
31	15387	Graham Leonard	Ben Leonard & Eliza Pope-Collins	27	26	31	30	32	31	177	145
32	15103	Jessica Lombard	Stephanie Boucher & Caroline Trottier	31	29	29	33	33	32	187	154
33	14572	David Fedak	Jake Robbins & Jeff Robbins	30	30	30	32	34	33	189	155
34	15284	Dick Aubrecht		36 / DNS	36 / DNS	36 DNS	34	23	36 / DNS	201	165
35	14630	Ainsley Thomson	Andy Peck & Alex Steo	36/ DNS	36/ DNS	32	35	36/ DNS	36 / DNS	211	175



Top Canadian Finishers: Jamie Allan, Jay Deakin, Marc Littee

# CANADIAN OPEN





# ***ILCA CHAMPIONSHIP RECORDS***

***WORLD  
INTERNATIONAL MASTERS'  
WORLD YOUTH  
NORTH AMERICAN  
PRESIDENT'S CUP  
GOVERNOR'S CUP  
NORTH AMERICAN WOMEN'S  
NORTH AMERICAN JUNIORS'  
NORTH AMERICAN MASTERS'  
SOUTH AMERICAN  
EUROPEAN  
CANADIAN  
SOUTHERN CIRCUIT***





# WORLD CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Malletts Bay Boat Club Colchester, Vermont	Matt Fisher Dan Moriarty Tobi Moriarty Westerville, OH USA	David Starck Jody Starck Ian Jones Amherst, NY
2007	Yacht Club of Greece Athens, Greece	Jeff Linton Amy Smith Linton John Thiansky Tampa, FL USA	Allan Terhune Katie Terhune Dave Perkowski Annapolis MD USA
2005	Club de Yates Higuierilas Con Con, Chile	Alberto "Tito" Gonzales Claus Engel Cristian Herman Santiago, Chile	David Starck Ian Jones Scott Ikle Kenmore, NY USA
2003	Coral Reef Yacht Club Miami, FL, USA	Alberto "Tito" Gonzalez Claus Engel Jay Lutz Santiago, Chile	Steve Hayden Barr Batzer Jamey Rabbitt Lake Mary, FL USA
2001	Circolo Belico Marsala Marsala, Italy	Jeff Linton Amy Linton Mark Taylor Tampa, FL USA	Matt Fisher Dan Moriarty Rick Bernstein Westerville, OH USA
1999	Salinas Yacht Club Salinas, Ecuador	Alberto "Tito" Gonzales Pablo Barahona Claus Engell Santiago, Chile	Jeff Linton Amy Linton Mark Taylor Tampa, FL USA
1997	St Claire Yacht Club Montreal, Quebec, Canada	Larry MacDonald, Jr Jody Swanson Ian Jones Carlisle, Ontario, Canada	Manuel Gonzales Mas Juan Francisco Novion German Novion Santiago, Chile
1995	Kuopion Pursiseura Kuopio, Finland	Alberto "Tito" Gonzales Rodrigo Zuazola German Schacht Santiago, Chile	Thomas Allen, IV Jim Allen Jane Allen Buffalo, NY USA
1993	Ilhabela Island São Paulo, Brazil	Manfred Kaufmann São Paulo, Brazil	Fernando Hackerott São Paulo, Brazil
1991	Severn Sailing Association Annapolis, MD USA	David Dellenbaugh Hale Walcoff Kip Hamblet Essex, CT USA	Larry MacDonald, Jr Carlisle, Ontario, Canada
1989	Yacht Racing Club of Athens Athens, Greece	Peter Hall Westmount, Quebec, Canada	Matt Fisher Westerville, OH USA
1987	Club Naval Castillogrande Cartegena, Columbia	Manuel Gonzalez Mas Santiago, Chile	Eddy Martin Montreal, Quebec, Canada
1985	Little Egg Harbor Yacht Club Beach Haven, NJ USA	William A Shore Newport, RI, USA	Mario Backup São Paulo, Brazil
1983	Circolo Velici Napoletani, Italy	Jay Lutz Newport, RI USA	Sergio Messina Marsala, Italy
1981	Gran Hotel Pucon Pucón, Chile	Walmor Games Soares Florianopolis, Brazil	Glenn Darden Ft Worth, TX, USA
1979	Rush Creek Yacht Club Heath, TX, USA	Glenn Darden Ft Worth, TX USA	William A Shore Newport, RI USA
1977	Spiez Yacht Club Spiez, Switzerland	Thomas Allen, III Buffalo, NY, USA	Mario Backup São Paulo, Brazil



2009 Champions: Matt Fisher, Dan Moriarty, Tobi Moriarty

YEAR	PLACE	CHAMPION	RUNNER-UP
1975	Salinas Yacht Club Salinas, Ecuador	Mario Backup São Paulo, Brazil	William A Shore Newport, RI USA
1973	Buffalo Canoe Club Point Abino Ontario, Canada	Bruce Goldsmith Chicago, IL USA	Jim Dressel Columbus, OH, USA
1971	Merenkavijat Yacht Club Helsinki, Finland	William A Shore Depew, NY USA	Jack Mueller, Jr Rocky River, OH USA
1969	Yacht Club Olivos Buenos Aires, Argentina	Bruce Goldsmith Chicago, IL USA	James R Crane Darien, CT, USA
1967	Royal Canada Yacht Club Toronto, Canada	Dr Louis Pocharski Marblehead, MA USA	Thomas Allen, III Buffalo, NY USA
1965	Circolo Canottieri Naples, Italy	Thomas Allen, III Buffalo, NY USA	Alan Raffee San Diego, CA, USA
1963	Club de Regatas Lima, Peru	Thomas Allen, III Buffalo, NY USA	Robert Seidelmann Westmont, NJ USA
1961	Milford Yacht Club Milford, CT, USA	Thomas Allen, III Buffalo, NY, USA	Jorge Salas-Chavez Buenos Aires, Argentina





# INTERNATIONAL MASTERS' CHAMPIONS



2009 Champions: James Crane, Brenda Crane, Tom Allen, Jr

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Malletts Bay Boat Club Colchester, Vermont	James Crane Branda Crane Tom Allen, Jr	Bill Mauk Vladimir Kulinichenko Michele Sumpton
2007	Yacht Club of Greece Athens, Greece	Bill Mauk Vladimir Kulinichenko Michel Sumpton	George Andreadis V Vlastaki A Pachoumas
2005	Club de Yates Higuierillas Con Con, Chile	Peter Hall Phillip Kerrigan Jay Deacon	Jim Carson Jay Lutz Michael Schon
2003	Coral Reef Yacht Club Miami, FL USA	Jim Crane Larry Bone Kip Hamblet	Bill Mauk JohnHumphrey Claus Engel
2001	Circolo Velico Marsala Marsala, Italy	Richard Hallagan Hendrix Ten Eyck Tammi Jamison  Peter Hall Phillip Kerrigan Jay Deacon	   Urs Wyler Walter Durr Gilbert Durr
1999	Salinas Yacht Club Salinas, Ecuador	Jack Elfman Cindy Lister Mike Holly	Tom Allen, Sr Anne Allen John Humphrey



# WORLD YOUTH CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2008	St Lawrence Yacht Club Montreal, Quebec, Canada	Taylor Lutz Houston, TX USA	Ian Schillebeeckx Labadie, MO USA
2006	Jyväskylä Lake Jyväskylä, Finland	Thomas Sumner São Paulo, Brazil	Panagiotis Verginadis Pireas, Attiki, Greece
2004	Laguna Guarapiranga São Paulo, Brazil	Thomas Sumner São Paulo, Brazil	Marcelo Belloti São Paulo, Brazil
2002	Newport Yacht Club Rockester, NY USA	Thomas Sumner São Paulo, Brazil	Erik Johnson Richmond, VT USA
2000	Yacht Club of Greece Athens, Greece	Dionisis Dimou Athens, Greece	Sotiris Dimopoulos Athens, Greece
1998	Salinas Yacht Club Salinas, Ecuador	Sean Carroll Jericho, VT USA	Konstantinos Merentitis N Smimi, Greece
1996	Metedeconk River Yacht Club Brick, NJ USA	Miguel Plaza, Jr Guayaquil, Ecuador	Chad Atkins Rockester, NY USA
1994	Cercle de Voile de Neuchâtel Neuchâtel, Switzerland	Marty Essig Hamilton, Ontario, Canada	Miguel Plaza, Jr Guayaquil, Ecuador
1992	Higuerillas Yacht Club Vina del Mar, Chile	Tom Starck Buffalo, NY USA	Nicholas Granucci Buenos Aires, Argentina
1990	Buffalo Canoe Club Point Abino, Ontario, Canada	Ned Roseberry Buffalo, NY USA	Sjoerd-JanVanderhorst Blacklick, Ohio
1988	Nasijarven Purjehdusseura- Nasijarvi Segelsallskap RY Tampere, Finland	Duncan Stewart Kingston, Ontario, Canada	Alexandros Dimou Pireaus, Greece
1986	Yacht Club Olivos Olivos, Argentina	Guillermo Parada Argentina	Christian Frers Argentina
1984	Metedeconk River Yacht Club Brick, NJ USA	Jody Swanson Eggertsville, NY USA	Anthony Fink Leonardo, NJ USA
1982	Circolo Velico Marsala Marsala, Sicily, Italy	Gordon Anderson Halifax, Nova Scotia, Canada	Pasquale Vitaggio Marsala, Sicily, Italy
1980	Buffalo Canoe Club Point Abino, Ontario, Canada	Ian Jones Snyder, NY USA	Otávio Machando de Almeida São Paulo, Brazil
1978	Yacht Club Peruano Peru	Stehen Craig Heath, TX USA	Hugo Castro Buenos Aires, Argentina



2008 Lightning Youth World Champions:  
Taylor Lutz-Skipper, Luke Vreeland, Bernie Roesler





# NORTH AMERICAN CHAMPIONS



2009 Champions:  
Marcus Eagan, Kippy Chamberlain and John Bowden

The first National Championship was held when the first boat was publicly less than eight months old. Nineteen boats participated, and John Barnes won with three firsts.

In 1945, the Championship was renamed International, there being thirty some boats in "foreign" countries.

In 1961, the first Lightning World Championship was held, and that year the Internationals were renamed once again, this time to the North American Championships.



YEAR	PLACE	CHAMPION	RUNNER-UP	PRESIDENTS CUP	RUNNER-UP	GOVERNORS CUP	RUNNER-UP
2009	Sodus Bay Yacht Club Sodus Bay, NY	Marcus Eagan Madisonville, LA	Geoff Becker Arnold, MD	Justin Coplan West Nyack, NY	Bob King Ontario, NY		
2008	New York Yacht Club Newport, RI	Allan Terhune Annapolis, MD	Tim Scanlon Cleveland, OH	Robert Ruhlman Bratenahl, OH	Justin Coplan West Nyack, NY	Richard Walsh Dryden, Ontario, CA	Marcus Moehlman Martinez, GA
2007	Severn Sailing Association Annapolis, MD	Geoff Becker Arnold, MD	Allan Terhune Annapolis, MD	Steven Davis Centennial, CO	Neal Fowler Dennis, MA	Mike Beaver Fort Meyers, FL	Paco Sola Guayaquil, Ecuador
2006	Mission Bay Yacht Club San Diego, CA	Matt Burridge Kirkwood, MO	Allan Terhune Annapolis, MD	Nick Farina Boulder, CO	Terry Burke St Louis, MO		
2005	Sheboygan Yacht Club Sheboygan, WI	Matt Burridge Glendale, MO	Bill Fastiggi Winooski, VT	Jason Werner Annapolis, MD	Pierce Barden Wilmington, NC		
2004	Buffalo Canoe Club Pt Abino, Ontario, Canada	Jody Swanson Egbertsville, NY	Michael Gooch-Breault New York, NY	David Helmick Longwood, FL	David Werley Pittsburg, PA	Steve Constants Edgewater, MD	Jim Carson Brick, NJ
2003	Cedar Point Yacht Club Westport, CT	Allan Terhune Swedesboro, NJ	Bill Healy Niantic, CT	James Brickell Sykesville, MD	David Helmick Longwood, FL		
2002	North Cape Yacht Club LaSalle, MI	Bill Healy Niantic, CT	David Starck Kenmore, NY	Jack Elfman Surf City, NJ	Michael Buczkowski Lavallete, NJ	Josh Kersh Ann Arbor, MI	Bill Mauk Miami, FL
2001	Malletts Bay BC Colchester, VT	Steve Hayden Casselberry, FL	Jim Crane Darien, CT	Gianni Cuccio Southport, CT	Georges Peter Barrington, RI	Jon Guth Annapolis, MD	Erik Goethert CT
2000	Severn Sailing Association Annapolis, MD	Ched Proctor Southport, CT	Bill Fastiggi Burlington, VT	James Allen Walled Lake, MI	Brian Taboada Brick, NJ	Jon Schwartz Lincroft, NJ	Juan Santos Guayaquil, Ecuador
1999	Carlyle Sailing Association Hazlet, IL	Andy Horton Shelburne, VT	Jim Allen Walled Lake, MI	Rafael Tamayo Bogota, Columbia	Patrick Hylant Glenwood, NY		
1998	Buffalo Canoe Club Pt Abino, Ontario, Canada	Matt Fisher Westerville, OH	Tito Gonzalez Santiago, Chile	James Crane Darien, CT	Sturat Nickerson Milton, MA	Juan Carlos Uzcatgeui Bogota, Columbia	Mike Thomas Bowling Green, OH
1997	Crescent Sail Club Lake St Clair—Detroit, MI	Tim Healy Niantic, CT	Greg Fisher Columbus, OH	Paul Wurtzbech Woodridge, IL	Aaron Stange Toledo, OH		
1996	Southern Yacht Club Lake Ponchartrain—New Orleans, LA	Matt Fisher Westerville, OH	Tim Healy Niantic, CT	Tom Allen, Jr Kenmore, NY	Dick Hallagan Newark, NY	Paul Gelenitis Kearny, NJ	Joe Buczkowski Mantoloking NJ
1995	Henderson Harbor Yacht Club Henderson, NY	Brian Taboada Brick, NJ	Jim Crane Westport, CT	Jack Elfman Surf City, NJ	Ray Harrington Bomoseen, VT	Gary Hurban Palisades, NY	Dan Reichelsdorfer Sheboygan, WI
1994	Boulevard Club Toronto, Ontario, Canada	Ched Proctor Southport, CT	Stu Nickerson Milton, MA	Don Brush Charlotte, VT	Jody Lutz Trumbull, CT	Ray Harrington Bomoseen, VT	Warren Emblidge, III Orchard Park, NY
1993	Milwaukee Yacht Club Lake Michigan—Milwaukee, WI	Ched Proctor Southport, CT	Steve Hayden Altamonte Springs, FL	Allan Leibel Toronto, Ontario	David Stix Chicago, IL	Craig Gabel Manitou Beach, MI	Dave Decker East Grand Rapids, MI
1992	Buffalo Canoe Club Pt Abino, Ontario, Canada	Larry MacDonald Toronto, Ontario	David Starck Buffalo, NY	Steve Hayden Altamonte Springs, FL	William Faude Cedarburg, WI	Scott Finkboner San Diego, CA	Paul Wurtzbech Woodridge, IL

# NORTH AMERICAN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP	PRESIDENTS CUP	RUNNER-UP	GOVERNORS CUP	RUNNER-UP
1991	Sail Newport Fort Adams—Newport, RI	Jody Lutz Monroe, CT	Bradford Read Newport, RI	Thomas Allen, III Buffalo, NY	Mario Buckup São Paulo, Brazil	Chris Vann Unionsville, CT	Ed Roseberry Buffalo, NY
1990	Rochester Yacht Club Rochester, NY	Greg Fisher Columbus, OH	Colin Park Midland, MI	Ched Proctor Southport, CT	Djoerd Hoekstra Malvern, PA	Mark Whatley Farmington Hill, MI	Dr Joel Humphrey Walled Lake, MI
1989	North Cape Yacht Club Toledo, OH	Tom Allen, IV Buffalo, NY	Colin Park Midland, MI	Chris Vann Unionsville, CT	Djoerd Hoekstra Malvern, PA	Mark Whatley Farmington Hill, MI	Dr Joel Humphrey Walled Lake, MI
1988	Mission Bay Yacht Club San Diego, CA	Colin Park Midland, MI	Matt Fisher Westerville, OH	Lenny Krawcheck Charleston, SC	Hand Hodgson Manitou Beach, MI	Chuch Ellery Davenport, IA	Tony McBride Beaconsfield, Quebec
1987	Buffalo Canoe Club Pt Abino, Ontario, Canada	Larry MacDonald Hamilton, Ontario	Jed Dodge Sodus Point, NY	Fisk Hayden Fern Park, FL	Scott Finkboner San Diego, CA	Wiley Crockett Douglaston, NY	Gerry Paoli Belleville, IL
1986	Olympic Harbor Kingston, Ontario, Canada	William A Shore Newport, RI	Garrt Denarest Traverse City, MI	Tom Ingram White Plains, NY	Edson White Westport, CT	James Ward, Jr Hendersonville, TN	Bob Mathers Livonia, MI
1985	Tawas Bay Yacht Club East Tawas, MI	William A Shore Newport, RI	Manuel Gonzalez Santiago, Chile	Eric Larson Sheboysan, WI	Fred Hutchinson Miami, FL	Thomas Hering New York, NY	Jon Ewing Aptus, CA
1984	Chicago Corinthian Yacht Club Lake Michigan—Chicago, IL	Mark Bryant Buffalo, NY	Matt Fisher Westerville, OH	Paul Gelenitis Matedecpml, NJ	Jody A Swanson Eggertsville, NY	Scott Zerban Belleville, IL	Warren Gross San Diego, CA
1983	Rush Creed Yacht Club Heath, TX	William A Shore Newport, RI	James R Crane Norwalk, CT	Rick Tears Dallas, TX	Paul Emens Rockwall, TX	Kirk A Johnson San Diego, CA	Hank Hodgson Horton, MI
1982	Buffalo Canoe Club Pt Abino, Ontario, Canada	Jay Lutz Brick, NJ	Larry MacDonald Hamilton, Ontario	Tom Allen, Jr Buffalo, NY	Jim Carson Brick, NJ	W Todd Jones Tonawanda, NY	Hand Hodgson Horton, MI
1981	Cedar Point Yacht Club Westport, CT	David Curtis Marblehead, MA	Jay Lutz Brick, NJ	Ched Rogan Huntington, NY	Paul Gelenitis Metedeconk, NJ	Richard Thackaberry Fairfield, CT	Meredith C Jones St Louis, MO
1980	Mission Bay Yacht Club San Diego, CA	Mark Bryant Buffalo, NY	David Curtis Marblehead, MA	Ross Bailey Thunder Bay, Ontario	Luis Herman, Jr Santiago, Chile	Randy Ruhlman Cleveland, OH	Lance Drewe Lewisville, TX
1979	Cleveland Yachting Club Rocky River, OH	Jim Crane Norwalk, CT	Bruce Goldsmith Lake Geneva, WI	Will Petersilge Newark, OH	Ross Bailey Thunder Bay, Ontario	Jim McCoy Drayton Plains, MI	Peter Huston Tonawanda, NY
1978	Rehoboth Bay Sailing Association Rehoboth, DE	William A Shore Newport, RI	Matt Fisher Columbus, OH	Dr Donald Delorme Alexandria, VA	Jim Carson Brick, NJ	David Sprague Toronto, Ontario	Lenny Krawcheck Charleston, SC
1977	Buffalo Canoe Club Pt Abino, Ontario, Canada	Matt Fisher Columbus, OH	Greg Fisher Newport, RI	David M Peterson Old Saybrook, CT	Denis Farley Middletown, NJ	Jon Schwartz Fair Haven, NJ	John A Ballatin Metairie, LA
1976	Sheboygan Yacht Club Sheboygan, WI	Bruce Goldsmith Chicago, IL	Fisk Hayden Liverpool, NY	Dave Peters Ann Arbor, MI	Fred Hamblet Keene, NH	John Cuccio Westport, CT	Christopher Hamblet NH
1975	Savannah Yacht Club Sea Pines Plant—Hilton Head, SC	Bruce Goldsmith Chicago, IL	William A Shore Newport, RI	Bob Hutchinson Red Bank, NJ	Bill McKinley Saginaw, MI	John Mueller, Sr Rocky River, OH	Jack Burwell South Freeport, ME
1974	Cleveland Yachting Club Rocky River, OH	Bruce Goldsmith Chicago, IL	Mario Buckup São Paulo, Brazil	Greg Zettler Bellevue, WA	Djoerd Hoekstra Haverford, PA	Warren Gross San Diego, CA	George Sipel Morenci, MI
1973	Tawas Bay Yacht Club East Tawas, MI	Bruce Goldsmith Chicago, IL	James R Crane Darien, CT	Steve Harper Gilford, NH	John A Ballatin Metairie, LA	Cal Schmiede Lewiston, NY	Mark Bryant Cheektowaga, NY
1972	Rehoboth Bay Sailing Association Rehoboth, DE	James Crane Darien, CT	Bob Seidelmann Gibbsboro, MH	Dr Georges Peter Annisquam, MA	John S Schneider New York, NY	Aenold Schwartz Red Bank, NJ	Howard J Mullin Colts Neck, NJ
1971	Milwaukee Yacht Club Lake Michigan—Milwaukee, WI	William A Shore Depew, NY	James G Carson Philadelphia, PA	John J Collins Marblehead, MA	A Marcy Lippincott Riverton, NJ	Dr A J Penfield Fayetteville, NY	C O Jones, Jr Buffalo, NY
1970	Southern Yacht Club Lake Ponchartrain—New Orleans, LA	Thomas Allen, III Buffalo, NY	James G Carson Philadelphia, PA	Richard W Hallagan Neward, NY	Fred H Hamblet Keene, NH	A Marcy Lippincott Riverton, NH	Allan W Siegner, Jr Kenmore, NY
1969	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Thomas Allen, III Buffalo, NY	Louis A Pocharski, Jr Marblehead, MA	John W Mueller, Jr Rocky River, OH	Richard Ferrick Orchard Park, NY	William E Neal Perry, NY	John Schneider New York, NY
1968	Chicago Corinthian Yacht Club Lake Michigan—Chicago, IL	Thomas Allen, III Buffalo, NY	Louis A Pocharski, Jr Marblehead, MA	William T Uhl Woodbury, NY	R Garrett Demarest, III Bridgeport, CT	Sam B Fortenbaugh, III Bay Head, NJ	Robert K Smither Hinsdale, IL
1967	Cleveland Yachting Club Lake Erie—Rocky River, OH	Bruce Goldsmith Chicago, IL	Thomas Allen, III Buffalo, NY	W Stephen Bachman, Jr Whittier, CA	Ralph B Sperry, Jr Southport, CT	Charles G Obersheimer, Jr Buffalo, NY	Richard W Hallagan Newark, NY
1966	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Robert Seidelmann Cherry Hill, NJ	Thomas Allen, III Buffalo, NY	Jay L Doty Chicago, IL	Hugo C Long St Joseph, MI	William T Uhl Woodbury, NY	Robert S Shuris Wyckoff, NJ
1965	Bay Head Yacht Club Barnegat Bay—Bay Head, NJ	Thomas Allen, III Buffalo, NY	Louis A Pocharski, Jr Marblehead, MA	Carl Eichenlaub San Diego, CA	Dr Charles H Maltbie Youngstown, OH	Robert Don Clark Kent, WA	Robert Polhemus Noroton, CT
1964	Mission Bay Yacht Club San Diego, CA	Robert Seidelmann Morrestown, NJ	David M Peterson Old Saybrook, CT	Dr Leo Wasserberger Pontiac, MI	Richard C Benner Palos Verdes, CA	Alton A Nerg Northbrook, IL	Arnold Schwartz Lincroft, NJ
1963	Tawas Bay Yacht Club East Tawas, MI	Carl Eichenlaub san Diego, CA	William Campbell St Joseph, MI	W Stephen Bachman, Jr Southport, CT	Howard J Mullin Saddle River, NJ	David Chanoux Trumbull, CT	Warren R Gross San Diego, CA
1962	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Thomas Allen, III Buffalo, NY	Carl Eichenlaub San Diego, CA	Carter G Ford Riverside, CT	David Chanoux Trumbull, CT	James Coggan Kalamazoo, MI	J R G Bleasby Toronto, Ontario
1961	Mission Bay Yacht Club San Diego, CA	Thomas Allen, III Buffalo, NY	Robert B Crane Darien, CT	Wendell Harter Manhattan Beach, CA	David K Storrs Oyster Bay, NY		
1960	Tawas Bay Yacht Club East Tawas, MI	Carl Eichenlaub San Diego, CA	Henry J Cawthra Gross Pointe, MI	Jay L Doty Chicago, IL	Dr John T Gentry Skaneateles, NY	Dr Charles H Maltbie Youngtown, OH	Robert Birmingham Pittsburgh, PA
1959	Crescent Sail Club Lake St Clair—Detroit, MI	Herman Nickels, Jr Fenton, MI	Thomas Allen, III Buffalo, NY	Carter G Ford Riverside, CT	John W Swanson Buffalo, NY		
1958	Little Egg Harbor Yacht Club Beach Haven, NJ	Henry J Cawthra Gross Pointe, MI	William T Uhl Syosset, NY	Tim Nelson Kitchener, Ontario	Kenneth L Ireland Nichols, CT		
1957	Milford Yacht Club Long Island Sound—Milford, Ct	William S Cox, Sr Darien, CT	John Teigland Lake Pine, MJ	Henry J Cawthra Gross Pointe, MI	Joahn M McIntosh Savannah, GA		
1956	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	William S Cox, Sr Darien, CT	Gene Walet New Orleans, LA	Richard Karslake Chautauqua, NY	Marjorie J Adams Rydal, PA		



# NORTH AMERICAN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP	PRESIDENTS CUP	RUNNER-UP	GOVERNORS CUP	RUNNER-UP
1955	Southern Yacht Club Lake Ponchartrain—New Orleans, LA	Thomas Allen, III Buffalo, NY	Robert R Adams Gwynedd Valley, PA	Paul Shreck Rydal, PA	C J Prados New Orleans, LA		
1954	Crescent Sail Club Lake Erie—Detroit, MI	Thomas Allen, III Baingridge, MD	Harry R Sindle Little Falls, NJ	Peter Grainge N Tomawanda, NY	Clarence L Holman, Jr Fenton, MI		
1953	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Harry J Cawthra Detroit, MI	Karl Smither Buffalo, NY	Warren F Jones Detroit, MI	James G Carson Philadelphia, PA		
1952	Spray Beach Yacht Club Spray Beach, NJ	Robert W Graf Buffalo, NY	Eugene Walet, III New Orleans, LA	Thomas Allen, III Buffalo, NY	Edward G Waters Little Sliver, NJ		
1951	Toledo Yacht Club Lake Erie—Toledo, OH	John Teigland, Jr Bedford, NJ	John N F Robertson Hamilton, Ontario	Howard J Fohrt Erie, PA	Karl Smither Buffalo, NY		
1950	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	H Richard Krauss Toledo, OH	Magnus Pederson Nyack, NY	William Walker Erie, PA	Dr Gerald Murphy Lake fenton, MI		
1949	Biscayne Bay Yacht Club Coconut Grove, Miami, FL	Richard H Bertram Miami Beach, FL	Bob Graf Buffalo, NY	Dr Herbert Virgin, Jr Miami, FL	Felix Ross Miami, FL		
1948	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Richard H Bertram Miami Beach, FL	Walter Swindeman, Jr Toldeo, OH	Karl Smither—Robert Crane Buffalo, NY	R Ludlow Wray Philadelphia, PA		
1947	Toledo Yacht Club Lake Erie—Toledo, OH	Walter Swindeman, Jr Toldeo, OH	Karl Smither—Robert Crane Buffalo, NY	Robert H Siemer Williamsville, NY	Leo E Wassenberger Pontiac, MI		
1946	Skaneateles Country Club Skaneateles, NY	Walter Swindeman, Jr Toldeo, OH	Karl Smither—Robert Crane Buffalo, NY				
1945*	Riverside Yacht Club Long Island Sound—Riverside, CT	George R Barnes Skaneateles, NY	Karl Smither Buffalo, NY				
1944*	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Theodore Maher Riverside, CT	Karl Smither—Robert Crane Buffalo, NY				
1943*	Bay Head Yacht Club Barnegat Bay—Bay Head, NJ	Karl Smither Buffalo, NY	John W Orelup Short Hills, NJ				
1942*	South Haven Yacht Club Lake Michigan—South Haven, MI	David G Cluett Lowrence, NY	Walter E Swindeman, Jr Toledo, OH				
1941	Skaneateles Country Club Skaneateles, NY	John M Stern Buffalo, NY	David G Cluett Lawrence, NY				
1940	Riverside Yacht Club Long Island Sound—Riverside, CT	John S Barnes Skaneateles, NY	Carl Dixon Riverside, CT				
1939	Bay Head Yacht Club Barnegat Bay—Bay Head, NJ	John S Barnes Skaneateles, NY	John C Hirst Mantoloking, NJ				



# NORTH AMERICAN WOMEN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Sodus Bay Yacht Club Sodus Bay, NY	Karen Dial	Nancy Ghertrner
2008	Ida Lewis Yacht Club Newport, Rhode Island	Angela Scheibner Newport, RI	Lorrie Walsh Thunder Bay, Ontario, CA
2007	PRSA Leesylvania, MD	Carol Park York, PA	Kathy Lindgren Sheboygan, WI
2006	Southwestern Yacht Club San Diego, CA	Kathy Lindgren Sheboygan, WI	Maegan Ruhlman Bratenahl, OH
2005	Milwaukee Yacht Club Milwaukee, Wisconsin	Sarah Buckley Chicago, Illinois	Jody Swanson Kenmore, NY
2004	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Jody Swanson Egbertsville, NY	Debbie Probst Ft Wayne, IN
2003	Niantic Yacht Club Niantic, CT	Theresa Colantuono Portsmouth, RI	Carol Park York, PA
2002	North Cape Yacht Club LaSalle, MI	Mandy Hofmeister Nashville, TN	Karen Park St Petersburg, FL
2001	Malletts Bay Boat Club Colchester, VT	Heather Rowe S Burlington, VT	Chantal Leger Montreal, Quebec
2000	Fishing Bay Yacht Club Deltaville, VA	Mandy Hofmeister Nashville, TN	Judy Hanlon Norwalk, CT
1999	Carlyle Sailing Association Hazlet, IL	Kathryn Connell Blauvelt, NY	Felicia Bamer Manchester, MO
1998	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Kathy Connell Blauvelt, NY	Joan Hurban Palisades, NY
1997	North Cape Yacht Club LaSalle, MI	Mandy Hofmeister Nashville, TN	Bonnie Nickels Waterford, MI
1996	Southern Yacht Club New Orleans, LA	Betsy Alison Newport, RI	Jo Ann Jones Burlington, VT
1995	Malletts Bay Boat Club Colchester, VT	Susan Rogers Burlington, Ontario	Kathy Connell South Nyack, NY
1994	Royal Hamilton Yacht Club Hamilton, Ontario, Canada	Susan Rogers Burlington, Ontario	Lori Foster Rochester, NY
1993	Sheboygan Yacht Club Sheboygan, WI	Hannah Swett Jamestown, RI	Christine Kronich Sheboygan, WI
1992	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Cory Sertl Rochester, NY	Betsy Alison Newport, RI
1991	Sail Newport Newport, RI	Betsy Alison Newport, RI	Tammi Jamison Glens Falls, NY
1990	Newport Yacht Club Rochester, NY	Jean Palm Oswego, NY	Tammi Jamison Glens Falls, NY
1989	North Cape Yacht Club LaSalle, MI	Christine Kronich Sheboygan, WI	Betsy Alison Newport, RI
1988	Mission Bay Yacht Club San Diego, CA	Joni Palmer San Diego, CA	Lynn Huntley Richmond, CA
1987	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Brenda Crane Norwalk, CT	Susan Rogers Stony Creek, Ontario
1986	Henderson Harbor Yacht Club Henderson Harbor, NY	Pamela Tuttle Tully, NY	Fay Regan Miami, FL
1985	Tawas Bay Yacht Club East Tawas, MI	Mary Anna Portner Washington, DC	Bonnie Nickels Linden, MI

YEAR	PLACE	CHAMPION	RUNNER-UP
1984	Corinthian Yacht Club Chicago, IL	Betsy Gelenitis Brick, NJ	Fay Regan Miami, FL
1983	Rush Creek Yacht Club Heath, TX	Fay Regan Miami, FL	Bonnie Nickels Linden, MI
1982	Buffalo Canoe Club Lake Erie, Pt Abino, Ontario	Anne Allen Buffalo, NY	Fay Regan Miami, FL
1981	Cedar Point Yacht Club Westport, CT	Cherie Neville Chautauqua, NY	Cheryl Osgood Riverside, CT
1980	Mission Bay Yacht Club San Diego, CA	Brenda Allen Buffalo, NY	Cherie Neville Cleveland, OH
1979	Cleveland Yachting Club Rocky River, OH	Cherie Neville Shaker Heights, OH	Bonnie Shore Newport, RI
1978	Bay Head Yacht Club Bay Head, NJ	Bonnie Shore Newport, RI	Ann Boyd Columbia, SC



2009 Women's Champions:  
Karen Dial, Diana Wisley, Kathy Gaddy



# NORTH AMERICAN JUNIOR CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Sodus Bay Yacht Club Sodus Bay, NY	Connor Godfrey Grand Island, NY	Connor Mangan Derby, NY
2008	Ida Lewis Yacht Club Newport, Rhode Island	Taylor Lutz Houston, TX	Mathew Schon Millington, NJ
2007	Potomac River Sailing Assn Leesylvania, MD	Frederick Strammer Nokomis, FL	Peter Hazlett Stowe, VT
2006	Southwestern Yacht Club San Diego, CA	Ian Schillebeeckx Labadie, MO	Ian Moriarty St Louis, MO
2005	Milwaukee Yacht Club Milwaukee, WI	John Newell Rochester, NY	Billy Healy Newark, NY
2004	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	John Newell Rochester, NY	Ben Spiller Oostburg, WI
2003	Niantic Yacht Club Niantic, CT	Wade Schon Brick, NJ	Ben Spiller Oostburg, WI
2002	North Cape Yacht Club LaSalle, MI	Erik Johnson Richmond, VT	Ryan Ruhlman Bratenahl, OH
2001	Malletts Bay Boat Club Colchester, VT	Andrew Brennan Brick, NJ	Ryan Ruhlman Bratenahl, OH
2000	Fishing Bay Yacht Club Deltaville, VA	John Boxberger Watertown, NY	Ronn Frerker St Louis, MO
1999	Carlyle Sailing Association Hazlet, IL	John Boxberger Watertown, NY	Jim Ward Nashville, TN
1998	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Nicholas Mercier Manchester, NH	Sam Septembre Miami, FL
1997	North Cape Yacht Club LaSalle, MI	Charles Wardell Richmond, VA	Sean Carroll Jericho Center, VT
1996	Southern Yacht Club New Orleans, LA	Gaston Vedani Guayaquil, Ecuador	Ryan Dunn Brick, NJ
1995	Malletts Bay Boat Club Colchester, VT	John Dane Pass Christian, MS	Charlie Wardell Richmond, VA
1994	Royal Hamilton Yacht Club Hamilton, Ontario, Canada	Andrew Horton Shelburne, VT	Marty Essig Hamilton, Ontario, CA
1993	Sheboygan Yacht Club Sheboygan, WI	Andrew Horton Shelburne, VT	Mike Thomas Bowling Green, OH
1992	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Warren Emblidge Orchard Park, NY	Tom Starck Buffalo, NY
1991	Sail Newport Newport, RI	Jay Miles Newport, RI	Tom Starck Buffalo, NY
1990	Newport Yacht Club Rochester, NY	Ned Roseberry Buffalo, NY	Tom Starck Kenmore, NY
1989	North Cape Yacht Club LaSalle, MI	Sean Fidler Troy, MI	Sjoerd-Jan Vanderhorst Blackick, OH
1988	Mission Bay Yacht Club San Diego, CA	Ned Roseberry Eggertsville, NY	Ross Nemeroff San Diego, CA
1987	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	David Starck Buffalo, NY	Sean Fidler Troy, MI
1986	Henderson Harbor Yacht Club Henderson Harbor, NY	Jim Allen Buffalo, NY	Steve Hayden Fern Park, FL
1985	Tawas Bay Yacht Club East Tawas, MI	John Swanson Eggertsville, NY	David Starck Kenmore, NY
1984	Chicago Corinthian Yacht Club Chicago, IL	Trevor Born Kingston, Ontario	Jody Swanson Eggertsville, NY

YEAR	PLACE	CHAMPION	RUNNER-UP
1983	Rush Creek Yacht Club Heath, TX	Peter Hallagan Newark, NY	Keith Taboada Brick, NJ
1982	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Michael Hein Upper Arlington, OH	Keith Taboada Brick, NJ
1981	Cedar Point Yacht Club Westport, CT	Kevin Carr Middletown, NJ	Peter R Hallagan Newark, NY
1980	Mission Bay Yacht Club San Diego, CA	Jody Lutz Brick, NJ	Ian Jones Snyder, NY
1979	Cleveland Yachting Club Rocky River, OH	Stephen Craig Heath, TX	Ian Jones Snyder, NY
1978	Metedeconk River Yacht Club Brick, NJ	Larry MacDonald Hamilton, Ontario	Stephen Craig Heath, TX
1977	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Jay Lutz Brick, NJ	Larry MacDonald Hamilton, Ontario
1976	Milwaukee Yacht Club Milwaukee, WI	Mark Bryant Kenmore, NY	Jay Lutz Brick, NJ
1975	Lake Murray Lake Murray, SC	Robby Wilkins Columbia, SC	Jay Lutz Brick NJ
1974	Cleveland Yachtig Club Rocky River, OH	Matt Fisher Columbus, OH	Greg Fisher Columbus, OH



2009 Juniors' Champions  
Connor Godfrey, Griffin Orr and John Ring

# NORTH AMERICAN MASTERS CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Sodus Bay Yacht Club Sodus Bay, NY	Terry Burke Kirkwood, MO #14766	Bill Mauk Miami, FL #14866
2008	Ida Lewis Yacht Club Newport, Rhode Island	Bill Mauk Miami, FL #14866	Jim Crane Darien, CT #15380
2007	Potomac River Sailing Association Leesylvania, MD	George Fisher Hilliard, OH	Mark Grinder Orchard Park, NY
2006	Southwestern Yacht Club San Diego, CA	Bill Mauk Miami, FL #14866	Colin Park St Petersburg, FL #15265
2005	Milwaukee Yacht Club Milwaukee, WI	Ric Larson Sheboygan, WI #15119	William Hofmeister Nashville, TN #15206
2004	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Richard Hallagan Newark, NJ #12355	Bill Neal Wyoming, NY
2003	Niantic Yacht Club Niantic, CT	Colin Park Midland, MI #14780	Richard Hallagan Newark, NJ #12355
2002	North Cape Yacht Club LaSalle, MI	George Fisher Hilliard, OH #14345	Jack Elfman Surf City, NJ
2001	Malletts Bay Boat Club Colchester, VT	Bill Shore Newport, RI #14969	David Gorman Malone, NY #14758
2000	Fishing Bay Yacht Club Deltaville, VA	Colin Park Midland, MI #14780	George Fisher Hilliard, OH #14345
1999	Carlyle Sailing Association Hazlet, IL	Colin Park Midland, MI #14780	Thomas Allen, III Buffalo, NY #14811
1998	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	George Fisher Hilliard, OH #14345	Bruce Goldsmith Hillsdale, MI #14649
1997	North Cape Yacht Club LaSalle, MI	Bruce Goldsmith Hillsdale, MI #14649	Jim Dressel Columbus, OH #10680
1996	Southern Yacht Club New Orleans, LA	George Fisher Hilliard, OH #14345	Tom Allen, Sr Buffalo, NY #14611
1995	Malletts Bay Boat Club Colchester, VT	Richard Hallagan Newark, NJ #12355	Cal Schmiede Lewiston, NY #14580
1994	Royal Hamilton Yacht Club Hamilton, Ontario, Canada	Don Sherburne Nashville, TN #14588	Sandy Huntsman Red Bank, NJ #14492
1993	Sheboygan Yacht Club Sheboygan, WI	Bruce Goldsmith Hillsdale, MI #14449	Fisk Hayden Fern Park, FL #14066
1992	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Tom Allen, III Buffalo, NY #14524	Bob Crane Darien, CT #14572
1991	Sail Newport Newport, RI	George Fisher Hilliard, OH #14345	R G "Lal" Burrridge St Louis, MO #11800

YEAR	PLACE	CHAMPION	RUNNER-UP
1990	Newport Yacht Club Rochester, NY	Richard Hallagan Newark, NJ #12355	Joe Dissette Midland, MI #14433
1989	North Cape Yacht Club LaSalle, MI	Richard Hallagan Newark, NJ #12355	Bob Mathers Livonia, MI #14240
1988	Mission Bay Yacht Club San Diego, CA	Fisk Hayden Fern Park, FL #14066	Myron Lyon San Diego, CA #13911
1987	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Dick Hallagan Newark, NJ #12355	Fisk Hayden Fern Park, FL #14066
1986	Henderson Harbor Yacht Club Henderson Harbor, NY	Richard Hallagan Newark, NJ #12355	Crit Currie Memphis, TN #14099
1985	Tawas Bay Yacht Club East Tawas, MI	R G "Lal" Burrridge St Louis, MO #11800	Jim Carson Brick, NJ #13710
1984	Corinthian Yacht Club Chicago, IL	Stu Anderson Stuart, FL #11702	John Teigland, Jr Allentown, PA #11666
1983	Rush Creek Yacht Club Heath, TX	Stu Anderson Stuart, FL #11702	Buck Ballatin Metairie, LA #9696



2009 Masters' Champions:  
Terry Burke, Dan Moriarty and Tobi Moriarty



# SOUTH AMERICAN CHAMPIONS

YEAR	PLACE	CHAMPION	PARTICIPANTS
2009	Club de Yates Marina Pingular Concepcion, Chile	Alberto 'Tito' Gonzalez Santiago, Chile	Thomas Summer São Paulo, Brazil
2008	São Paulo Yacht Club São Paulo, Brazil	George Rider São Paulo, Brazil	
2007	Bogota, Colombia	Santiago Uzcategui Colombia	Argentina, Brazil, Colombia, Ecuador, USA
2006	Salinas, Ecuador	Juan Santos Guayaquil, Ecuador	Ecuador, Chile, Brazil, Argentina, USA, Colombia
2005	Con Con, Chile	Alberto 'Tito' Gonzalez Santiago, Chile	Argentina, Brazil, Canada, Chile, Switzerland, USA
2004	São Paulo, Brazil	Thomas Summer São Paulo, Brazil	Brazil, Chile, Ecuador
2003	Salinas, Ecuador	Alberto 'Tito' Gonzalez Santiago, Chile	Chile, Colombia, Ecuador, Peru
2002	Tominee, Colombia	Sebastian Higuera Colombia	Chile, Ecuador, Colombia
2001	Algarrobo, Chile	Alberto 'Tito' Gonzalez Chile	Argentina, Chile, Ecuador, USA
2000	San Pablo, Ecuador	Miguel Plaza Menendez Ecuador	Chile, Colombia, Ecuador
2000	San Pablo, Ecuador	Miguel Plaza Menendez Ecuador	Chile, Colombia, Ecuador
1999	Salinas, Ecuador	Sebastian Higuera Colombia	Argentina, Chile, Colombia, Ecuador, Peru
1998	Tomine, Colombia	Sebastian Higuera Colombia	Argentina, Chile, Colombia, Ecuador
1997	Santiago, Chile	Alberto 'Tito' Gonzalez Chile	Argentina, Chile, Ecuador, Peru, USA
1996	Cartegena, Colombia	Juan Santos Garcés Ecuador	Argentina, Chile, Colombia, Ecuador, Peru
1995	Olivos, Argentina	Alberto 'Tito' Gonzalez Chile	Argentina, Chile
1994	Salinas, Ecuador	Alberto 'Tito' Gonzalez Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1993	São Paulo, Brazil	Claudio Biekard Brazil	Brazil, Chile
1992	Salinas, Ecuador	Juan Santos Garcés Ecuador	Brazil, Chile, Colombia, Ecuador, Peru
1991	Bogota, Colombia	Santiago Uzcategui Colombia	Ecuador, Colombia
1990	Callao, Peru	Manuel Gonzalez Mas Chile	Chile, Ecuador, Peru
1989	Ilhabela, Brazil	Claudio Biekard Brazil	Brazil, Chile, Ecuador
1988	Santiago, Chile	Claudio Biekard Brazil	Argentina, Brazil, Chile, Ecuador, Peru
1987	Salinas, Ecuador	Francisco Solá Medina Ecuador	Chile, Colombia, Ecuador, Peru
1986	Bogota, Colombia	Andres Lisocki Colombia	Chile, Colombia, Ecuador, Peru
1985	Lima, Peru	Alberto 'Tito' Gonzalez Chile	Chile, Colombia, Ecuador, Peru
1984	São Paulo, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Peru
1983	Olivos, Argentina	Mario Abinzano Argentina	Argentina, Brazil, Chile, Colombia, Peru
1982	Pucón, Chile	Jaime Fernandez Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1981	Salinas, Ecuador	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador
1980	Tomine, Columbia	Fernando dela Concha Colombia	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1979	Ancon, Peru	Francisco Solá Medina Ecuador	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1978	São Paulo, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Peru, Uruguay
1977	Pucon, Chile	Jaime Fernandez Chile	Argentina, Brazil, Chile, Ecuador, Peru
1976	Olivos, Argentina	Robert Buckup Brazil	Argentina, Brazil, Chile, Ecuador, Peru, Uruguay
1975	Salinas, Ecuador	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru

YEAR	PLACE	CHAMPION	PARTICIPANTS
1974	Callao, Peru	Mario Isola Argentina	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1973	Cargegena, Colombia	Robert Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1972	Algarrobo, Chile	German Novion Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1971	Rio de Janeiro, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Peru, Uruguay
1970	Salinas, Ecuador	Mario Isola Argentina	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1969	Olivos, Argentina	Pedro Sisti Argentina	Argentina, Brazil, Chile, Ecuador, Peru, Uruguay
1968	Callao, Peru	Rafael Obregon Colombia	Argentina, Chile, Colombia, Ecuador, Peru
1967	Cartagena, Colombia	Rafael Obregon Colombia	Colombia, Ecuador, Peru
1966	Vina del Mar, Chile	Carlos M Collet Argentina	Argentina, Chile, Ecuador, Peru
1965	Puerta Bucco, Uruguay	Pedro Sisti Argentina	Argentina, Brazil, Chile, Peru, Uruguay
1964	Salinas, Ecuador	Santiago Maspons Ecuador	Argentina, Chile, Colombia, Ecuador, Peru
1963	Olivos, Argentina	Alberto Migone Argentina	Argentina, Bolivia, Chile, Ecuador, Peru, Uruguay
1962	Ancon, Peru	Jose Barreda Moller Peru	Argentina, Chile, Colombia, Ecuador, Peru, Uruguay
1961	Guanabara, Brazil	Erik Schmidt Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1960	Algarrobo, Chile	Isidoro Melero Chile	Argentina, Bolivia, Brazil, Chile, Colombia, Peru, Uruguay
1959	Muna, Colombia	Rafael Obregon Colombia	Argentina, Colombia, Ecuador, Peru, Venezuela
1958	Guayaquil, Ecuador	Carlos Navarro Peru	Argentina, Bolivia, Chile, Colombia, Ecuador, Peru, Uruguay
1957	Buceo, Uruguay	Feliz Castellanos Uruguay	Argentina, Brazil, Colombia, Ecuador, Peru, Uruguay
1956	Callao, Peru	Julio C Goldie Uruguay	Argentina, Bolivia, Colombia, Ecuador, Peru, Uruguay
1955	Olivos, Argentina	Alberto Migone Argentina	Argentina, Bolivia, Ecuador, Peru, Uruguay



2009 South American Champions:  
Alberto 'Tito' Gonzalez, Cristian Herman, Diego Gonzalez

# EUROPEAN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Circolo Velico Marsala Marsala, Italy	Urs Wyler Switzerland–Fleet 358, #13790	Roberto Giacalone Marsala, Italy–Fleet 449
2008	Neuchatel, Switzerland	Ioannis Manolakis Greece–Fleet 251	Urs Wyler Switzerland–Fleet 358, #13790
2007	Yacht Club of Greece Athens, Greece	Urs Wyler Switzerland–Fleet 358, #13790	George Andreadis Greece–Fleet 286, #14264
2006	Jyvasjarvi Lake Jyväskylä, Finland	Panagiotis Verginadis Pireas, Attiki, Greece Fleet 251, #15077	Urs Wyler Switzerland Fleet 358, #13790
2005	Porto San Giorgio, Italy	Monolakis Antonis YC of Greece, #14211	Urs Wyler Switzerland–Fleet 358
2004	Grandson, Switzerland	Urs Wyler Switzerland Fleet 358, #13790	Kimmo Atomaa Finland Fleet 166
2003	N/A	N/A	N/A
2002	Kerni, Finland	Urs Wyler Switzerland–Fleet 358, #13790	Samppa Salminen Finland
2001	Circolo Velico Marsala Marsala, Italy	Haralambos Piperakis Greece	Urs Wyler Switzerland–Fleet 358, #13790
2000	Yacht Club of Greece Athens, Greece	Charalabos Piperakis Greece	Dionisis Dimou Greece
1999	Segelclub Murtlen, Switzerland	Urs Wyler Switzerland–Fleet 358, #13790	Mario Noto Italy–Fleet 449, #14731
1998	Tuusulanjarven Purjehtijat, Finland	Urs Wyler Switzerland–Fleet 358, #13790	Karl Huusko Finland
1997	Yacht Racing Club of Athens Greece	Theodore Tsoulfas Greece	Alexandros Dimou Greece
1996	Societa Canottieri Marsala, Italy	Mario Noto Italy–Fleet 449, #14731	Antonio Marino Italy–Fleet 449, #13402
1995	HSK Finland	Mario Noto Italy–Fleet 449, #14731	Urs Wyler Switzerland Fleet 358, #13790
1994	Matelot Yacht Club Switzerland	Urs Wyler Switzerland Fleet 358, #13790	Giuseppe Alagna Italy Fleet 449, #13402
1993	Yacht Racing Club of Athens Greece	George Andreadis Greece–Fleet 286, #14264	Costas Lyberakis Greece–Fleet 286, #14334
1992	Kuopio Yacht Club Kuopio, Finland	Mario Noto Italy–Fleet 449, #14361	Urs Wyler Switzerland–Fleet 358, #13790
1991	Trasimeno Lake Perugia, Italy	Mario Noto Italy–Fleet 449, #14361	Stefano Reina Italy–Fleet 449, #14361
1990	Bordee de Tribord Lake Biel LaNeuville, Switzerland	Gaetano Palizzaro Italy–Fleet 476, #14243	Urs Wyler Switzerland–Fleet 358, #13790
1989	Yacht Racing Club of Athens Greece	Urs Wyler Switzerland–Fleet 358, #13790	Urs Wyler Switzerland–Fleet 358, #14361
1988	Nasijaraven Purjehdusseu- ra-Nasijarvi Yacht Club Tempere, Finland	Francesco Ferrari Italy–Fleet 249, #14245	Urs Wyler Switzerland–Fleet 358, #13790
1987	Brezzone/Lago di Garda Numana, Italy	Marcello Attina Italy–Fleet 4499, #13481	Urs Wyler Switzerland–Fleet 358, #13790
1986	Yacht Club of Greece Phaleron Bay Athens, Greece	Urs Wyler Switzerland–Fleet 358, #13790	S Coutisikos Greece–Fleet 286, #13981
1985	Cercle de la Voile Lake Neuchatel Switzerland	Christoph Luthy Switzerland–Fleet 250, #13099	Carlo Galetti Italy–Fleet 249, #13878
1984	BSF Pori, Finland	George Andreadis Greece–Fleet 286, #11459	Urs Wyler Switzerland–Fleet 358, #13790
1983	Circoli Velici Napoletori Marsala, Italy	George Andreadis Greece–Fleet 286, #11459	Giuseppe Palomba Italy–Fleet 312, #13036
1982	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece–Fleet 286, #11459	Sergio Messina Italy–Fleet 449, #13065
1981	Circolo Velico Marsala Italy	Capt C F Coccoloni Italy–Fleet 235, #13374	George Andreadis Greece–Fleet 286, #11459
1980	Cercle de la Voile Lake Neuchatel Switzerland	Jean-Claude Dupasquier Switzerland–Fleet 169, #	Roberto Crucitti Italy–Fleet 449, #13414
1979	SPS Helsinki, Finland	Jean-Claude Dupasquier Switzerland–Fleet 169, #	Terho Aromaa Finland–Fleet 166, #13130
1978	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece–Fleet 286, #11459	Christoph Luthy Switzerland–Fleet 250, #13099
1977	Club Nautico Numana Adriatic Sea Italy	Jean-Claude Dupasquier Switzerland–Fleet 169, #	Antti Ruukanen Finland–Fleet 166, #12085
1976	Grandson Sailing Club Lake Neuchatel Switzerland	Urs Wyler Switzerland–Fleet 358, #12637	Jean-Claude Dupasquier Switzerland–Fleet 169, #12319
1975	PP & KP Keuru, Finland	Antti Ruuskanen Finland–Fleet 394, #12257	Christoph Luthy Switzerland–Fleet 250, #12320



2009 European Champions:  
Urs Wyler, Gilbert Durr and David Durr

YEAR	PLACE	CHAMPION	RUNNER-UP
1974	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece–Fleet 286, #9447	Nicholas Dimou Greece–Fleet 286, #11459
1973	Circolo Della Veladi Roma Anzio, Italy	Alexander Andreadis Greece–Fleet 286, #11459	Hans Rahn Switzerland–Fleet 219, #12305
1972	Lake of Geneve Morges, Switzerland	Stelios Bonas Greece–Fleet 286, #11633	Hans Luthy Switzerland–Fleet 250, #9503
1971	Yacht Club Helsingfors Segelkubb Helsinki, Finland	Stelios Bonas Greece–Fleet 286, #11633	Alexander Andreadis Greece–Fleet 286, #11459
1970	Royal Yacht Club of Greece Corfu, Greece	George Andreadis Greece–Fleet 286, #10996	Stelios Bonas Greece–Fleet 286, #9447
1969	Circolo Della Veladi Rome Anzio, Italy	Stelios Bonas Greece–Fleet 251, #8397	Pentti Puupera Finland–Fleet 166, #10057
1968	Regattaveerein Brunnen Brunnen, Switzerland	Guido Tulli Italy–Fleet 381, #10740	Dag Bjurstrom Finland–Fleet 394, #8211
1967	Nasijarvi Sailing Club Lake Nasijarvi Tampere, Finland	Catello Russo Italy–Fleet 237, #8492	Stig Haglund Finland–Fleet 166, #9166
1966	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece–Fleet 286, #9447	Alfred Lanz Switzerland–Fleet 169, #8396
1965	Circolo Velico Stabia Stabia, Italy	Guido Tulli Italy–Fleet 312, #9322	George Andreadis Greece–Fleet 286, #9447
1964	Cercle de la Voile Lake Neuchatel Switzerland	Stelios Bonas Greece–Fleet 251, #8397	Giorgio Focanti Italy–Fleet 278, #753?
1963	Circolo Velico Stabia Stabia, Italy	Stelios Bonas Greece–Fleet 251, #8397	Catello Russo Italy–Fleet 237, #6728
1962	Merenkavijat Yacht Club Helsinki, Finland	Maurizio di Segno Italy–Fleet 318, #7238	Carlo Postiglione Italy–Fleet 237, #6728
1961	Royal Yacht Club of Greece Corfu, Greece	HRH King Constantine Greece–Fleet 287, #6943	Gaetano Pesce Italy–Fleet 191, #7212
1960	Yacht Club Lucerne Lucerne, Switzerland	Franco Cavallo Italy–Fleet 223, #7422	Claude Lambelet Switzerland–Fleet 169, #7467
1959	Club Vela di Roma Anzio, Italy	Franco Cavallo Italy–Fleet 223, #7422	Catello Russo Italy–Fleet 237, #6728
1958	Ostra Nylands Anzio, Italy	Franco Cavallo Italy–Fleet 223, #7422	Catello Russo Italy–Fleet 237, #6728
1957	Royal YC of Greece Corfu, Greece	Gaetano Pesce Italy–Fleet 191, #6390	Franco Cavallo Italy–Fleet 223, #4966
1956	La Bordee de Tribord La Neuville, Switzerland	Ralph Camardella Italy–Fleet 191, #4122	Franco Cavallo Italy



# CANADIAN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2009	Buffalo Canoe Club Point Abino, Ontario	Ched Proctor	David Starck Buffalo Canoe Club
2008	Temple Reef Sailing Club Thunder Bay, Ontario	Larry MacDonald Buffalo Canoe Club	Richard Walsh Temple Reef Sailing Club
2007	Royal St Lawrence Yacht Club Montreal, Quebec	Peter Hall Royal St Lawrence YC	Bill Fastiggi Mallets Bay Boat Club
2006	Buffalo Canoe Club Point Abino, Ontario	David Starck Buffalo Canoe Club	Larry MacDonald Buffalo Canoe Club
2005	Buffalo Canoe Club Pt Abino, Ontario	David Starck Buffalo Canoe Club	Jody Lutz Metedeconk River YC
2004	Royal St Lawrence Yacht Club Montreal, Quebec	Michael Holly Royal St Lawrence YC	Peter Hall Royal St Lawrence YC
2003	Buffalo Canoe Club Point Abino, Ontario	David Starck Buffalo Canoe Club	Larry MacDonald, Jr Buffalo Canoe Club
2002	Thunder Bay Yacht Club Thunder Bay, Ontario	Alan Boucher Royal St Lawrence YC	Jamie Alan Royal St Lawrence YC
2001	Royal Hamilton Yacht Club Hamilton, Ontario	Matt Fisher Hoover Yacht Club	Tom Allen, Jr Buffalo Canoe Club
2000	Royal St Lawrence Yacht Club Montreal, Quebec	Ched Proctor Cedar Point Yacht Club	Phil Grotheer Seyvern Sailing Assn
1999	Buffalo Canoe Club Point Abino, Ontario	Tom Allen, Jr Buffalo Canoe Club	Matt Fisher Hoover Yacht Club
1998	Gimli, Manitoba	Tito Gonzalez Santiago, Chile	Larry MacDonald, Jr Buffalo Canoe Club
1997	Buffalo Canoe Club Point Abino, Ontario	Tom Allen, Jr Buffalo Canoe Club	David Starck Buffalo Canoe Club
1996	Thunder Bay Yacht Club Thunder Bay, Ontario	Alain Boucher Pointe Claire Yacht Club	Jean-Francois Simard Royal St Lawrence YC
1995	Pointe Claire Yacht Club Montreal, Quebec	Dick Hallagan Sodus Bay Yacht Club	Don Brush Mallets Bay Boat Club
1994	Buffalo Canoe Club Point Abino, Ontario	Jim Crane Cedar Point Yacht Club	Larry MacDonald, Jr Royal Hamilton Yacht Club

YEAR	PLACE	CHAMPION	RUNNER-UP
1993	Royal St Lawrence Yacht Club Montreal, Quebec	Marty Essig Royal Hamilton YC	Allan Leibel Royal Canadian YC
1992	Thunder Bay Yacht Club Thunder Bay, Ontario	Larry MacDonald Royal Hamilton YC	Peter Hall Royal St Lawrence YC
1991	Royal Canadian Yacht Club Toronto, Ontario	Jim Cameron Temple Reef Sailing Club	
1990	Royal Hamilton Yacht Club Hamilton, Ontario	David Starck Buffalo Canoe Club	Peter Hall Royal St Lawrence YC
1989	Pointe Claire Yacht Club Montreal, Quebec	Jay Mann Royal St Lawrence YC	
1988	Royal St Lawrence Yacht Club Montreal, Quebec	Larry MacDonald Royal Hamilton YC	Peter Hall Royal St Lawrence YC
1987	Boulevard Club Toronto, Ontario	Peter Hall Royal St Lawrence YC	
1986	Royal St Lawrence Yacht Club Montreal, Quebec	Larry MacDonald Royal Hamilton YC	Peter Hall Royal St Lawrence YC
1985	Buffalo Canoe Club Pt Abino, Ontario	Jim Crane Cedar Point Yacht Club	Tom Allen, Jr Buffalo Canoe Club
1984	Royal St Lawrence Yacht Club Montreal, Quebec	Larry MacDonald Royal Hamilton YC	Tom Allen, Jr Buffalo Canoe Club
1983	Royal St Lawrence Yacht Club Montreal, Quebec	Ross Bailey Temple Reef Sailing Club	Susan MacDonald Royal Hamilton YC
1982	Thunder Bay Yacht Club Thunder Bay, Ontario	Larry MacDonald Royal Hamilton YC	Jay Lutz Metedeconk River YC
1981	Thornbury Yacht Club Thornbury, Ontario	Dick Hallagan Sodus Bay Yacht Club	Dave Sprague Boulevard Club
1980	Royal Vancouver Yacht Club Vancouver, British Columbia	Larry MacDonald Royal Hamilton YC	Dave Sprague Boulevard Club
1979	Royal St Lawrence Yacht Club Montreal, Quebec	Larry MacDonald Royal Hamilton YC	Dick Hallagan Sodus Bay Yacht Club
1978	National Yacht Club Toronto, Ontario	Tom Allen Buffalo Canoe Club	Larry MacDonald Royal Hamilton YC



Champions: Ched Proctor, Jay Mueller and Jim Barnash



Top Canadian Finishers: Jamie Allan, Jay Deakin, Marc Littee

# CANADIAN CHAMPIONS



YEAR	PLACE	CHAMPION	RUNNER-UP
1977	Thunder Bay Yacht Club Thunder Bay, Ontario	Jay Hansen Buffalo Canoe Club	Larry MacDonald Royal Hamilton YC
1976	Royal Hamilton Yacht Club Hamilton, Ontario	Dick Hallagan Sodus Bay Yacht Club	Tom Allen Buffalo Canoe Club
1975	Royal St Lawrence Yacht Club Montreal, Quebec	Dick Hallagan Sodus Bay Yacht Club	Bob Wardell Henderson Harbor YC
1974	National Yacht Club Toronto, Ontario	Bill Buckles Cleveland Yacht Club	Jay Hansen Buffalo Canoe Club
1973	Kingston Yacht Club Kingston, Ontario	William Shore Buffalo Canoe Club	M Nelson BRYC
1972	Royal St Lawrence YC Montreal, Quebec	D Allen Royal Hamilton YC	J Hanson Buffalo Canoe Club
1971	Kingston Yacht Club Kingston, Ontario	J Mueller Cleveland Yacht Club	D Allen Royal Hamilton YC
1970	Royal Canadian Yacht Club Toronto, Ontario	William Shore Buffalo Canoe Club	Dick Hallagan Sodus Bay Yacht Club
1969	Hudson Yacht Club Montreal, Quebec	Dick Hallagan Sodus Bay Yacht Club	D Allen Royal Hamilton YC
1968	Royal Hamilton YC Hamilton, Ontario	S Anderson Niagra Sailing Club	Dick Hallagan Sodus Bay Yacht Club
1967	Royal St Lawrence Yacht Club Montreal, Quebec	S Anderson Niagra Sailing Club	Dick Hallagan Sodus Bay Yacht Club
1966	Temple Reef Sailing Club Port Arthur, Ontario	Tom Allen Buffalo Canoe Club	P Sulman National Yacht Club
1965	Owen Sound Yacht Club Owen Sound, Ontario	Tom Allen Buffalo Canoe Club	S Anderson Niagra Sailing Club
1964	Royal Hamilton Yacht Club Hamilton, Ontario	D M Allen Royal Hamilton YC	J R G Bleasby Royal Canadian YC
1963	Royal Canadian Yacht Club Toronto, Ontario	J Bernel Buffalo Canoe Club	S Anderson Niagra Sailing Club
1962	Owen Sound Yacht Club Owen Sound, Ontario	J R G Bleasby Royal Canadian YC	D M Allen Royal Hamilton YC
1961	Britannia Yacht Club Ottawa, Ontario	J R G Bleasby Royal Canadian YC	J Miwann Queen City Yacht Club

YEAR	PLACE	CHAMPION	RUNNER-UP
1960	Royal Canadian Yacht Club Toronto, Ontario	G Russell Royal Hamilton YC	G Hampson RHYC
1959	Royal Canadian Yacht Club Toronto, Ontario	A Dutton Queen City Yacht Club	G Russell Royal Canadian YC
1958	Royal Canadian Yacht Club Toronto, Ontario	J R G Bleasby Royal Canadian YC	
1957	Royal Canadian Yacht Club Toronto, Ontario	June Method RBYC	R Robson Sodus Bay Yacht Club
1956	Royal Canadian Yacht Club Toronto, Ontario	A Dutton Queen City Yacht Club	
1955	Royal Canadian Yacht Club Toronto, Ontario	G Layton Royal St Lawrence YC	S Anderson Niagra Sailing Club
1954	Royal Canadian Yacht Club Toronto, Ontario	Thomas Fallon Buffalo Canoe Club	
1953	Royal Canadian Yacht Club Toronto, Ontario	Tom Allen Buffalo Canoe Club	
1952	Royal Canadian Yacht Club Toronto, Ontario	Tom Allen Buffalo Canoe Club	





# SOUTHERN CIRCUIT CHAMPIONS

YEAR	DEEP SOUTH REGATTA SAVANNAH, GEORGIA	MIAMI MIDWINTER REGATTA	WINTER LIGHTNING CHAMPIONSHIP ST PETERSBURG, FLORIDA	OVERALL CHAMPION
2009	Allan Terhune	Allan Terhune	Marcus Eagan	Allan Terhune
2008	David Starck	Jody Starck	Brian Hayes Sr	Jeff Linton
2007	David Starck	Skip Dieball	Jeff Linton	Ched Proctor
2006	David Starck	Jeff Linton	Jody Lutz	Jeff Linton
2005	Bill Fastiggi	David Starck	Alberto 'Tito' Gonzalez	Alberto "Tito" Gonzalez
2004	Alberto 'Tito' Gonzalez	Alberto "Tito" Gonzalez	Allan Terhune	Alberto "Tito" Gonzalez
2003	Ched Proctor	Jeff Linton	Brian Hayes	Jeff Linton
2002	Steve Hayden	Larry MacDonald, Jr	Jody Lutz	Larry MacDonald, Jr
2001	Andy Horton	Larry MacDonald, Jr	Matt Fisher	Ched Proctor
2000	Larry MacDonald, Jr	Larry MacDonald, Jr	Greg Fisher	Larry MacDonald, Jr
1999	Andy Horton	Tim Healy	Brian Hayes	Tom Starck/David Starck
1998	Greg Fisher	Alberto 'Tito' Gonzalez	Tim Healy	Tito Gonzalez
1997	Larry MacDonald, Jr	Ched Proctor	Larry MacDonald, Jr	Larry MacDonald, Jr
1996	Larry MacDonald, Jr	Tim Healy	Brian Taboada	Taboada/Drake/Faude
1995	Larry MacDonald, Jr	Ched Proctor	David Starck	MacDonald/Proctor
1994	Larry MacDonald, Jr	Terry Hutchinson	Brad Read	MacDonald/Proctor
1993	Larry MacDonald, Jr	Brad Read	Peter Hall	Neal Fowler/Greg Fisher
1992	Lenny Krawcheck	David Curtis	Matt Fisher	Jody Lutz/David Curtis
1991	David Dellenbaugh	Brad Read	Jody Swanson	Brad Read
1990	Lenny Krawcheck	Stuart Nickerson	David Dellenbaugh	David Dellenbaugh
1989	Jim Crane	Tom Allen	Matt Fisher	Ched Proctor
1988	Tom Allen, Jr	Jim Crane	Jim Crane (R)	Jim Crane
1987	Larry MacDonald, Jr	Bill Shore	Jim Crane	Ched Proctor
1986	Dick Hallagan	Jim Crane	Tom Allen, Jr	Jim Crane
1985	Neal Fowler	Larry MacDonald, Jr	Ched Proctor	Larry MacDonald, Jr
1984	Bill Shore	Bill Shore	Ken Read	Bill Shore/Ken Read
1983	David Curtis	Richie Silverman	Ed Baird	David Curtis
1982	David Curtis	David Curtis	David Curtis	David Curtis
1981	Bruce Goldsmith	Jim Crane	Mark Bryant	Mark Bryant
1980	Peter Isler	Mary Bryant	Jim Dressel	Jim Dressel
1979	Bruce Goldsmith	Larry MacDonald, Jr	Jeff Boyd	Jeff Dressel
1978	Bill Shore	Matt Bryant, Jr	Tom Allen	Jim Crane
1977	Bill Shore	Bill Shore	James Lippincott	Bruce Goldsmith
1976	Don Delorme	Bill Shore	Bruce Goldsmith	Bill Shore
1975	Bill Shore	Don Delorme	Bill Shore	Bill Shore
1974	Bruce Goldsmith	Bill Shore	Jack Mueller	Bruce Goldsmith
1973	Jack Mueller	Bill Shore	Jim Crane	Bruce Goldsmith
1972	Bill Shore	Tom Allen	Tom Allen (R)	Tom Allen
1971	Carl Eichenlaub	Lou Pocharski	Bruce Goldsmith	Bruce Goldsmith
1970	Richard Lippincott	Bruce Goldsmith	A Marcy Lippincott	Bruce Goldsmith
1969	Bob Seidelmann (R)	Tom Allen	Lou Pocharski	Tom Allen
1968	Bob Seidelmann	Bruce Goldsmith	Tom Allen	Bruce Goldsmith
1967	Bob Seidelmann	Bruce Goldsmith	Tom Allen	Bob Seidelmann
1966	Bob Seidelmann (R)	Tom Allen	Bob Seidelmann	Bob Seidelmann
1965	Stu Anderson	Bob Seidelmann	Bob Seidelmann (R)	Bob Seidelmann
1964	Stu Anderson	Carl Smither	Carl Eichenlaub	Stu Anderson
1963	Bob Seidelmann		Bob Seidelmann	Bob Seidelmann
1962	Bob Seidelmann		Bob Seidelmann	Bob Seidelmann
1961	Carl Eichenlaub		Hank Cawthra	Bob Lippincott
1960	Carl Eichenlaub		Tom Fallon	
1959	John McIntosh		Herman Nickels	
1958	John McIntosh		Gene Walet	
1957	Bob Crane		Walt Swindeman	



## Deep South Regatta sailed at Savannah Yacht Club, Savannah, Georgia

Trophies: Deep South Regatta Perpetual Trophy, deeded by the Savannah Yacht Club, retired by winner of it three times. (R)

The August A. Busch, Jr. Trophy, deeded to the Savannah Yacht Club for the Lightning Regatta.

# SOUTHERN CIRCUIT CHAMPIONS

YEAR	SAVANNAH/ ST PETERSBURG CHAMPION	MIAMI/ ST PETERSBURG CHAMPION
2003	Brian Hayes	
2002	Larry MacDonald, Jr	
2001	Ched Proctor	
2000	Greg Fisher	
1999	Andy Horton	
1998	Tito Gonzalez	
1997	Larry MacDonald, Jr	
1996	Taboada/Drake/Faude	
1995		
1994		
1993	Larry MacDonald, Jr	
1992	Terry Hutchinson	
1991	Brad Read	
1990	David Dellenbaugh	
1989	Ched Proctor	
1988	Jim Crane	Jim Crane
1987	Brad Read	Ched Proctor
1986	Bill Shore	Jim Crane
1985	Ched Proctor	Larry MacDonald, Jr
1984	Bill Shore/Ken Read	Bill Shore/Ken Read
1983	David Curtis	David Curtis
1982	David Curtis	David Curtis
1981	Mark Bryant	Jim Crane

YEAR	SAVANNAH/ ST PETERSBURG CHAMPION	MIAMI/ ST PETERSBURG CHAMPION
1980	Jay Lutz	Mark Bryant
1979	Jeff Boyd	Larry MacDonald, Jr
1978	Jim Dressell	Jay Lutz
1977	James Lippincott	James Lippincott
1976	Mark Bryant	Bill Shore
1975	Bill Shore	Bill Shore
1974	Jack Mueller	Bill Shore
1973	Bruce Goldsmith	Bruce Goldsmith
1972	Bruce Goldsmith	Tom Allen
1971	Bruce Goldsmith	Lou Pocharski
1970	Bob Seidelmann	Bruce Goldsmith
1969	Tom Allen	Lou Pocharski
1968	Bob Seidelmann	Bruce Goldsmith
1967	Bob Seidelmann	Harry Sindle
1966	Bob Seidelmann	Tom Allen
1965	Bob Seidelmann	Bob Seidelmann
1964	Stu Anderson	Karl Smither
1963		Bob Seidelmann
1962		Bob Seidelmann
1961		Hank Cawthra
1960		Tom Fallon
1959		Alex Carlin

## Winter Lightning Championship

Sailed at St. Petersburg Yacht Club, St. Petersburg, Florida.

Trophies: Wally Bishop Trophy

I.L.C.A. Past Presidents Trophy, deeded by Past Presidents of the I.L.C.A. to the I.L.C.A. for the winner of combined Savannah and St . Petersburg Regattas.





***ILCA MEMBERS***

***ACTIVE MEMBERS  
ASSOCIATE MEMBERS  
BOAT OWNERS***





# BOAT OWNERS



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
1	Mystic Seaport Museum of the Sea			
2	John Boynton	US	New England	493
2	Robert F Boynton	US	New England	493
2	James Boynton	US	New England	493
32	Barbara K Thompson	US	Dixie	50
39	Schylar Barnes	US	Central New York	1
39	David Penfield	US	Central New York	1
43	David J Use	US	Nigeria	510
77	Rachel Bennett	IE	Ireland	427
84	Al Bartlett			
86	Eric C Ringdahl	US	Central New York	4
87	Eric Tingdahl			
96	John Hayes	US	Ohio	303
123	Jim Zeppieri	US	New England	
137	Elbert Kennard	US	Southeastern	
167	Franz K Schneider, Jr	US	Central Atlantic	26
197	Karen Niswander			
279	Mathew Zurowick			
280	Paul Marchand	US	California	
355	Michael Ahern			
373	Eric Verley	US	Central New York	1
378	Mike Yates	US	Central New York	1
396	Jack Stephenson	US	New England	246
405	Walter Peebles			
435	Donna Downey	US	US@Large	488
453	Nelson Laffey	US	Mississippi Valley	486
465	David Hellman	US	Metropolitan	
470	Marc Schieber			
487	Michael Martin	US	California	
546	Greg Gray			
561	Jim Herz	US	Central New York	0
573	Fred Cooley			
579	Robert O'Brien, Jr	US	Central Atlantic	3
582	Mark Binkhorst			
584	Doug A Dixon	US	Dixie	50
588	Rick Guli			
632	Gilliam Clark, III			
677	James Twaddle, Jr			
695	Joe Barry	US	New England	301
736	W Craig Thayer	US	Central New York	10
739	Jim Scharf			
754	John E Harkless, III	US	Florida	
755	Mick Griffen			
768	Christopher Moore	US	Central New York	1
775	Michigan Maritime Museum	US	Michigan	
835	Paul J Nagel	US	Michigan	51

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
837	Joel Thurtell	US	Michigan	54
884	Scott Groves	US	Michigan	54
897	John O'Brien			
909	Sarah Neal	US	Lake Erie	12
909	Emily Neal	US	Lake Erie	12
1022	Erik Vap			
1220	Richard Axt	US	Central New York	
1272	Dennis Schuelkens	US	Central Atlantic	
1342	Mike Naughton	US	Indiana	270
1579	Robert Prezzano	US	Connecticut/RI	
1656	Doug Binder			
1693	David D Raham			
1758	Kevin Green			
1915	Jeff Jones			
1996	John B Rudd	US	Central New York	484
1996	Andrew Graham			
2033	Susan Davis	CA	Central New York	77
2116	Jane Solan	US	Central New York	108
2230	John H Pattison	US	US@Large	488
2331	Robert Tortorice	US	New England	
2345	Steven McCready	US	Michigan	
2368	Walter Gover	US	California	
2390	Louis Mauriello			
2496	Chuck Mayville			
2555	Nelson Laffey	US	Mississippi Valley	486
2606	Bruce McKie			
2684	Michael Holly, Jr	CA	St Lawrence Valley	516
2702	Robert Lodder	US	New England	
2715	Chris Degroot			
2743	Al Bartlett			
2777	Dave Wilson			
2795	L James Jones, Jr	US	Central New York	4
2797	Al Bartlett			
2907	Bill Lyle			
2963	Jim Velie			
3089	Alden E Fox	US	New England	
3104	Peter B Humphrey	US	Metropolitan	
3134	Harry Larkin	US	Michigan	
3300	John Hogan			
3337	David Sterling	US	Michigan	
3343	Alan R Rogers			
3416	Jim Amodio			
3431	John O'Masta	US	Ohio	36
3557	Jim Arnold			
3645	Gugy Irving			
3790	Lukas Gerig	CH	Switzerland	250
3792	Alan Cass			
3798	Robert O'Brien, Jr	US	Central Atlantic	3
4008	Terry Lavoy	US	Michigan	
4045	Robert Cutting	US	New England	280
4081	Ken Lambert	CA	Lake Erie	12
4090	Marcus Yano			
4100	Larry Plewniak			
4189	Alan Thompson	US	Long Island	
4205	Alan Suydam	US	Michigan	54
4252	L. James Jones, Jr	US	Central New York	4
4291	Virginia Biddle	US	California	
4494	Greg R Imars	US	Ohio	
4614	Tim Hodson	US	New England	301
4773	Mark Popiel			
4973	John Stephen Meyer			
4976	Matt Handy	CA	Central Canada	279
5019	H. Duane Ritter			
5023	Joseph Bottenhorn			
5123	Robert Jensen			
5132	Michelle Yacob	US	Long Island	178
5314	Jim Herz	US	Central New York	0
5436	Robert D MacMillan			
5437	Michael Honsinger	US	Michigan	
5455	David Soucy	US	New England	
5555	John Sokora	US	Mississippi Valley	
5555	Nelson Laffey	US	Mississippi Valley	486



# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
5677	James Grady			
5682	Dianne Peeling			
5722	Arthur McKinley			
5802	Trent Hyer	US	Michigan	
5817	David Tabor			
5836	David Teller			
5841	Rick Stevens			
5851	Ret Talbot	US	Texas	505
5885	Joel Thurtell	US	Michigan	54
5894	L. James Jones, Jr	US	Central New York	4
5918	Pete Kerline			
5949	Peter Natoli			
5987	Helmut Rennke	US	New England	
6000	Al Fittipaldi	US	Central Atlantic	
6015	Jeffrey Johnson	US	Connecticut/RI	
6033	Wesley L Johnson	US	Midwest	167
6039	James Force	US	Midwest	515
6046	Rod Anliker	US	Midwest	
6061	Wally Jones	US	Pacific Northwest	229
6066	Chuck Mayer			
6133	John Barber			
6151	Stephen Zelle	US	Michigan	54
6224	George Bennett			
6228	Mike Marshall	US	Connecticut/RI	
6228	Michigan Maritime Museum	US	Michigan	
6293	Larry Byron			
6294	Samuel F Albergotti	US	Southeastern	
6296	Franz K Schneider, Jr	US	Central Atlantic	26
6313	Helmut Hinrichs			
6315	Melanie A Ginter	US	Connecticut/RI	85
6345	Ned Daly	US	Dixie	329
6350	Cortland Steck	US	Florida	502
6378	James H Perkins	US	Connecticut/RI	
6378	Jamie Perkins			
6379	Clarence Johnson	US	Michigan	54
6392	Jesse Witt	US	US@Large	488
6426	Gregory Urban			
6446	Harry Jackson	US	Mississippi Valley	74
6450	Thomas D Sheeran	US	Mississippi Valley	
6476	Dick Brand			
6488	Liz Clinton			
6557	Carol H Kern	US	Central Atlantic	34
6613	Christopher Barclay	US	California	194
6633	Kenneth H Jones	US	Pacific Northwest	
6678	Herbert Mortz	US	Pacific Northwest	
6682	Donna Hearne			
6725	Dale J Drevdahl	US	Pacific Northwest	283
6803	Scott Stafford	US	Central New York	
6821	Clint M Anderson	CA	Central Canada	279
6886	Carl W Hummer, Jr	US	Ohio	212
6889	Dale E Johnson	US	Southeastern	415
6895	Kenneth W Pope			
6901	Robert Gold	US	Central New York	
6944	Chandler Stevens	US	Ohio	150
6969	R Michael Seng, III	US	Michigan	
6973	Scott Stafford	US	Central New York	
6976	Michael Tubergen	US	Michigan	
6983	William E Neal	US	Lake Erie	12
6983	Hoss Bone	US	Lake Erie	47
6997	Joshua M Bone	US	Midwest	
7007	Michael Fisher	US	Michigan	512
7022	Avi Zilz	US	Connecticut/RI	
7041	Nelson Laffey	US	Mississippi Valley	486
7084	Tim Cochran	US	US@Large	488
7088	Robert Hager			
7098	George M Penny	US	Metropolitan	75
7108	Adrianus Rommelse	US	California	372
7119	Rob Muir	US	Texas	
7141	Mike Anders			
7147	Noel Smyth			
7153	George F Ascherl, Jr	US	Michigan	216
7168	Lloyd C Wetherbee	US	Central New York	



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
7170	David G Dickerson	US	Connecticut/RI	85
7216	William Dever	US	Central New York	13
7221	Jim Crandall	US	Midwest	
7223	Tom Capehart	US	Dixie	50
7278	Bill Decker	US	Central New York	
7286	Ken Lambert	CA	Lake Erie	12
7293	Buddy Wilkins			
7296	Edward Cichone	US	Central Atlantic	3
7310	Louis Mauriello	US	Central New York	
7311	Thomas Plunkett	US	US@Large	488
7312	Peter Gamba			
7400	Thomas Kelleher			
7420	Carl M Eichenlaub	US	Lake Erie	12
7497	Ralph Crouse			
7522	Todd Carlson	US	Southeastern	
7539	Robert Smith	US	New England	301
7555	David Wightman			
7557	Michelle McBurney	US	New England	
7603	Robert Astrove	US	Dixie	50
7606	Howard Macken	US	California	
7636	Joy Henderson	US	Dixie	
7650	Peter Wellington	CA	St Lawrence Valley	
7660	Gary Birnhak	US	Central Atlantic	228
7676	Mack C Goodwin			
7678	David M Olney	US	Central Atlantic	3
7702	Peter Hewes	US	Connecticut/RI	
7704	Mark Noble			
7711	Thomas Graham			
7750	Chris Schwartz			
7799	Reed Feuster	US	Metropolitan	
7826	Mark J Catalano	US	Long Island	
7860	Paul Maselli			
7868	Bill Powell			
7879	Robert T Melzer	US	Midwest	187
7924	Jim Kading			
7925	Mary & Clement Deliso			
7929	John Waanders			
7947	Geoffrey W Sheen	US	Southeastern	257
7949	C Scott Degolyer, III	US	Lake Erie	47
7959	Kevin Wilson	US	Michigan	54
7996	John Ward			
8004	Roger K Slade	US	Lake Erie	47
8044	Doug Hosler	US	Midwest	515
8097	David Dunford			
8100	John B Horton	US	Michigan	
8131	Eugene H Walet, III	US	Southern	179

# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
8144	Jerry Valli	US	Mississippi Valley	266
8145	Jack Frost			
8163	Robert A Farrand, Jr	US	Pacific Northwest	283
8172	James B Sims	US	Midwest	0
8175	Jon Alldritt			
8230	Sara Hogan	US	Central New York	1
8252	Daniel Parietti	US	Metropolitan	75
8260	Tyler Carter			
8269	Jim Duclos	US	New England	301
8294	Jim Johnson			
8304	Michael Honsinger	US	Michigan	
8320	Sara Hogan	US	Central New York	1
8330	Frank H Atkinson, Jr	US	Florida	226
8345	Center For Wooden Boats	US	Pacific Northwest	
8370	Joel Thurtell	US	Michigan	54
8381	Richard E Stanbridge	US	Michigan	31
8381	Fred Mertes	US	Dixie	325
8381	Wil Mertes			
8411	Javier Pascuchi	AR	Argentina	206
8437	Kirby Stevens	US	Pacific Northwest	
8441	Addis L Katterheinrich	US	Ohio	400
8465	William H Rimmer	CA	Pacific Northwest	90
8478	Robert Smith	US	New England	301
8479	Bruce Lessien	US	Michigan	54
8497	John A Sanford	US	Pacific Northwest	283
8501	Richard S Graham	US	California	
8502	Larry Burt	US	Central Atlantic	
8540	Chris Charter			
8549	Alan Jowett			
8581	Art & Beth unknown			
8590	Paul Kachudas	US	Michigan	53
8616	Hugh J Hutchison	US	Central Atlantic	228
8635	Justin Proctor	US	Ohio	36
8656	John H Pattison	US	US@Large	488
8663	Tom Gerhard	US	Connecticut/RI	
8672	Nicholas Harkola			
8675	John L Cannon			
8676	Herman C Henschen	US	Dixie	
8677	Brian J Colvin	US	Central New York	
8679	Steven D Hayes			
8679	Andrew Harmon			
8689	Daniel Civiello			
8700	E Donald D Farmer, Jr	US	Dixie	
8704	Albert Carter			
8721	George Demmy			
8745	Chandler Owen	US	Dixie	50
8746	David C Backus	US	Florida	502
8749	Gerald J Blaha	US	Midwest	
8763	G Ferdinando De Amicis	IT	Italy	249
8765	Michael D Metcalf			
8778	Dan Gravatt	US	California	194

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
8806	Paul Gilbert			
8858	Jean M Gosse	US	Pacific Northwest	
8896	Chris Balcom	US	California	
8911	Fernando Venegas			
8938	Matthew Wygant			
8959	Christopher Rumpf	US	Dixie	253
8961	Frederick Fisher	US	Pacific Northwest	
8966	Richard F Brewer	US	California	194
8977	Kevin Kalahan			
9005	Richard L Balagur	US	New England	
9052	Jack Stephenson	US	New England	246
9057	William L Zabriskie	US	Midwest	
9075	Suzanne Sunday			
9075	Jeff Fjeldheim			
9102	Peter B Morley, Jr	US	Michigan	110
9109	Andrew Humenick	US	Dixie	
9168	Michael Procaskey	US	Michigan	54
9183	Bernard Cole			
9211	Chandler Owen	US	Dixie	50
9232	Jeff Fjeldheim	US	Midwest	5
9242	Nelson Laffey			
9246	Nelson Laffey	US	Mississippi Valley	486
9249	Leon A Fontier	US	Central New York	252
9250	Community Sailing of Colorado			
9287	Ken Brown	US	US@Large	
9322	Stefano Uffreduzzi			
9332	L James Jones, Jr	US	Central New York	4
9332	Lake Delta Yacht Club			
9333	Bill Babel			
9350	Joseph H Lutz	US	Indiana	270
9373	Mark Bryant	US	Florida	
9375	G Scotland Werley	US	Ohio	36
9390	Gordon Geick			
9391	Les Moorhouse			
9392	Pete Russell	US	Southeastern	
9393	Edward A Diakow	US	Michigan	54
9398	Jay Taylor	US	Southeastern	511
9398	Phil Taylor	US	Southeastern	481
9401	Bradford Currie	US	Mississippi Valley	262
9402	Kevin Dietly	US	Lake Erie	198
9407	Monmouth Boat Club	US	Metropolitan	70
9411	Enrique Granja Rivas	EC	Ecuador	405
9411	Enrique Granja	EC	Ecuador	405
9415	L James Jones, Jr	US	Central New York	4
9417	George Barr	US	Metropolitan	16
9424	David D Raham			
9437	Pekka Bollstrom	FI	Finland	
9447	Kostas Lymberakis	GR	Greece	286
9464	Paul Miller	US	Central Atlantic	
9464	Paul Miller			
9470	Matt Gillis			





# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
9488	Walter Buras			
9488	Chad Buras			
9516	Nils Wessell	US	Connecticut/RI	
9522	Jeffrey K Montwill	US	New England	
9527	Michael Fisher	US	Michigan	512
9539	Peter H Jenney	US	New England	
9544	Cavella outdoor Camp			
9561	Jared Shepard			
9567	Jack Mueller	US	Ohio	71
9576	James McCluskey			
9584	Gregory J Harris	US	Michigan	54
9628	Paul L Alberti	US	Central Atlantic	173
9653	Jay W Mueller, III	US	Connecticut/RI	
9653	Janis Stevens Mueller	US	Ohio	71
9655	James Bielefeld	US	Dixie	329
9670	Pat Tilson	US	Long Island	
9690	Joe Nelson	US	Pacific Northwest	283
9693	Michael Ryan	US	California	
9696	Andrew Clarke	US	Southern	179
9696	Buddy Clarke	US	Southern	179
9699	David Deatrick	US	Michigan	
9703	Thomas Colman			
9705	Matthew D Princing	US	Michigan	216
9710	Jeff Dorsa	US	Indiana	
9711	Andrew Hagen	US	Central New York	1
9739	Michael T Humphrey	US	Lake Erie	47
9777	Dick Hooker			
9793	Martin de Groot			
9811	Paul Cook			
9819	David McCoy	US	Pacific Northwest	229
9829	Arthur J Cunningham	US	New England	332
9830	Jason Sanphy			
9834	Leslie J Prokop, Jr	US	Connecticut/RI	
9840	Gerry & Jackie Compton			
9845	David Nasca	US	Lake Erie	47
9852	Metedeconk River Yacht Club	US	Central Atlantic	34
9852	Douglas Maloney			
9888	Tom Mendes			
9889	Joseph A D'Amico	US	Pacific Northwest	
9897	Stephen D Tiley	US	Dixie	253
9900	Joel Thurtell	US	Michigan	54
9904	Rick Eggleston			
9909	Les Ginsbert			
9928	Charles S Shoemaker	US	Central Atlantic	491
9948	Chandler Owen	US	Dixie	50
9981	Bill Cadmus			
9991	Lindsay M Bach	US	Dixie	508
10004	Andrew Stickney			
10005	William W Doolittle			
10014	Rob Edwards	US	Texas	35
10020	James Crittendon	US	Texas	35
10022	Dave Murphy			
10032	Thom Bolick	US	Connecticut/RI	126
10033	Ray Kirmaier			
10043	Chick Shifrin	US	Connecticut/RI	
10064	Alan R Deforest	US	Central New York	
10081	Bernard Vogler	US	Lake Erie	
10113	Byrne O'Brien	US	Central New York	484
10151	Peter D Conant	US	Mississippi Valley	266
10156	Rick Barton	US	Southeastern	415
10163	John Collier			
10181	Jeff Godlewski			
10191	Harry Whitver			
10201	Russell L Chandler	US	Dixie	
10207	Ronald G McCormack	US	Metropolitan	75
10212	Mike J Dewane	US	New England	301
10215	Phil Metlin			
10222	Eric Bennett	US	Midwest	442
10224	Boy Scouts of America			
10226	Robert A Watt	US	Southeastern	
10254	Alexander D Gemmell	US	New England	145
10258	Alexander D Gemmell	US	New England	145

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
10260	William P Weiss	US	Long Island	178
10260	Elizabeth A Brewer	US	Long Island	178
10262	Ian MacArthur	US	Midwest	
10275	Elizabeth A Richard	US	Texas	435
10285	Carl E Takle	US	Texas	35
10301	Peter Seeuwen			
10302	Michael Magyar	US	Dixie	192
10318	Bill Johnson	US	Dixie	
10320	Robert W Sengstaken, Jr	US	New England	332
10320	Kristen Spera	US	New England	332
10322	Jerry Carpenter	CA	Central Canada	279
10329	YMCA Camp Glacier Hollow			
10338	Rod Koch	US	Florida	502
10339	David V Knapp	US	Lake Erie	
10349	Douglas E Olson	US	Midwest	112
10350	Chris Zitelli			
10355	Kirk Reynolds	US	Central New York	1
10368	George M Penny	US	Metropolitan	75
10370	W Craig Thayer	US	Central New York	10
10383	Scott R Evans	US	US@Large	488
10386	Ken Warren			
10389	Eric B Beck	US	Metropolitan	75
10392	Richard Braverman	US	Long Island	178
10393	Terry Donohue	CA	Lake Erie	
10397	Tom Callahan	US	Texas	
10410	Russ Martin			
10433	David Burgess	US	Midwest	
10434	Peter Venter			
10440	Allen H Baker	US	New England	301
10444	Christopher Schneider	US	Ohio	150
10467	Heinrich Leimgrubler	CH	Switzerland	250
10481	Terence M Dewane	US	California	372
10491	David A Dooley	US	Lake Erie	12
10492	Carroll Seibert			
10493	Benjamin Eloff			
10494	William Lachenmeyer			
10518	Jeane Bice	US	Dixie	509
10527	Robin H Tompkins	US	Dixie	50
10537	James S Irwin	US	Mississippi Valley	266
10541	Paul Webster	US	Pacific Northwest	283
10552	Rocco Maggio	US	Long Island	
10555	William G Abbott, IV	US	New England	332
10613	John Nester			
10620	Lawrence Decker	US	Metropolitan	75
10621	Chandler Owen	US	Dixie	50
10626	William Jaeger	US	Metropolitan	70



# BOAT OWNERS



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
10638	Ernest D Dieball	US	Michigan	42
10638	Dennis Dieball, Sr	US	Michigan	42
10638	Dennis Dieball	US	Michigan	42
10649	Patrick Farmer	US	New England	
10690	Joseph J Turecamo	US	Long Island	178
10696	Anthony Giovannucci	US	New England	
10700	James Mellor	US	Florida	226
10702	Walter Blackwell	CA	Lake Erie	146
10705	John A Barnes	US	Central New York	1
10712	Leonard A Montague	US	Central New York	225
10731	Gary A Kokstis	US	Pacific Northwest	283
10732	David D Closson	US	New England	332
10744	Michael J Tighe	US	Florida	
10745	Doug & Kelly Palmer			
10752	Malcom Hendry			
10764	Daniel Rutherford			
10766	Ron Sedgley			
10768	Jody Robinson	US	Central Atlantic	26
10784	John Geil			
10796	Christopher Visentin	US	Metropolitan	75
10800	George Saroch	US	Dixie	329
10801	David M Peterson	US	Connecticut/RI	85
10801	R Neil Hayes, Jr	US	Connecticut/RI	6
10802	Brian Kitchen			
10803	Richard O Bukowsky, Jr	US	Michigan	54
10810	Will Tyner	US	Southeastern	440
10811	Paul Barton			
10812	Henry F Laird	US	Southern	179
10814	Colline Kirby			
10841	Stanton Kelton	US	Central Atlantic	
10846	Edward Guild	US	New England	301
10855	Bob Kaszynski	US	New England	
10857	Daniel J Bouchard	US	Connecticut/RI	
10859	Dan Gilman	US	Central Atlantic	335
10860	Jo Ann Fisher	US	Dixie	329
10889	Andy Todd			
10891	Tim Hornett	US	Pacific Northwest	507
10922	J Bradley Neville	US	Lake Erie	198
10922	James D Neville	US	Lake Erie	198
10937	Kerry Cole			
10940	Barry Brogan	US	Central New York	252
10950	Charles F Grugan	US	Dixie	50
10952	Robert G Savarese	US	Central Atlantic	34
10959	John B Waskom, IV	US	Southern	388
10989	Chris McCann			
11000	Sam Downing			

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
11011	Alberto Gonzalez Mas	CL	Chile	318
11035	Miguel Saubidet	AR	Argentina	
11037	Roberto Ricoveri	AR	Argentina	446
11041	Roberto Gomez Joly	AR	Argentina	446
11043	Pablo Gustavo Bordino	AR	Argentina	206
11046	Jorge W Murrieta	MX	Mexico	
11051	John Boettcher			
11061	Roy Richard			
11070	Lamar Wingate	US	Southeastern	348
11071	John VH Halsey	US	Long Island	431
11074	Howard Stickney			
11077	Belinda Emerson			
11078	Bob Garlinghouse	US	Michigan	204
11085	Joseph P McDevitt	US	Southern	388
11087	Daniel G Dawson	US	Central Atlantic	335
11090	Dennis K Baker	US	Southeastern	391
11097	Gavin Watson	US	Connecticut/RI	134
11107	J Chris Schweitzer	US	Michigan	
11113	Archie Adams	US	Connecticut/RI	129
11117	Bergen Ackerman	US	Lake Erie	12
11118	Ralph Bilnoski	US	Texas	35
11122	David Magliaro			
11123	Clem B Shriver	US	Ohio	33
11134	James M White	US	Central New York	
11136	John R Hughes	US	New England	121
11137	Philip Janson	US	Central Atlantic	
11138	David Spira	US	US@Large	488
11143	Marc H Silverstein	US	Metropolitan	75
11150	Patrick Gallagher	US	New England	121
11151	Darrell Peck	US	Pacific Northwest	283
11154	Spencer G Wait	US	Florida	
11158	Tom Moody			
11171	John Marlon			
11175	Michael D Kane	US	Lake Erie	115
11176	Mark Northacker	US	Central Atlantic	491
11181	Dale E Fulkerson	US	Indiana	154
11185	David Carpenter	US	Midwest	5
11188	KC Schmidt	US	Midwest	187
11203	Kenneth D Woods	US	Indiana	270
11205	George F Siegle	US	Michigan	387
11207	James R Deephouse	US	Connecticut/RI	129
11210	Frederick Turner, Jr	US	New England	145
11211	Christopher Safford	US	US@Large	488
11240	Mark Daghir	US	Dixie	192
11271	Chuck Collins			
11276	Lucas A Armstrong	US	US@Large	488
11278	John A Gastright, Jr	US	Dixie	
11283	Scott Smith	CA	Michigan	31
11299	Lawrence Adelberg	US	Southeastern	
11307	Brian Keller	US	Midwest	112
11311	Whitner Church	US	Southern	179
11311	Mark A George	US	Mississippi Valley	274
11316	John F Tschanz	US	Midwest	5
11327	Walter Buckwald	US	New England	273
11329	Joseph Lauver	US	Dixie	253
11331	Kirk Reynolds	US	Central New York	1
11340	Duncan Porter	US	Southern	
11346	Christopher B Hamblet	US	New England	145
11347	Terrill Moore	US	Central New York	484
11363	Achille C Scache	US	Metropolitan	16
11365	Julio Velez	EC	Ecuador	405
11368	Richard H Niemeyer	US	Ohio	303
11369	David & Kevin Crossett			
11374	John Lewandowski	US	Long Island	431
11379	Fisk Hayden	US	Florida	502
11381	Brian W Hayes, Sr	US	Connecticut/RI	6
11385	Richard Thackaberry	US	Connecticut/RI	126
11386	Ralph L Leon	US	Mississippi Valley	274
11401	Michael Adams	US	New England	273
11404	David Keary	US	California	
11421	Jose Jacome			
11425	W Craig Thayer	US	Central New York	10



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
11442	Dean S Cady	US	Midwest	69
11444	Brent W Benson	US	Central Atlantic	491
11457	Norman R Jarvis	US	US@Large	488
11474	Lester J O'Brien	US	California	
11489	Oskar Weber	CH	Switzerland	219
11496	Tim Ryan	US	Mississippi Valley	274
11501	Gary Wippick	US	Connecticut/RI	
11508	Chris McKee			
11515	Jeff Pugh	US	Ohio	303
11519	Kent D Steinriede	US	Central Atlantic	228
11531	James T Young	US	Ohio	23
11536	Jeff Hess			
11537	Bill Saeger			
11540	W David Racine, III	US	Dixie	325
11541	Lee E Arnold	US	Central Atlantic	
11543	Todd Ross			
11553	Leonard Little	US	Southeastern	365
11565	John Marx	US	Metropolitan	25
11566	Jean W Horton	US	California	102
11570	Liviu Vogel	US	Connecticut/RI	126
11575	James W Titus	US	Central Atlantic	173
11576	Jay Richardson	US	Metropolitan	
11579	Carter White	US	New England	
11582	Walt Poyck			
11583	Mathew C Weimer	US	Dixie	
11583	Denise H Weimer	US	Dixie	
11589	Brad E Gruneberg	US	Midwest	187
11596	Steve Nudel	US	Dixie	253
11599	Bill B Williams	US	Michigan	54
11600	Chandler Owen	US	Dixie	50
11603	Joel F Vann	US	California	194
11617	Richard J Cubinieć	US	Lake Erie	12
11618	Anton Machleder	US	Central New York	77
11620	Philip A Leverault	US	Midwest	
11622	Tim Lorenz			
11623	Thomas J Papp	US	New England	301
11641	Victor A Lobos	CL	Chile	514
11645	Douglas Ash	CA	Pacific Northwest	90
11648	Stephen M Murphey	US	Lake Erie	
11649	Hector Longarela	AR	Argentina	446
11661	Santiago Aguirre	EC	Ecuador	447
11663	Jim Reiman	US	Midwest	5
11663	Mark Bryant	US	Florida	
11666	Joanne Kelly			
11674	Scott Potter	US	Connecticut/RI	126
11689	Ellie McCulloch			
11693	Brian Murray Sumner	BR	Brazil	462
11701	Jim Shipman			
11702	Larry J Ames	US	Florida	226
11710	Jan Peter Zacher	BR	Brazil	147
11737	Chandler Owen	US	Dixie	50
11739	Mark P Woods			
11740	Walter F Colantuono	US	New England	273
11751	Albert Preston Moore	US	New England	280
11752	David W Schrader	US	Connecticut/RI	6
11766	Laurence C Older	US	Lake Erie	115
11767	Harry H Keith, III	US	Dixie	50
11768	Thomas C Schuyler, III	US	Dixie	
11771	William R Sloger, Sr	US	Southeastern	391
11774	Alan Pearlman	US	Long Island	178
11777	James T Young	US	Ohio	23
11792	Brendan Walsh			
11792	Bobby Fulton			
11815	Nancy Nowak	US	US@Large	488
11835	Don Caddle			
11844	Mark B Holmes			
11871	Marty Huppert	US	Dixie	329
11885	Aaron Frank	US	New England	301
11894	David S Ruiter	US	Central Atlantic	34
11894	Stephanie Swann	US	Central Atlantic	34
11907	Sandi Scull	US	Metropolitan	16
11908	Eric Swanson			



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
11912	Bill Healy	US	Connecticut/RI	85
11928	Sebastian Herrera	EC	Ecuador	405
11933	J Michael Sulzbach	US	Connecticut/RI	129
11951	Matt Oster			
11960	Rick Snyder			
11966	Brian M Clancy			
11972	Robert Dodge	US	Central New York	108
11981	Jon Cameron Carlin	US	Florida	502
11983	Jeff Kumke	US	Dixie	508
11990	Jeffrey Reisch	US	Southern	179
11999	William N Baxter, III	US	Mississippi Valley	274
12004	Charles I Woods	US	Central New York	164
12007	James P Sullivan	US	Connecticut/RI	85
12008	Matthew Richter	US	Central New York	77
12027	Giovanni Pellegrino	IT	Italy	449
12050	Federico Gallia	US	Florida	226
12065	Bruce Jenevein			
12069	William A Sebestyen	US	Connecticut/RI	85
12078	Spencer Carson	US	Pacific Northwest	283
12081	Benjamin Forman	US	Dixie	50
12098	J. Lesage			
12115	Dennis K Baker	US	Southeastern	391
12121	Hank Hodgson	US	Michigan	31
12123	Frederick Meyer	US	Long Island	431
12126	David A Pyle	US	Southeastern	511
12127	Joe Crawford			
12130	John S Orton	US	Central New York	338
12132	Bill Biermann			
12140	John Weiss	US	Metropolitan	16
12150	James I McIntosh	US	Central New York	46
12160	Alex Stein			
12169	Paul Sivcovich			
12174	William Bourke			
12184	Gig Stewart			
12209	Donald Schon	US	Central Atlantic	34
12215	Andy Felcher			
12217	Valerie Holly-Tardif	CA	St Lawrence Valley	516
12275	Charles B Currier, III	US	Dixie	329
12283	John Flick	US	Midwest	
12290	Greg Mattoon	US	US@Large	488
12296	Kenneth V McGinity	US	Indiana	270
12296	Peter J McGinity	US	Indiana	270
12337	Nathan Peman	US	California	372
12338	Jose Maria Perez			
12345	Stephen Geeting			
12355	Craig A Flynn	US	Central New York	77

# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
12379	B. Douglas Megargee	US	Dixie	513
12381	Robert B Horne	US	Dixie	314
12384	Edward M Pieters	US	California	
12385	Steve Van Dam	US	Metropolitan	
12385	Kinney Clark	US	Metropolitan	95
12392	Daniel Ramsey	US	Indiana	270
12400	Andy Smith	US	Central New York	77
12417	Doug Taphouse			
12426	Gary A Kokstis	US	Pacific Northwest	283
12440	Haroldo Fleischfresser	BR	Brazil	462
12443	J Paul Eichenberg	CA	Lake Erie	118
12455	John K Webb	US	New England	273
12476	Todd W Walter	US	Michigan	
12480	Melissa Pulver	US	Southeastern	127
12480	Katarina Pulver	US	Southeastern	127
12505	Batton Kennon	US	Mississippi Valley	274
12506	Gary Marzolf	US	Michigan	31
12511	Benjamin Gravel, Jr	US	Michigan	51
12517	Hector Sabogal	PE	Peru	
12525	William J Fastiggi	US	New England	301
12551	Robert L Clover	US	Ohio	23
12571	Alain Perret	CH	Switzerland	169
12573	John H Buhrmaster	US	Central New York	338
12580	Christina Hedrick	US	Ohio	27
12585	Diana Pollock	US	Ohio	36
12586	Brian Bahler	US	Indiana	154
12587	Doug Bargar	US	Lake Erie	19
12593	Robert C Baumgardner	US	Ohio	36
12594	Terry Lavoy	US	Michigan	
12596	Petter Stengard	US	Florida	
12603	Harry E Cline, III	US	Southeastern	481
12607	Hank Hodgson	US	Michigan	31
12612	Vaughn McIntire	US	Florida	502
12620	Luther W Conover	US	Indiana	
12621	Fred Boudreau	US	Metropolitan	
12636	Dale H Brown			
12646	Leonard Phillips	US	Central New York	10
12657	James Alexander Semple	BR	Brazil	462
12662	Norbert W Church, Jr	US	New England	493
12675	Edward Bourguignon	US	Pacific Northwest	283
12693	Jorge Ponce			
12705	Malcome Douglass			
12706	Rick Humphrey, Jr	US	New England	189
12708	William J Roberts	US	Michigan	54
12719	Alfred B Mast			
12720	Aaron Dewey	US	Central New York	4
12720	Christopher Dunne	US	Dixie	314
12741	James H Dillard, II	US	Dixie	50
12743	Keith Hankins			
12743	Paul Hankins			
12746	David C McNair			

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
12754	David O Peters	US	Michigan	374
12755	Richard M Walsh	CA	Central Canada	279
12756	Zachary Joice	US	Indiana	
12764	Michael Healy	US	Central New York	108
12772	Michael V Johnston	US	Dixie	
12773	Worth A Lutz, III	US	Southeastern	481
12780	John H Mangan	US	Central Atlantic	228
12786	Bob Ricci	US	Connecticut/RI	
12787	Richard Schliem	US	Ohio	27
12798	Homer Cook	US	Southeastern	
12822	Eric Bennett	US	Midwest	442
12841	Tripp Blair	US	New England	
12845	Carl W Hummer, Jr	US	Ohio	212
12852	Mark A George	US	Mississippi Valley	274
12853	John Bickers	US	Central Atlantic	
12853	John Bickers			
12859	Squam Lakes Association	US	New England	332
12860	Jean-Michel Luthi	CH	Switzerland	169
12862	Harry M Mathis	US	Ohio	
12871	Tom McNish	US	US@Large	488
12873	Bruce Tripp	US	Metropolitan	
12874	John Scott			
12879	Gordon K Zenk	US	Pacific Northwest	283
12896	Norman L Cubellis			
12899	Alan M Cass	US	New England	
12908	Timo O Jarvinen	FI	Finland	328
12920	Mark C Schneider	US	Central Atlantic	228
12921	Gary A Cameron	US	Michigan	
12927	Hank E Callahan	US	Michigan	54
12928	David C Backus	US	Florida	502
12936	Ken Shaw			
12938	Diego Cusi	US	Michigan	54
12938	Diego Cusi			
12950	Miguel Daddario	US	Connecticut/RI	
12953	Silvio Merz	CH	Switzerland	250
12957	William E Dacosta	US	Central Atlantic	104
12959	Max M Clixby			
12961	Charles W Ten Eick	US	Michigan	54
12962	John H Pattison	US	US@Large	488
12963	Mark A Cudworth	US	Indiana	270
12964	John D Farquhar, MD			
12966	James A Ouellete, MD			
12977	Sean O Whalen	US	Michigan	54
12977	James W Furlong			
12977	James R Carrier			
12983	Sam Levine			
12984	Kathryn Lyons	US	Lake Erie	47
12990	Darrell Peck	US	Pacific Northwest	283
13011	Carl Nordberg			
13021	Dan Cunningham	US	New England	332
13027	George Muniz			





# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
13033	James McCluskey			
13039	Juan A Arcos	CL	Chile	318
13044	Carlos Alvarado			
13047	Gary Hoffer	US	Dixie	253
13050	John Holzapfel	US	Long Island	506
13060	E Russell March, Jr	US	Southern	135
13078	Richard D McCarraher	US	Central Atlantic	430
13080	James I McIntosh	US	Central New York	46
13081	Richard Doherty	US	Central New York	77
13082	Bill Durfee			
13088	Samuel Cambron			
13100	Willis McQueen			
13101	Charles Hewett			
13110	John Tangney			
13121	Todd M Young	US	Michigan	54
13130	Juha I Savela	FI	Finland	456
13139	Thomas J Tontarski	US	Dixie	513
13143	L. James Jones, Jr	US	Central New York	4
13156	David N Little	US	New England	301
13159	William Demand	US	Central Atlantic	99
13161	Silvio Merz	CH	Switzerland	250
13170	Jeffrey Reisch	US	Southern	179
13173	Jennifer Baetz	US	Mississippi Valley	
13180	David M Wadson	CA	Central Canada	279
13181	Martin Powell	US	Ohio	36
13184	James C Lenahan, III	US	Central Atlantic	491
13190	Thomas L Schroder	US	Southeastern	257
13211	James H Perkins	US	Connecticut/RI	
13222	Candy Neville	US	Lake Erie	198
13224	Tom Landry	US	Midwest	187
13228	Vernon R Goldberg	US	Texas	435
13230	E Steven Yankura, Jr	US	Connecticut/RI	
13240	Janis J Gamer	US	Ohio	36
13251	Willard Kohler	US	Central New York	338
13258	Herbert Cochrane	US	Mississippi Valley	274
13264	Norberto Felici	IT	Italy	466
13266	Giuseppe Vargas	IT	Italy	449
13273	Rob Zerban	US	Mississippi Valley	266
13278	Peter J McGinity	US	Indiana	270
13279	Andrew A Cook	US	Indiana	270
13281	Yvonne Boudreau			
13282	Pablo Ramirez Magana	CL	Chile	318
13283	Harper Phillips	US	Michigan	54
13288	Mike Connolly			
13289	Campbell Pearce	CA	Pacific Northwest	90
13289	Richard Pearce	CA	Pacific Northwest	90
13306	Laurie Duncan	US	Dixie	50
13306	Barbara & Rich Wilson			
13307	Arthur R Ahrens	US	Florida	
13307	Ray Gavin	US	Florida	226
13308	Greg Florian	US	Mississippi Valley	74
13311	Elizabeth A Richard	US	Texas	435
13344	Blaine Severin	US	Michigan	387
13346	Bruno Roccheggiani	IT	Italy	466
13348	Sauro Scarpocchi	IT	Italy	453
13358	Gilbert Despland	CH	Switzerland	169
13360	Alejandro Cloos	AR	Argentina	446
13370	Leif Asgeirson	US	Mississippi Valley	262
13372	C Graeme Wilson	US	Mississippi Valley	486
13372	Robert Wilson			
13378	Michael Mitchell			
13379	Stephen A Wyers	US	Mississippi Valley	486
13381	Mark Marussich	US	Metropolitan	25
13385	James Peters	US	Michigan	216
13386	Arnot Heller	US	Michigan	
13402	Nick Vazakas	GR	Greece	
13405	Luiz Clarkson Lebreiro	BR	Brazil	351
13411	John Carr	US	California	
13413	Pertti Pyy	FI	Finland	456
13427	Jamie Lobo-Guerrero			
13430	Sue Herzfeld	US	Midwest	69
13433	William Mack			

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
13450	Bob Dickinson	US	Michigan	54
13451	Dorothy Thompson			
13458	Kenneth Hennig	US	Lake Erie	47
13459	John Hartelius			
13462	Carlo Jommi	IT	Italy	466
13468	Gary Reinheimer	US	Michigan	54
13476	David A Smith	US	Pacific Northwest	283
13485	Christopher Clarke	US	Ohio	150
13488	Brian Walter	US	Michigan	51
13489	Anthony Steven Hayes	US	Dixie	
13497	Rick E Walters	US	New England	
13500	John B Meyer	US	New England	
13502	Jim Sewell	US	Ohio	23
13503	Daniel Henly			
13505	Lars Hammar	FI	Finland	328
13506	Lawrence Levine	US	Lake Erie	180
13509	Ian Taylor			
13517	Winthrop Snow	US	New England	121
13520	Michael Barnes	UK	Nigeria	510
13521	Wilbert Dresser			
13522	Winfred Hirmer			
13523	Mobil Exxon			
13525	Mike Jones			
13527	Nick N Headley	IE	Nigeria	510
13527	Julian Calvin	UK	Nigeria	510
13540	Richard D Thomas	US	Central Atlantic	34
13571	Jack White, Jr	US	Southeastern	
13576	Nadine Lavender	US	New England	121
13584	Kevin Morrison			
13589	John J Haugh	US	Midwest	112
13594	Gregory Gray	US	Ohio	33
13600	Craig Bumgartner			
13605	Johnathan Banner	US	Michigan	216
13606	Ed Okorn	US	Michigan	54
13608	Bridget Frymier	US	Ohio	36
13620	Harry E Cline, III	US	Southeastern	481
13624	James C Lenahan, III	US	Central Atlantic	491
13625	George M Penny	US	Metropolitan	75
13626	Dave Larz Anderson	US	California	372
13627	Bob Peat	US	Southern	179
13640	Dan Schneider	US	Dixie	508
13642	Kenneth A Woods	US	New England	121
13642	William Gynan	US	New England	121
13644	Michael Daniels			
13649	Howard M Solomon	US	Central Atlantic	430
13654	John Lawing			



# BOAT OWNERS



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
13655	John S Orton	US	Central New York	338
13657	Michael R Franceschini	US	Indiana	270
13667	Douglas Fletcher	US	Dixie	192
13674	David Martin	CA	Pacific Northwest	507
13677	Hendrix Ten Eyck, Jr	US	Central New York	1
13679	James Finn	US	Central New York	225
13680	Dave Dawson			
13685	George McLaughlin	CA	Pacific Northwest	90
13692	Hans-Peter Schmid	CH	Switzerland	358
13703	Peter C Doncaster	US	Texas	435
13705	Francois With	CH	Switzerland	250
13708	Alex Klein	US	Central Atlantic	335
13713	Karsten M Dalberg	CA	Pacific Northwest	507
13717	Michael Mellone			
13719	Bill Young	US	Ohio	23
13722	Spencer McGowan			
13726	Bill L Buckles	US	Ohio	71
13727	Robert Lodder	US	New England	
13729	Thomas W Wynn	US	Southeastern	348
13738	Lauren W Beauchamp	US	Southeastern	481
13740	James B Nicholson	US	Central Atlantic	228
13741	Robert L Clover	US	Ohio	23
13742	Larry Schmitz	US	California	194
13747	Bridget IE	US	Ohio	23
13749	Mark H Kilian	US	Central New York	1
13750	Mark Bryant	US	Florida	
13752	Tad Schime			
13754	Syd Warburton	UK	Nigeria	510
13756	Mike Newton			
13757	Tony Bowles			
13759	Mobil Exxon			
13772	Justin Monnig	US	Central Atlantic	335
13779	Robert J Black	US	Michigan	54
13781	Christopher Frost	US	Southern	135
13781	Vivian Gaudet	US	Southern	135
13782	Paul Supple	US	Metropolitan	
13783	Elissa Hall	US	California	372
13787	Fritz Koennecke, Jr	US	Central New York	164
13788	Gerald L Neuburger	US	Pacific Northwest	283
13789	Jim Bowers			
13790	Urs Wyler	CH	Switzerland	358
13792	Joe Rosen	US	New England	145
13794	Dennis W Bersch, Jr	US	Midwest	69
13798	John Messler	US	New England	
13801	Verginadis Panagiotis	GR	Greece	
13806	Sylvan R Newman	US	Texas	35

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
13806	Clarke D Newman	US	Texas	435
13809	Jeffrey L Carson	US	Central Atlantic	173
13810	Ceaser Lipert	US	Florida	
13813	Frederick S Bush	US	Dixie	253
13816	Achille C Scache	US	Metropolitan	16
13817	Mari C Martin	US	Midwest	112
13818	Joel M LeMahieu	US	Midwest	187
13819	Donna Collins	US	California	194
13819	Eric Swayze			
13820	Charles Chute	US	Metropolitan	25
13821	Terence D Frimmet	US	Connecticut/RI	126
13824	James C Lenahan, III	US	Central Atlantic	491
13826	Mary Ann Kline			
13828	Maurice L'Heureux, Jr	US	New England	273
13835	Tom Fitch	US	New England	
13836	Michael Reed	US	Mississippi Valley	486
13837	Gerald Martin	US	Pacific Northwest	283
13838	Jack M Barlow	US	Mississippi Valley	500
13840	Gilbert Despland	CH	Switzerland	169
13842	Rick Harp			
13848	Patrick W Ellis	US	Florida	226
13851	Stuart Webster	US	Indiana	154
13855	Louis Brousseau	CA	St Lawrence Valley	215
13856	Dale Caroe	US	California	194
13857	Martin R Mulhern	US	US@Large	488
13858	Al Gawthrop, III	US	US@Large	488
13859	Edward Starback	US	Michigan	54
13860	Michael Bond	US	California	194
13861	Randy Clee	US	Florida	226
13864	Sergio Martinez Maffei			
13869	Peter Beecher	US	California	372
13869	Jeff Stong	US	Pacific Northwest	283
13870	Betsy Beddow	US	US@Large	
13872	Jason D Cosler	US	Dixie	329
13873	Russell Hanscom, III			
13874	Teresa Hendry	US	Long Island	431
13875	Bill Killebrew	US	Mississippi Valley	262
13876	Scott Coulter	US	New England	151
13877	Robert E Harkrider, Jr	US	Southeastern	257
13881	Drew Bergan	US	Lake Erie	12
13885	Katharine Koeze	US	Michigan	
13886	Caroline Tozer	US	New England	14
13888	James Boynton	US	New England	493
13889	David Marseli	US	Connecticut/RI	126
13890	Gregory T Buckley	US	Lake Erie	115
13895	Douglas A Schmah	US	Indiana	154
13897	Steve Van Dam	US	Metropolitan	
13898	Robert French	US	Southeastern	348
13900	Christopher C Kuhns	US	Central New York	1
13901	Kelly Stevens			
13903	Jonathan M Ahlbrand			
13905	Jonathan Dean	US	Ohio	36
13910	Bill J Allen	US	Indiana	154
13911	Michael D Kane	US	Lake Erie	115
13914	Chandler Owen	US	Dixie	50
13922	James D Neville	US	Lake Erie	198
13922	J Bradley Neville	US	Lake Erie	198
13925	John Incantalupo	US	Metropolitan	25
13930	James Kennedy	US	Midwest	187
13931	Eric Aschaffenburg	US	Southern	179
13932	Paul C Davis	US	Michigan	326
13933	Edward W Eagan	US	Central New York	164
13934	Glenn Wilcox	US	Michigan	54
13935	Karla Varley	US	Ohio	150
13938	Wayne Clough	US	California	372
13940	James Gardner	US	Connecticut/RI	85
13941	John Holmes	US	Southeastern	365
13941	Henry McCray	US	Southeastern	429
13942	A Morrie Craig	US	Pacific Northwest	229
13947	Brian Awad	CA	New England	
13948	Mark H Dadd	US	Lake Erie	47
13949	Randy Anderson	US	Pacific Northwest	283



# BOAT OWNERS



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
13949	David Collins	US	Pacific Northwest	283
13954	John B Leath	US	Indiana	270
13957	Ted Prechter	US	Southern	62
13957	Peter Marriott	US	Southeastern	415
13958	Brian Hickabee			
13959	Jeffrey W Clemes	US	Michigan	31
13961	Paul S Taylor			
13967	Emmanouil Stoumpos	GR	Greece	
13968	Manolis Stoumpos	GR	Greece	251
13970	Jim Ringer	US	Michigan	512
13970	Ryan Flack	US	Michigan	54
13975	Virgil L Snyder	US	Indiana	154
13977	Mike Black			
13977	Gloria Gilbert			
13977	Suzie Gilbert			
13979	Thomas H Varley, Jr	US	Ohio	150
13983	David A McLamb			
13983	Diana Wrisley			
13985	Norman W Burns	US	Michigan	54
13989	Michael Magyar	US	Dixie	192
13990	Rafael Esquerro			
13991	Ryan Flack	US	Michigan	54
13991	Joel D Humphrey	US	New England	189
13994	Michou J Reichelsdorfer	US	Midwest	187
13995	Paul von Oeyen	US	Michigan	54
13998	Paul J Nagel	US	Michigan	51
13999	Scott D Carman	US	Michigan	110
14000	Richard Powell	US	Mississippi Valley	274
14002	Edward Seyerlein	US	Central New York	484
14004	Douglas D Walker	US	Mississippi Valley	74
14005	Matthew Wierzbach	US	Midwest	187
14006	William H Meyer, III	US	Florida	502
14007	Hans C Graf	US	Midwest	187
14008	Charles G Parry	US	Dixie	513
14009	Paul Hanson	US	Mississippi Valley	266
14012	Edward G Golterman			
14014	Samuel Hostvedt	US	Central Atlantic	430
14014	Erik T Hostvedt	US	Central Atlantic	430
14014	Katherine Hostvedt	US	Central Atlantic	430
14015	Doug Steffenson	US	Midwest	5
14018	Niko Lappalainen	FI	Finland	456
14019	Peter Grimes	US	Dixie	50
14020	Frank A Wilder	US	Indiana	270
14021	John N Dent	US	Michigan	110
14022	John Johnson	US	Michigan	216
14023	Jeffrey Leland	US	Ohio	303
14023	Cowan Lake Sailing Assn			
14024	Lee Urbani	US	Dixie	513
14025	Richard Gluckman	US	Long Island	
14028	Don Behrens	US	Dixie	508
14030	Steven H Davis	US	US@Large	488

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14031	Dennis Hafley	US	Michigan	54
14033	Christian Whatley	US	Connecticut/RI	85
14035	Christopher Kirkland	US	Connecticut/RI	126
14036	Mike Carney	US	Metropolitan	75
14037	Joseph Warren	US	Dixie	50
14037	Edgar D Hunting	US	Dixie	50
14038	Timothy Monday	US	Midwest	112
14040	Roger Hicks	US	Pacific Northwest	283
14044	Gordon P Kellogg	US	Southeastern	415
14044	Charles C Wardwell	US	Dixie	509
14044	Larry Hamilton	US	Southeastern	
14044	Christian Koppnaes	US	Southeastern	
14045	John M Womble	US	Texas	435
14049	Diana Lohmeyer	US	Dixie	329
14050	Bretton C Gardner	US	New England	301
14055	Robert Stack	US	Connecticut/RI	85
14056	Erik Johnson	US	New England	301
14057	Hernan Salcedo			
14060	John H Mangan	US	Central Atlantic	228
14060	John A Butine	US	Central Atlantic	228
14062	Andrew C Barton	US	Southeastern	511
14065	John C Panetta	US	Mississippi Valley	274
14065	Carl Panetta			
14066	James Fenzel			
14067	Bob Shutt	US	Ohio	150
14068	Lansing Williams	US	Dixie	513
14072	Paul Henkel	US	New England	145
14073	Gary S Hurban	US	Metropolitan	75
14074	Trevor D Prior	US	Dixie	253
14075	Dale Jackson	US	Ohio	33
14076	Michael Sulfaro	US	Michigan	216
14077	Tim Botimer	US	Michigan	216
14079	Douglas S Hickman	US	Pacific Northwest	283
14084	Dave Wickert	US	Midwest	112
14085	Johan Roesel			
14087	John M Waechter	US	Michigan	216
14088	Richard Conaway	US	Mississippi Valley	486
14089	Menno Bos	CA	Pacific Northwest	90
14089	James Crabtree			
14095	Kirk Johnson	US	California	194
14095	Edna Johnson	US	California	194
14096	Drew Hudson	US	Dixie	50
14097	Edward G Woods	US	Michigan	54
14099	Miguel E Plaza, Jr	EC	Ecuador	405
14100	Red Fehrle	US	Dixie	50
14101	Marco Antonio Gantois Gomes	BR	Brazil	351
14106	Craig Pomeroy	US	Midwest	112
14108	Kenneth A Jones	US	New England	
14110	Dick H Pugh	US	Ohio	303
14111	Robert H Wilbur	US	Central Atlantic	
14112	Rachael Moloney	US	Lake Erie	12

# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14114	Alain Ranger	CA	St Lawrence Valley	215
14116	Jim Ward	US	Dixie	50
14117	Mark Kramer	US	Michigan	54
14118	Mark Polzin			
14119	Chad Miller	US	New England	301
14120	Collin Kirby	US	Dixie	50
14122	Jon A Turner	US	Central New York	
14125	Stephen C Miller	US	Indiana	154
14126	Phillip Matora			
14127	Marcus Moehlman	US	Southeastern	257
14129	Clement S Benvenutti	US	Southern	179
14130	Michael J Merkatoris	US	Midwest	112
14131	James Unsworth	US	New England	301
14132	Santiago Douat			
14135	Miguel Ribon			
14136	Jeanne K Herman	US	Southern	62
14136	Callender R Herman	US	Southern	62
14137	Anthony Seitz	US	Midwest	5
14138	Tim Rumph	US	Long Island	431
14139	Peter G Harsh	US	Dixie	192
14140	William G Cook	US	Metropolitan	75
14142	Jack Westfall	US	Midwest	187
14145	Jose Gonzalez-Rubio	EC	Ecuador	405
14146	Jon Aswad	US	New England	301
14146	Connor Aswad	US	New England	301
14146	Nicholas Aswad	US	New England	301
14148	Bill Thomas	US	Michigan	42
14148	Michael Thomas	US	Michigan	42
14148	Stephen H Thomas	US	Michigan	42
14149	H C Dunathan	US	Mississippi Valley	274
14150	Francisco J Sola Medina, Sr	EC	Ecuador	405
14152	Erik Troelsen			
14155	Roberto de la Vega			
14156	Kevin L Smith	US	Dixie	253
14157	Tim Rumph	US	Long Island	431
14160	Marcelo J Leon	EC	Ecuador	447
14162	Thomas M Slater	US	Midwest	69
14163	Julio Velez	EC	Ecuador	405
14165	Jim Lane			
14166	David J Use	US	Nigeria	510
14167	Mauricio Prado	BR	Brazil	462
14169	Chandler Owen	US	Dixie	50
14173	Jim Sabens	US	Indiana	154
14174	David Sprague	CA	Lake Erie	146
14175	Edward Duffy	US	Metropolitan	70
14176	Christopher Miller	US	Connecticut/RI	126
14177	Gerard P Gray			
14178	Harry M Mathis	US	Ohio	
14180	Frank Aversa	US	New England	273
14181	Rafael Concha			
14187	Laurie Duncan	US	Dixie	50

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14189	Mark Dieselman	US	New England	121
14191	Spencer Abbot	US	Dixie	
14192	John H Treadwell, II	US	Central New York	225
14193	Gary Leuer	US	Midwest	112
14194	Ralph Southwell			
14195	David Fretz			
14197	Georgia Chimona	GR	Greece	
14198	Donald T Okner	US	Metropolitan	25
14199	Walter Eversman	US	Mississippi Valley	266
14202	Michael Poltorak	US	California	194
14202	Greg Lembo			
14203	Caio Soares Hungria e Prado	BR	Brazil	462
14204	Russell Godfrey	US	Dixie	253
14204	James R Godfrey	US	Dixie	253
14206	Bruce Yaeger	US	California	102
14209	John M Shepherd	US	Dixie	
14210	Jerry Dodge	US	Central New York	108
14211	Nikos Bikakis	GR	Greece	286
14212	Alexandra S Shaw	US	Central New York	164
14212	Thomas Shaw	US	Central New York	164
14212	Jeff Shaw	US	Central New York	164
14214	Bruce A Nicholson	US	Central Atlantic	228
14215	Philip V Tomlinson	US	Michigan	54
14216	Kenneth J Irwin	US	Ohio	303
14217	Kevin Robinson	US	Metropolitan	70
14218	Howard S Edson			
14220	Thomas C Post	US	Michigan	54
14221	Mark E Whitson	US	Dixie	329
14222	Russell Roberts	US	Dixie	50
14228	Sergio Rustichelli	IT	Italy	453
14230	Robert T Ryan	US	Mississippi Valley	274
14230	Tim Ryan	US	Mississippi Valley	274
14233	Gerald L Neuburger	US	Pacific Northwest	283
14233	Donna Collins	US	California	194
14234	Hans C Graf	US	Midwest	187
14238	Richard Leonard	US	Metropolitan	75
14238	Keith A Kraner	US	Connecticut/RI	85
14239	Andrea Patacca	IT	Italy	
14242	M Andrew Sees	US	Ohio	36
14243	Mario Forgione	IT	Italy	
14246	Darrell Peck	US	Pacific Northwest	283
14247	Douglas R DeCluitt	US	New England	332
14249	George Sipel	US	Michigan	42
14250	James L Hopkins	US	Midwest	112
14254	Richard C Grissinger	US	Central New York	225
14256	Brandon D Odenath	US	Central Atlantic	
14257	Scott B Shuster	US	Central Atlantic	
14260	John D Folwell	US	Mississippi Valley	266
14261	Edwin Roseberry, Jr	US	Lake Erie	12
14263	Peter Colantuono	US	California	194
14265	Ted Ganley, MD			





# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14266	John Cameron	US	Southeastern	429
14267	Scott Fohey	US	Michigan	54
14270	Roy W Robbins	US	Mississippi Valley	274
14273	Norman Deyett			
14275	Joel D Humphrey	US	New England	189
14276	Dale Barney	US	Metropolitan	70
14277	Eric B Beck	US	Metropolitan	75
14277	Matt Beck	US	Metropolitan	75
14278	Achille C Scache	US	Metropolitan	16
14280	Tom Crosby	US	Michigan	54
14280	James T Crosby	US	Michigan	54
14282	Robert Meyer	US	Michigan	54
14286	Kevin J Cavalieri	US	Lake Erie	12
14287	David Lutian	US	Connecticut/RI	6
14288	Philip F Parshley, Sr	US	Pacific Northwest	283
14288	Philip P Parshley	US	Pacific Northwest	283
14289	Thomas W Emch	US	Connecticut/RI	85
14291	Judith Walker	US	Lake Erie	12
14292	James Richards			
14293	Maria Veronica Arcos	CL	Chile	
14293	Juan A Arcos	CL	Chile	318
14294	William S Davidson	US	Michigan	387
14295	Manuel Gonzalez B	CL	Chile	490
14296	Ned E Hinds, III	US	New England	493
14297	Edward J Ziemer	US	New England	301
14298	Mark C Sertl	US	Central New York	77
14300	Richard M Warren	US	Central Atlantic	196
14300	Randy Swartley	US	Central Atlantic	196
14301	Merrill E Bales	US	Michigan	31
14303	David Loftus	US	Central New York	1
14305	Michael Molina	US	California	372
14307	Jorge J Salgado	CL	Chile	
14308	George Oldham			
14309	Doug Bargar	US	Lake Erie	19
14310	Robert Cutting	US	New England	280
14311	Pablo Gallyas P	CL	Chile	318
14311	Norman L Cubellis			
14313	Bland Burkhardt	US	Southeastern	391
14313	Michael F Jaskwhich	US	Southeastern	
14318	John R Sawyer	US	Southeastern	511
14321	Jack Jones	US	Central New York	225
14322	Jamie Restrepo			
14323	John McCree	US	Michigan	216
14323	David J Corcoran	US	Michigan	512
14324	William G George	US	Southeastern	
14325	Carl A Reitingner	US	Central Atlantic	173
14325	Glenn E Reitingner	US	Central Atlantic	173
14328	Paul E Schoch	US	Long Island	
14329	James Sumner	BR	Brazil	462
14329	Luiz Carlos de Andrade			
14330	James Sumner	BR	Brazil	462
14333	Dennis M McCarthy	US	Michigan	54
14334	Christos Atzemian	GR	Greece	251
14338	Lynn A Jones	US	Mississippi Valley	274
14340	Dennis McLaughlin	US	Ohio	36
14341	Richard D McCarraher	US	Central Atlantic	430
14342	James W Cutler, III	US	Connecticut/RI	129
14343	William H Weihe, Jr	US	Ohio	36
14344	Clancy McKenna	US	Texas	35
14345	Brian Gibbs	US	New England	121
14347	Daniel Sprague	CA	Lake Erie	146
14348	Robert Shields	US	Central Atlantic	430
14349	Samuel Fineberg	US	Indiana	270
14350	Christopher E Gasorek	US	Central Atlantic	335
14350	Lou Casorek			
14352	Riitta Kangas	FI	Finland	456
14354	Jacques Trotter	CA	St Lawrence Valley	516
14355	Peter W Furze	US	Southern	179
14356	William F King	US	Southeastern	511
14357	W N Baxter	US	Mississippi Valley	274
14359	Joseph A Lassaux	US	Indiana	270
14360	Patrick MacQueen	US	New England	145

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14361	Gerasimos Spyrtos	GR	Greece	251
14363	Lawrence Decker	US	Metropolitan	75
14364	Samppa J Salminen	FI	Finland	328
14365	Kenneth C Kuzdro	US	Dixie	253
14366	Patrick McKnight	US	Dixie	50
14367	Heinrich Kutschke	US	Lake Erie	19
14369	Federico Meira	US	Central New York	164
14370	Gustavo Cordovez	EC	Ecuador	447
14371	Brian Starck	US	Lake Erie	12
14371	Robert B Starck	US	Lake Erie	12
14374	Jon W Ewing	US	Florida	226
14374	George Vollet	US	Florida	
14375	William N Baxter, III	US	Mississippi Valley	274
14377	Athanasios Aivazis	GR	Greece	
14378	Mario Buckup	BR	Brazil	147
14378	Marc M Buckup	BR	Brazil	147
14378	Telma M Buckup	BR	Brazil	147
14379	Jaime F Calderon	EC	Ecuador	405
14380	Tryg Jacobson	US	Midwest	187
14383	Jimmy V Pazmino	EC	Ecuador	405
14384	Patrick Gallagher	US	New England	121
14388	Tim Hayes	US	Midwest	69
14389	Sebastian Meira	EC	Ecuador	405
14389	Juan Manuel Meira	EC	Ecuador	405
14390	James L Stone	US	Ohio	150
14392	Alan M Emslie	UK	Nigeria	510
14395	Bill Kozel			
14396	Kenneth Deyett	US	New England	273
14397	Logan McReynolds	US	Central New York	77
14398	Mark Osterman	CA	St Lawrence Valley	215
14400	Brian L Grahovac	US	Midwest	112
14405	Lars Dyck	EC	Ecuador	447
14406	Walteri Karhusaari	FI	Finland	456
14408	Brian Keller	US	Midwest	112
14408	Tom Morley	US	Midwest	69
14410	Pascal Buckley	US	Lake Erie	12
14410	Richard J Buckley, Jr	US	Lake Erie	12
14411	Peter S Osborne	US	Central New York	10
14411	Kathleen Osborne	US	Mississippi Valley	262
14412	Dennis K Baker	US	Southeastern	391
14414	Michael S Maher	US	Florida	502
14415	Marc S Wagner	US	Central Atlantic	430
14416	Peter C Godfrey	US	Lake Erie	12
14416	Connor Godfrey	US	Lake Erie	12
14417	Donald R Barrett	US	Connecticut/RI	85
14418	Ray Whitley	US	New England	273



# BOAT OWNERS



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14419	Franz R Edson	US	Connecticut/RI	85
14420	Dean N Caley	US	Ohio	36
14421	Sean D Dillon	US	Ohio	150
14424	Timothy J Hart	US	Dixie	325
14425	Christopher A Crockett	US	Dixie	
14426	Jim King			
14428	Robby Brown	US	Florida	502
14430	James Stuart Birkinshaw	BR	Brazil	147
14431	Leon A Fontier	US	Central New York	252
14432	Richard Simpson	US	Southeastern	415
14433	David E Samanich	US	Ohio	150
14434	Richard Haile			
14439	Michael J Roualet	US	Michigan	54
14441	Katherine E Black-Lee	US	Connecticut/RI	129
14442	William Berry			
14443	Rod Hayes	CA	St Lawrence Valley	499
14444	Kenneth Pote	US	Lake Erie	180
14445	Stephen Waldie	CA	St Lawrence Valley	516
14446	Kurt Kling	US	New England	301
14448	Helmut Braun	DE	Nigeria	510
14449	Dale Krcek	US	Indiana	270
14450	George B Francis	US	Central Atlantic	34
14453	Darrell Peck	US	Pacific Northwest	283
14454	Gustavo Boetsch Bascunan	CL	Chile	318
14454	Juan Pablo Aldea			
14457	Joseph L LaPalme	US	Michigan	54
14460	Garret Demarest, III	US	Michigan	326
14461	Miguel A Plaza Merino	EC	Ecuador	405
14464	Joseph C Dissette	US	Michigan	216
14465	Richard P Tuttle	US	Central New York	164
14468	Blaine Severin	US	Michigan	387
14473	Scott Finkboner	US	California	194
14474	David J Decker	US	Michigan	137
14476	Mark Whatley	US	Michigan	54
14477	Stephen E Handelman	US	Michigan	54
14480	Richard N Fastiggi	US	New England	301
14481	Scott McBurney	US	New England	121
14482	Ronald G McCormack	US	Metropolitan	75
14483	Martin Powell	US	Ohio	36
14484	Arthur Broadbent	US	Metropolitan	75
14485	Ronald R Buchanan	US	Dixie	509
14486	Thomas Calhoun	US	California	372
14488	Herbert Cochrane	US	Mississippi Valley	274
14489	William S Clarke	US	Central Atlantic	335
14492	Eric Kent	US	Metropolitan	75
14495	David Clausen	US	Central Atlantic	99

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14495	Bill P Clausen, III	US	Central Atlantic	99
14498	Enrico Francavilla	BR	Brazil	147
14499	Brian K Cox	CA	Central Canada	279
14502	Thomas M Ward	US	Lake Erie	12
14503	George M Peet	US	Michigan	512
14507	John P Buziak	US	Southern	135
14508	Mark Stevens	US	Midwest	112
14509	James R Deephouse	US	Connecticut/RI	129
14510	Hank Hodgson	US	Michigan	31
14511	Matthew Warner	US	Michigan	54
14513	Lud Lekson	US	Ohio	36
14514	Arnold M Tran	US	New England	301
14515	John B Morley	US	Michigan	54
14516	Lorrie Walsh	CA	Central Canada	279
14519	Erich Steadman	US	Lake Erie	12
14520	Todd W Cox	US	New England	301
14521	Joseph G Anderson	US	Dixie	50
14522	Robert Crum	US	Central New York	77
14523	Leonard Ciccone	US	Ohio	36
14525	John Bates	US	Dixie	253
14527	Peter King	US	Central New York	164
14530	Jacques Perret	CH	Switzerland	358
14531	Alan C Reed			
14532	James W Greenwell	US	Dixie	50
14532	Greg Buley			
14533	Robert Mattix	US	Mississippi Valley	262
14533	Janetta Mattix	US	Mississippi Valley	262
14534	Esko Aalto	FI	Finland	456
14535	Antero Puntila	FI	Finland	456
14537	Walter B Tinsley, Jr	US	Indiana	270
14539	Dale J Drevdahl	US	Pacific Northwest	283
14541	Cesar Baquerizo	EC	Ecuador	405
14543	John Heagy	US	Michigan	42
14544	George Andreadis	GR	Greece	286
14546	Marilyn K Maras	US	Ohio	36
14546	Victor Maras	US	Ohio	36
14547	Patrick M McCormack	US	New England	121
14548	Jonathan S Guth	US	Dixie	329
14549	Kevin O'Farrell			
14550	Theresa Kramer	US	Southeastern	511
14551	John Lewandowski	US	Long Island	431
14552	Julian Ramirez	CO	Colombia	73
14553	Richard Welch	US	Dixie	50
14555	Joel Hakken	US	Michigan	42
14558	Ernesto Martinez F	EC	Ecuador	447
14560	Richard E Warren	US	Long Island	431
14562	Thomas F Sumner	BR	Brazil	462
14562	Marcelo Chadde			
14563	Bob C Padilla	US	Michigan	54
14565	Kevin G Robinson	US	Central Atlantic	430
14566	Frank J Gallagher	US	Dixie	50
14567	Mark Allen	US	Michigan	54
14569	William E Neal	US	Lake Erie	12
14571	Michael Arndt	US	Mississippi Valley	274
14572	David F Fedak	US	Lake Erie	12
14573	John M Woodall	US	Ohio	36
14577	Rob Donle	US	New England	493
14579	Nedra J Lewis	US	Ohio	36
14580	Stephen Cox	US	Lake Erie	47
14580	Larissa Cox	US	Lake Erie	47
14581	Edward J Friebele	US	Dixie	329
14582	Bill Dean	US	Midwest	112
14584	Peter Hazelett	US	New England	301
14588	Charles Virgin	US	Florida	226
14588	Gregory Virgin	US	Dixie	329
14589	Brian Taboada	US	Central Atlantic	34
14590	Chris Longe	US	Michigan	54
14591	Alain Boucher	CA	St Lawrence Valley	516
14592	Benjamin Forman	US	Dixie	50
14592	John R Butler	US	Dixie	50
14595	Robert Rizzitello	US	Central Atlantic	196
14595	Drew Marano	US	Central Atlantic	196



# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14596	Ricardo P Costa	BR	Brazil	147
14597	Keith P Taboada	US	Central Atlantic	34
14598	Denise Cornell	US	Midwest	187
14599	David Wood	US	Lake Erie	118
14600	Jimmie Ankle	US	Texas	35
14601	Wallace P Smith	US	Michigan	54
14602	Claudio Biekarrck	BR	Brazil	147
14603	Terry Hart	US	Michigan	216
14604	Salo J Korn	US	Michigan	54
14605	Andy Smith	US	Central New York	77
14607	Richard T Miner	US	Metropolitan	25
14607	Gail S Miner	US	Metropolitan	25
14609	Andres Gomez Errazuriz	CL	Chile	490
14610	Kenneth D Woods	US	Indiana	270
14612	Christopher Saunders	CA	Central Canada	279
14613	Jeanne Ehrenberg	US	Midwest	5
14613	Doug Nickel	US	Midwest	5
14614	John D Folwell	US	Mississippi Valley	266
14616	Grant A Hilger	US	Michigan	216
14616	Drew Hilger	US	Michigan	216
14618	Steve Chavez	US	Michigan	54
14619	Larry Colantuono	US	Connecticut/RI	85
14619	Theresa Colantuono	US	Connecticut/RI	85
14621	Ben Wallace	US	New England	145
14622	Jared Lathrop	US	Southeastern	511
14627	Nelson Pemberton	US	Dixie	50
14627	John Pemberton	US	Dixie	50
14628	Andrew J Monique	US	Michigan	54
14629	Thomas Compton	US	Dixie	192
14631	Peter Swartz	US	Central New York	1
14632	Felipe Guerrero M	CL	Chile	318
14633	Caio Soares H e Prado	BR	Brazil	462
14633	Caio Soares Hungria E Prado	BR	Brazil	462
14633	Bruno Ruthenberg	BR	Brazil	462
14634	Caroline V L S Hoedemaker	US	Central Atlantic	
14635	Darryl Waskow	US	Central Atlantic	196
14636	Daniel J Moriarty	US	Mississippi Valley	266
14637	Charles L Moore, Jr	US	Southeastern	481
14638	Matti Leppanen	FI	Finland	456
14640	Donald C Brush, Jr	US	New England	301
14641	Alan Hawkes	US	Southeastern	481
14642	Richard B Hartt	US	Central New York	164
14642	Richard Swann	US	Connecticut/RI	126
14644	Michael L Huffman	US	New England	301
14645	W Craig Thayer	US	Central New York	10
14648	F Thomas Hopkins, MD	US	Dixie	314
14649	Bruce Goldsmith	US	Michigan	31
14650	Phil W Jager	CA	Lake Erie	146
14651	Tom Allen, III	US	Lake Erie	12
14651	Alfred B Mast			
14652	Elena Futris Nagel	US	Michigan	51
14652	Paul J Nagel	US	Michigan	51
14653	Stu Brotz			
14654	Robert C Bush	US	New England	145
14654	Anne Sterling Bush	US	New England	145
14655	Andres F Daroch	CL	Chile	514
14656	Ryan Palm	US	Central New York	
14657	Justin Proctor	US	Ohio	36
14658	William J Fastiggi	US	New England	301
14660	Edward Serrill	US	Central Atlantic	173
14664	Peter Graf	CH	Switzerland	358
14665	Gregory J Hall	US	Connecticut/RI	85
14666	Crit Currie, Jr	US	Mississippi Valley	274
14667	Robert D Shapiro	US	New England	493
14668	Joseph J Turecamo	US	Long Island	178
14671	Juan Rafael R Santos, Jr	EC	Ecuador	405
14672	Mark W Grinder	US	Lake Erie	47
14672	Peter Jones			
14673	Julia Gardner	US	Central New York	
14673	Juan Santos Garces	EC	Ecuador	405
14674	Alfredo Ochoa	EC	Ecuador	405
14676	Carlos Lecaro	EC	Ecuador	405



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14678	Edgar Rumble	US	Ohio	36
14680	Bill Killebrew	US	Mississippi Valley	262
14682	Bob Cowen	US	Southeastern	511
14684	William E Johns	US	Florida	226
14688	Georges Peter	US	New England	151
14690	Gregory J Harris	US	Michigan	54
14692	Matt Potvin	US	Dixie	253
14695	Richard B Waldkirch	US	Southeastern	511
14699	Allan M Crew	US	Central Atlantic	228
14700	Santiago Uzategui	CO	Colombia	73
14700	Jorge Uzategui			
14701	James A Harris	US	Southeastern	511
14701	J. Gates Harris	US	Southeastern	511
14702	Sam L Bookey, III	US	Southeastern	415
14703	Justin Dey	US	Michigan	216
14704	Jochen Raute	CO	Colombia	73
14704	Santiago A Uzategui	CO	Colombia	73
14705	Roger W Roddy	US	Florida	502
14706	Kyle Beebe			
14708	Antonio Aninat			
14709	Juan Eduardo Reid	CL	Chile	318
14710	Neil Willetts	US	Michigan	54
14711	Scott D Jarrett	US	Dixie	513
14712	Thomas Hudson	US	Michigan	137
14713	Edward Seyerlein	US	Central New York	484
14713	Eric Mayer			
14714	Kathryn Connell	US	Metropolitan	75
14714	Paul Connell	US	Metropolitan	75
14719	William C Bogardus, Jr	US	Connecticut/RI	126
14720	Jay R Johnson	US	Mississippi Valley	262
14722	George Madel	US	Metropolitan	16
14725	Skip Wilday	US	Lake Erie	115
14727	Paul R Luisi	US	Central Atlantic	
14728	Dale Hedin	US	Southeastern	481
14730	David E White, III	US	Florida	502
14733	Ernesto Borda			
14736	John B Waskom, IV	US	Southern	388
14737	Stephen Bell	US	Texas	35
14739	Ricardo Gonzalez			
14740	Victor A Lobos	CL	Chile	514
14743	Suzanne Hansen			
14744	Richard A Aubrecht	US	Lake Erie	12
14746	Merrick Hurlbutt			
14747	Alan F Krauss	US	Southeastern	481
14748	James Alman	US	Dixie	508
14750	Edward J Benevent	US	Lake Erie	180

# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14751	Robert L Clover	US	Ohio	23
14751	Ralph Meacham	US	Ohio	36
14752	Steve Hayden	US	Florida	502
14752	Fisk Hayden	US	Florida	502
14756	John R Lefevre	US	Michigan	387
14758	Neal Litman	US	Long Island	
14760	George F Siegle	US	Michigan	387
14761	Olli Kanerva	FI	Finland	456
14761	Lauri Hemming	FI	Finland	166
14763	Chad C Waldschmidt	US	Lake Erie	180
14765	Jeff Swiggelt	US	Connecticut/RI	129
14766	Terrence R Burke	US	Mississippi Valley	266
14767	Richard F Beaubien	US	Michigan	54
14768	Anthony Staples	CA	St Lawrence Valley	215
14769	Bob Stoller	US	US@Large	488
14770	Clark E Swayze	US	Michigan	254
14771	John G Haiges	US	Central Atlantic	228
14771	Lisa Haiges	US	Central Atlantic	228
14772	Duane E Cramer	US	Central New York	164
14772	Deborah E Cramer	US	Central New York	164
14774	Tom Vickers	US	Michigan	51
14774	James Eagan	US	Lake Erie	12
14775	James Schofield	US	Michigan	512
14777	Joseph W Deerin	US	Dixie	253
14778	Michael Tenny	US	Midwest	112
14779	Jim Davis	US	Michigan	42
14780	Karen M Park	US	Florida	109
14781	Kirk Reynolds	US	Central New York	1
14784	Luigi Pellegrini	IT	Italy	449
14785	Bryan P Riddiford	US	Ohio	303
14786	Jon Schwartz	US	Metropolitan	11
14787	Ross Bailey	CA	Central Canada	279
14789	James R Bowers	US	Michigan	54
14791	Pablo Herman	CL	Chile	318
14794	Cristobal Perez	CL	Chile	318
14795	Ignacio Perez	CL	Chile	318
14798	Rick Bernstein	US	Mississippi Valley	266
14799	Jesse W Miller	US	Central New York	484
14800	David H Meiser	US	Dixie	508
14801	Mauricio Valenzuela	CO	Colombia	73
14802	Gustavo Tamayo	CO	Colombia	501
14804	Juan Pablo Castillo	CO	Colombia	73
14804	Felipe Castillo	CO	Colombia	73
14806	Richard Deeb Paez	CO	Colombia	501
14807	Rod Ratcliffe	US	Connecticut/RI	126
14807	Scott Potter	US	Connecticut/RI	126
14808	John Boxberger	US	Central New York	225
14809	Eamonn Delisser	US	Florida	226
14810	Jim Holler			
14814	Wallace E Ackley	US	New England	332
14817	John M Womble	US	Texas	435

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14818	Craig Gabel	US	Michigan	31
14819	Eric S Heller	US	Connecticut/RI	126
14821	Charles E Proctor	US	Connecticut/RI	126
14824	Christopher Clarke	US	Ohio	150
14825	Terry E Tyner	US	Southeastern	440
14828	Ira Johnson	US	Lake Erie	12
14830	David Laidlaw	US	Michigan	31
14831	Chuck White	US	Midwest	167
14833	Peter D Menninger	US	Central Atlantic	335
14834	Matt G Burrige	US	Mississippi Valley	266
14835	Alan Fox	US	Indiana	154
14840	Nancy Blair	US	New England	
14841	Matthew Henley	CA	Pacific Northwest	90
14842	Charles C Hess	US	Michigan	54
14844	Dennis A Burke	US	Midwest	5
14845	Rafael Krausz	BR	Brazil	462
14845	Torsten Ralf Bojlesen	BR	Brazil	462
14846	Michael Brewer	US	California	194
14847	Darian Irving	US	Midwest	5
14848	Daniel R Hertzner	US	Connecticut/RI	85
14849	Clay Murphy	US	Central New York	164
14849	Pamela Murphy	US	Central New York	164
14849	Andrew J Murphy	US	Central New York	164
14850	George W Koch	US	Long Island	506
14851	Susan Baker			
14852	Robert L Graves	US	Southeastern	481
14854	John Stromberg	US	Michigan	54
14855	Maury Benbow	US	Central Atlantic	228
14856	Michael D Williams	US	Michigan	51
14857	Michael Steffenson	US	Midwest	167
14860	International Lightning Class Assn	US	US@Large	488
14862	Ricardo Seidner			
14863	Nicolas Deeb	CO	Colombia	501
14864	Roberto Londono	CO	Colombia	501
14866	Bill Mauk	US	Florida	226
14867	Michael Kemp	US	Ohio	303
14870	Tyrus W Campbell	US	Indiana	154
14873	Felipe Recaman	CO	Colombia	501
14875	Bryan P Riddiford	US	Ohio	303
14876	Janice Lange	US	New England	301
14878	Mike Couture	CA	Central Canada	277
14880	Dennis Dieball	US	Michigan	42
14880	Ernest D Dieball	US	Michigan	42
14881	Dan Egan	US	New England	332
14882	Greg Kinzel	US	Central Atlantic	34
14884	Dan Norton	US	Michigan	31
14885	Douglas C Blackburn	US	Ohio	36
14888	Bob Sengstacken	US	Metropolitan	75
14889	David M Fried	US	Connecticut/RI	126
14890	Peter R Denton	US	Connecticut/RI	6
14890	John Townsend	US	Central Atlantic	228





# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
14891	Wagner Neils Bojlesen	BR	Brazil	462
14891	Frede Neils Bojlesen	BR	Brazil	462
14892	Hans Juergen Ludwig	BR	Brazil	462
14893	George Lewis Rider	BR	Brazil	462
14894	Thomas F Sumner	BR	Brazil	462
14895	Larry MacDonald, Jr	CA	Lake Erie	12
14897	Kurt Andrews	US	Ohio	27
14898	Nancy G Ghertner	US	Central New York	108
14899	Kevin Nickels	US	Michigan	53
14900	Gary S Hurban	US	Metropolitan	75
14901	Ian Schillebeeckx	US	Mississippi Valley	266
14901	Maxime Schillebeeckx	US	Mississippi Valley	266
14901	Marc Schillebeeckx	US	Mississippi Valley	266
14902	Lucy E Kniseley	US	Dixie	253
14902	Carol A Park	US	Dixie	253
14905	Jamie Allan	CA	St Lawrence Valley	516
14907	Kate Meacham Scotti			
14909	Clarence Johnson	US	Michigan	54
14911	Edward Coleman	US	Midwest	112
14913	Mark Boncher			
14917	Malcolm B Hendry, III	US	Long Island	431
14919	Edward Dziuba	US	Michigan	54
14920	James Chapin	US	Mississippi Valley	266
14921	Bruce Van Dommelen	US	Midwest	187
14921	Jay Hogfeldt	US	Midwest	187
14922	Kevin J Robinson	US	Lake Erie	12
14922	Henry O'Hern, III	US	Metropolitan	70
14922	Jack Huntsman	US	Metropolitan	70
14923	Jack Jones	US	Central New York	225
14924	Jeff Coppens	US	California	194
14925	Michael H Brock	US	Ohio	303
14926	Dwight Gertz	US	New England	332
14927	Milan P Tweardy	US	Central Atlantic	228
14927	Milan Tweardy			
14928	Laurent Couderc			
14929	British Gas Nigeria			
14930	Stephen Horwitz	US	Florida	226
14932	John W Pelosi	US	Southeastern	481
14933	Gregory S McQueen	US	Michigan	54
14935	Roger Wilby	US	New England	
14936	Sakari Pesola	FI	Finland	456
14937	Matthew D Princing	US	Michigan	216
14938	David W Stix	US	Midwest	5
14940	Mark A Kaplan	US	Central Atlantic	335
14942	Richard R Moyer	US	Central Atlantic	228
14947	Brian W Hayes, Sr	US	Connecticut/RI	6
14947	Pablo Barahona			
14948	Candy Neville	US	Lake Erie	198
14948	Tim Scanlon	US	Lake Erie	198
14948	Robert Scanlon	US	Lake Erie	198
14949	Landy Atkinson	US	Central New York	77
14950	Tim Healy	US	Connecticut/RI	85
14952	Thomas H Varley, Jr	US	Ohio	150
14953	Tony Wagner	US	New England	332
14955	Richard G Corcoran	US	New England	332
14956	Herbert Jestel	US	Ohio	36
14957	Ryan Ruhlman	US	Ohio	36
14958	William J Fastiggi	US	New England	301
14960	Mitchell Hnatt	US	Central Atlantic	34
14963	Patrick Dolan	US	Michigan	387
14964	William Biermann	US	Texas	435
14968	Mark Fleckenstein	US	Central New York	1
14968	Byrne O'Brien	US	Central New York	484
14968	Rebecca J Dickerson	US	Central New York	1
14970	Dan Webb	US	Michigan	54
14972	Patrick Zachary	US	New England	301
14975	Aroldo de Rienzo	MX	Mexico	
14980	Paul R Jueschke	US	Southeastern	463
14982	Robert G Brower	US	Michigan	51
14987	Mark Asher	US	Central Atlantic	430
14993	Hans Russell	US	Pacific Northwest	229
14994	Daniel R Reichelsdorfer	US	Midwest	187

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
15000	Timothy Werley	US	Ohio	36
15000	John Werley	US	Ohio	36
15004	R Scott Hathcock	US	US@Large	488
15005	Robert A Franke	US	Midwest	79
15005	Carl W Manns	US	Midwest	112
15009	Richard Phillips	US	Southeastern	481
15010	David Young	US	Mississippi Valley	262
15010	Jonathan Bennett			
15015	John Werley	US	Ohio	36
15015	Kate Werley	US	Ohio	36
15015	Bertie M Werley	US	Ohio	36
15016	James B Brickell, Jr	US	Dixie	329
15021	Guy Hatlie	US	California	194
15022	Garry Condon	US	Ohio	36
15023	Robert B Horne	US	Dixie	314
15024	Trevor D Prior	US	Dixie	253
15026	John Hutton	US	US@Large	488
15027	Patrick J Sullivan	US	Central New York	484
15032	Brian A Nickels	US	Michigan	53
15032	George Nickels			
15033	John Holmes	US	Southeastern	365
15041	David Nickels	US	Michigan	53
15042	Sue Dorscheid	US	Midwest	442
15042	Michael Elmergreen	US	Midwest	442
15045	Matt V Fisher	US	Ohio	43
15047	Allan Whatley	US	New England	493
15047	Christian Whatley	US	Connecticut/RI	85
15048	John S Garrison	US	Michigan	54
15051	David C Howe	US	Connecticut/RI	126
15052	Patrick E Corr	US	Metropolitan	70
15052	Chan Swallow			
15054	Jonathan I Lange	US	Dixie	329
15055	Hugh J Hutchison	US	Central Atlantic	228
15057	Alexander Minella	US	Connecticut/RI	126
15058	Paul T Gutwin	US	New England	301
15059	Willard Mayo	US	Metropolitan	75
15059	Stephanie A Mayo	US	Metropolitan	75
15060	Heather Rowe Ambrose	US	New England	301
15060	Timothy Ambrose	US	New England	301
15064	Richard M Walsh	CA	Central Canada	279
15069	Linda Lindquist-Bishop	US	Michigan	
15069	Brian Bishop			
15075	Maegan A Ruhlman	US	Ohio	36
15077	Alexandros Dimou	GR	Greece	286
15078	Bruce Richards	US	Mississippi Valley	262
15079	Franz K Schneider, Jr	US	Central Atlantic	26



# BOAT OWNERS



BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
15080	Paco Sola Tanca	US	Ecuador	405
15081	James B Gagnon, Jr	US	Midwest	112
15082	Michael Holly, Jr	CA	St Lawrence Valley	516
15082	Jamie Allen	CA	St Lawrence Valley	215
15083	Jason Werner	US	Dixie	329
15084	Joe Buczkowski, Jr	US	Dixie	509
15085	Leonard Krawcheck	US	Southeastern	429
15088	Bent L Thomsen	US	Central New York	1
15089	Stephanie Broll	CA	Central Canada	277
15090	Perry L Anderson	US	Metropolitan	25
15093	Joan A Hurban	US	Metropolitan	75
15095	Juan Carlos Plaza	EC	Ecuador	405
15095	Santiago Romero Barst		Ecuador	405
15095	Gabriel Moran	US	Ecuador	405
15096	Xavier Monge	EC	Ecuador	405
15097	Carlton Simmons	US	New England	
15100	Bradford Currie	US	Mississippi Valley	262
15101	Sam Septembre	US	Dixie	508
15101	Dan Liston	US	Dixie	508
15103	Steven H Davis	US	US@Large	488
15108	Kevin Durkin	US	Texas	
15111	Gianni L Cuccio	US	Connecticut/RI	126
15112	David E Werley	US	Ohio	36
15116	Douglas Latour	US	Connecticut/RI	126
15117	Marian F Bruno	US	Dixie	50
15118	Starling H Mikell, III	US	Dixie	253
15119	Eric R Larson	US	Midwest	187
15120	William P Sanders	US	Michigan	54
15121	John H Atkins	US	Central New York	77
15122	James G Carson	US	Central Atlantic	34
15125	Jody Starck	US	Lake Erie	12
15128	Max Shelton	US	Mississippi Valley	274
15130	Christopher J Vann	US	Connecticut/RI	85
15130	Leonard Vann	US	Connecticut/RI	85
15131	Patrick Phelan	US	Dixie	192
15132	Brian Gibbs	US	New England	121
15134	R James Millard	US	Central New York	338
15137	Steve Adamski	US	Midwest	112
15139	Tommy Van Arsdale	US	Southeastern	511
15141	Avis L Bridgers	US	Southeastern	481
15142	Nabeel Alsalam	US	Dixie	50
15143	Joel M LeMahieu	US	Midwest	187
15144	Stratis Andreadis	GR	Greece	286
15144	George Andreadis	GR	Greece	286
15146	Gary M Sowden	US	Michigan	216
15147	Ralph Meyer			
15148	Bill Laux			
15151	Geoffrey D Becker	US	Dixie	329
15152	Nelson S Schmitt	BR	Brazil	462
15154	Mark C Schneider	US	Central Atlantic	228
15156	Dave Chervenik	US	Central New York	252

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
15158	Peter Orlebeke	US	Midwest	442
15159	Frank X Hanson	US	Dixie	253
15160	Paul Lieberman	US	Michigan	
15161	John A Korkosz	US	Central New York	338
15164	John E Dodge	US	Central New York	108
15165	Alan R McReynolds	US	Central New York	77
15166	Jody W Lutz	US	Central Atlantic	34
15166	Matthew Schon	US	Central Atlantic	34
15166	Michael J Schon	US	Central Atlantic	34
15167	William D Gibson	US	Midwest	5
15168	Tom Allen, IV	US	Lake Erie	12
15168	John Humphrey	US	Lake Erie	47
15169	Batton Kennon	US	Mississippi Valley	274
15170	John Holzapfel	US	Long Island	506
15171	Joshua Goldman	US	Connecticut/RI	126
15172	James P Taylor	US	Ohio	303
15175	Andy Temme	US	Central Atlantic	196
15175	Frank Temme	US	Central Atlantic	196
15175	Timothy G Robinson	US	Central Atlantic	196
15178	Robert L Gibson	US	Central Atlantic	
15179	Dennis A Rhoades	US	Ohio	303
15180	Pamela M Barron	US	Southeastern	348
15181	Greg Fisher	US	Dixie	329
15182	Ann Snow	US	New England	121
15182	Sean Fagan	US	New England	121
15185	Bruce J Finsilver	US	Michigan	54
15188	Stephen E Little	US	Central New York	484
15188	Jeannette L Little	US	Central New York	484
15189	ILCA Boat Grant Program			
15190	Frosso Vlismas			
15191	Eric Brandt	US	Ohio	27
15193	Michael Anthony Norris	US	Michigan	204
15195	Patrick McGee	US	Dixie	50
15196	Tom Allen, III	US	Lake Erie	12
15197	Matt Reiser	US	Central Atlantic	104
15200	Thomas E Klaban	US	Michigan	54
15201	Robert E Bernhardt, Jr	US	Southern	135
15202	Todd Johnson	US	Dixie	329
15202	Neal L Fowler	US	Dixie	329
15203	Paul A Huntsman, Jr	US	Metropolitan	70
15203	Patrick F Corr	US	Metropolitan	70
15204	Bill Mergenthaler	US	Central Atlantic	196
15205	Robert C Wardwell	US	Central New York	252
15206	Mandy Hofmeister	US	Mississippi Valley	262
15206	William Hofmeister	US	Mississippi Valley	262
15207	Stewart Doty	US	Midwest	515
15208	James S Allen	US	Michigan	54
15210	Peter Hall	CA	St Lawrence Valley	215
15211	Lawrence N Frost, III	US	Southern	62
15213	Jeffrey A Schmahl	US	Indiana	154
15215	David Peck	US	Connecticut/RI	85





BOAT#	OWNER	COUNTRY	DISTRICT	FLEET	BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
15216	Cully Ward	US	Mississippi Valley	262	15286	John Leonard	US	Midwest	
15217	Mark Bryant	US	Florida		15288	David N Viereggs	US	Ohio	36
15218	Michael Warren	US	Central Atlantic	196	15296	Christopher W Sprole	US	Metropolitan	75
15218	Steve Warren	US	Central Atlantic	196	15296	Ryan C Sprole	US	Metropolitan	75
15220	Ocean City YC Jr Program				15298	Ian Jones	US	Lake Erie	12
15221	Gregory Bergethon	US	Dixie		15299	George E Buckingham	US	Indiana	154
15221	Gregory P Bergethon				15300	Jason P Hubbard	US	Indiana	270
15225	Chris Jacobson	US	Michigan	216	15301	Denise Cornell	US	Midwest	187
15228	Walter David Thompson	US	Dixie	50	15302	Dale Bull	US	California	194
15229	Neiva Jacques	BR	Brazil		15304	Oliver & Virginia Bijon			
15230	Robert H Mathers	US	Michigan	54	15306	Peter C Bellin	US	California	194
15230	John Mathers	US	Michigan	54	15308	Tom Allen, IV	US	Lake Erie	12
15232	Robert W Hall	US	Metropolitan	16	15308	Bill Killebrew	US	Mississippi Valley	262
15233	Stephen R Polk				15309	Patrick G Kirk	US	Ohio	303
15234	Todd Wake	US	Midwest	187	15310	Robert E Harkrider, Jr	US	Southeastern	257
15236	Steven D Johnston	US	Southeastern	511	15310	Sharon Harkrider	US	Southeastern	257
15237	Mark Gardner	US	New England	301	15311	James H Dillard, II	US	Dixie	50
15238	Brian Anderson	US	California	194	15312	Chris Tidwell	US	Central States	
15239	Robert D Shapiro	US	New England	493	15313	Kevin Morin	US	Michigan	54
15240	Michael Constants	US	Dixie	329	15313	Matthew P Morin	US	Michigan	54
15240	Stephen Constants	US	Dixie	329	15314	Edward Seyerlein	US	Central New York	484
15243	Jim Reiman	US	Midwest	5	15315	William F Cabral	US	US@Large	488
15245	Giannis Manolakis	GR	Greece	251	15317	Stephen A Weeber	US	Ohio	303
15246	Larry MacDonald, Jr	CA	Lake Erie	12	15318	Mark Stone			
15247	George W Koch	US	Long Island	506	15319	Daniel Parietti	US	Metropolitan	75
15249	George Sipel	US	Michigan	42	15320	Joanna Beaver	US	Florida	502
15250	Daniel Pope	US	Central New York	77	15320	Michael Beaver	US	Florida	502
15251	Debbie Probst	US	Lake Erie	12	15321	Ted Coventry	NG	Nigeria	510
15252	Juan Pablo Del Solar	CL	Chile	514	15322	Richard J Willmott	UK	Nigeria	510
15252	Juan Pablo del Solar K				15323	Scott R Laidlaw	US	Texas	
15255	Richard W Hallagan	US	Central New York	77	15324	Knut Engebretsen	NO	Nigeria	510
15255	David Hallagan	US	Central New York	77	15325	Martin Eldon	UK	Nigeria	510
15256	Jeffrey Storck	US	Dixie	50	15326	Gary L Schwantz	US	Nigeria	510
15257	Abigail A Ruhlman	US	Ohio	36	15327	Camp Sea Gull			
15257	Robert Ruhlman	US	Ohio	36	15328	Ronald A Mullar	US	Dixie	513
15258	Brian L Comfort	US	New England	332	15329	Thomas S Meric, Jr	US	Southern	62
15259	Edward Bradley Wagon	US	Indiana	154	15330	Scott Finkboner	US	California	194
15260	William G Faude	US	Midwest	5	15331	Sakari Pesola	FI	Finland	456
15263	Pekka Hautera				15332	Patrick Considine	US	Midwest	5
15264	James Stuart Birkinshaw	BR	Brazil	147	15333	Brazilian Olympic Committee			
15265	Steven H Davis	US	US@Large	488	15336	Steve Warren	US	Central Atlantic	196
15267	Cynthia & Jonathan Lauthers				15339	Mark W Grinder	US	Lake Erie	47
15272	Mark W Grinder	US	Lake Erie	47	15339	Warren E Emblidge, III	US	Lake Erie	12
15273	Robert E Overfield	US	Nigeria	510	15341	Allen Boat Co	US	Central New York	
15274	Richard J Willmott	UK	Nigeria	510	15342	Paul Reak	US	Midwest	187
15276	Philip A Lange	US	Central New York	77	15343	Otto Robinson			
15279	James I McIntosh	US	Central New York	46	15344	Hunter Gall			
15280	Roger H Rasmeyer	US	Pacific Northwest		15345	John Faus	US	Central Atlantic	335
15281	Kimmo Aromaa	FI	Finland	166	15346	Michael B Hecker	US	Michigan	54
15284	Richard A Aubrecht	US	Lake Erie	12	15347	Armada Del Ecuador		Ecuador	405
15285	Mark Bryant	US	Florida		15348	Hugo Alfonso Perrin Costa	CL	Chile	318

# BOAT OWNERS

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
15348	Hugo Perrin			
15349	John Lowman			
15350	Michael Pizzolato			
15351	Pierce P Barden	US	Southeastern	511
15352	Donovan Williamson	US	Texas	
15353	Allan Terhune, Jr	US	Dixie	329
15355	David Starck	US	Lake Erie	12
15356	Rachel Avenia-Prol	US	Metropolitan	75
15360	Clarke D Newman	US	Texas	435
15362	Ian F Edwards	US	Nigeria	510
15363	Sean Fidler	US	Michigan	54
15364	Daniel J Moriarty	US	Mississippi Valley	266
15364	Tobi D Moriarty	US	Mississippi Valley	266
15365	David Watts	US	Metropolitan	70
15366	Camp Seafarer	US	Southeastern	
15367	George E Harrington	US	Metropolitan	70
15368	David N Little	US	New England	301
15369	Lauri Hemming	FI	Finland	166
15370	Ilkka Koenkyto			
15371	Markku Paloma	FI	Finland	328
15372	Esa Pukki	FI	Finland	456
15374	David Libby			
15375	Erik T Hostvedt	US	Central Atlantic	430
15376	Germano A Fischdick			
15377	George P Glenn, III	US	Central Atlantic	430
15378	Tony Ardolino	US	Florida	
15379	Jerry Shustrin	US	US@Large	488
15380	Jim Crane	US	Connecticut/RI	134
15381	William J Fastiggi	US	New England	301

BOAT#	OWNER	COUNTRY	DISTRICT	FLEET
15382	Allen Boat Company	US	Lake Erie	
15383	John J Parker	US	Central Atlantic	430
15384	Andy Wescoat	US	Dixie	50
15385	Peter R Denton	US	Connecticut/RI	6
15385	John Townsend	US	Central Atlantic	228
15386	Katie C Zeglis	US	Dixie	329
15386	Mark S Boaz	US	Dixie	329
15387	Graham Leonard	US	Central New York	225
15388	The Landing School			
15390	Todd Wake	US	Midwest	187
15391	Michael J Welch	US	Michigan	54
15392	Augusto F Benavides-Mararazzo			
15393	Marcus Eagan	US	Southern	62
15395	Alan Bates	US	Lake Erie	198
15396	John Stuart Bennett	BR	Brazil	462
15397	John Martin Gajardo			
15398	Neil Hay			
15399	Jody Starck	US	Lake Erie	12
15400	Timothy Millhiser	US	Connecticut/RI	129
15401	Gustavo Tamayo	CO	Colombia	501
15405	David Spira	US	US@Large	488
15406	Dan Thompson	US	Metropolitan	
15407	Steven Shockway			
15410	Ian F Edwards	US	Nigeria	510
15412	Robert Scanlon	US	Lake Erie	198
15414	Jean-Michel Linck			
15415	Sakari Pesola	FI	Finland	456
15417	Peter C Godfrey	US	Lake Erie	12
15421	Allen Boat Company	US	Lake Erie	

We are always striving to improve the accuracy of our records. If you have information to add or correct to what is printed above please contact the Class Office: [office@lightningclass.org](mailto:office@lightningclass.org)





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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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MATCH RACING ASSOCIATION**

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# FOR THE RECORD

**North Americans... 1,2,4,6,8,10,11,12,13**  
David Starck

**NAs, President's Cup... 1,3,5,6,7,8,9**  
Larry Frost

**NAs, Juniors... 1,2,3,4,5,6,7,8,9,10,11**  
Timmy Crann

**NAs, Women... 1,2,3,5,6**  
Cortney O'Connor

**NAs, Masters... 1,2,3,4,5,8,9,10,11,12**  
Peter Hall

**Great Lakes Championship... 1,3**  
David Starck

**Bluenose Regatta... 1,2,3,5,6,7,9,10**  
Brian Hayes, Sr

**Fall Dinghyfest... 1st**  
Larry Frost

**Magnus Pederson ... 1,2,3,4,5,6,7,8**  
Justin Coplan

**Spring Classic Regatta... 1,2,3,4,5**  
David Starck

**Manahawkin Bay Cup... 1st**  
Rich Warren

**New Jersey States... 1st**  
John Townsend

**PanAm Trials... 1st**  
Jody Lutz

**Worlds Youth... 1st**  
Jonathan Martinett

**So. Circuit Overall**

**2,3,4,5,6,7,8,9,10,11,12,13**

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

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

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

**Leaf Peeper... 1st**  
Jamie Allan

**Duck Challenge... 1st**  
Jason Werner

**Brotz Regatta... 1st**  
Todd Wake

**Pennsylvania Gov. Cup... 1st**  
Dick Hallagan

**Long John Regatta... 1,3,4,5**  
Al Terhune

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