

*District & Fleet Reports
2011 Winners*





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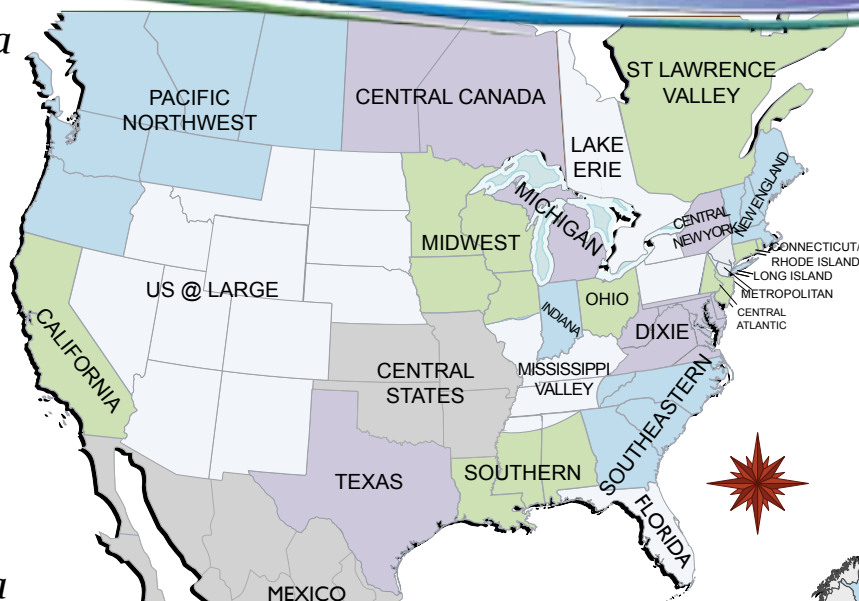
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North America



South America



Europe



Australia

Argentina

446 Club Univeritario de Buenos Aires
522 Rosario

District Commodore: Mario R Fumagallo

446 Club Univeritario de Buenos Aires

Sailing on Lake Olivos
Buenos Aires, Argentina

Fleet Officers:

Fleet Captain: Roberto Ricoveri

Boat#	Boat Name	Skipper
13360	Gualicho	Juan Alejandro Cloos

522 Rosario

Rosario, Argentina

Fleet Officers:

Fleet Captain: Mario R Fumagallo

Boat#	Boat Name	Skipper
15057		Mario R Fumagallo

Australia

519 Sydney

District Commodore: Andrew D Barton

519 Sydney

Sailing on the Waters of Sydney
Northbridge, New South Wales, Australia

Fleet Officers:

Fleet Captain: Ian Edwards
Fleet Secretary: Paul Edwards
Fleet Treasurer: Lindy Edwards

Boat#	Boat Name	Skipper
15312		Ian F Edwards
15410	Southerly Buster	Ian F Edwards
15431	Australia 1	Ian F Edwards
15431	Australia 1	Lindy Edwards
15432	Australia 2	Paul Edwards
15433	Australia 3	Lisa Cocks
15433	Australia 3	Chris Cocks
15434	Australia 4	Mark Fryer
15434	Australia 4	Julie Fryer
15455		Ian F Edwards
15460		Lindy Edwards
15461		Ian F Edwards



Fumagallo team at the World Championships



Brazil

147 São Paulo
401 Guanabara
462 Guarapiranga Lake

District Commodore: Nelson S Schmitt



Associação Brasileira da Classe Lightning



It was, of course, the year that Brazil hosted the World Championship of Búzios, and all other events led up to that event. I have published my thanks to all that assisted us to organize the event so, I will take another approach now and talk about the event through the eyes of the organization and through a Lightning sailing enthusiast.

A. Organizing a Lightning Worlds

The key to holding a successful championship of the size and importance that our Lightning Class deserves requires three most important areas of concern:

1. Technical and support Team.
2. A venue that attracts sailors from all over the world.
3. Money.

a. Here are the people that put together the 2011 Worlds:

Chairman: VP Brasil - John Stuart Bennett, Vice Chairman: VP World Championship Liaison-David Stark, Technical Directors and IROs: Claudio Buckup, Pedro Paulo Petersen, ICAB Commodore: Alain Pierre Joullié

Event Administration Committee:

Registration and Secretary: Laura Jeffers, Cecilia Jahnel, Cecilia Bennett, El Sumner, Media & Press: Cecilia Bennett, Photography: Sidney Bloch and Thomas Jansen, Treasury: Hans J. Ludwig and João H. de Mello, Marketing and Sponsorship: John S Bennett, ICAB Event Representative: Edgard Has-selmann, Social & Hospitality: Cecilia P. Costa, Logistics and Customs Coordination: Tom Stark and Transportes Fink, Club and Land Logistics: Johnny (ICAB)

Race Committee Officials

Race Officer: Claudio Buckup

Race Managers: Alcino Moreira, João H. de Mello, Victor São Thiago, Alexandre Ferraz, Samuel FM Gonçalves, Scoring: Angela Buckup & Faneca de Faria, Head Judge: Darryl Waskow, Juri: Claudio Ferraz (Brazil), Luis Leal de Faria (Portugal), Hernan Salcedo (Equador), Victor São Thiago, Chief Measurer: Nelson Schmitt, Measuring Team: James Sumner, Nicholas Edbrooke, João H. de Mello, Rescue Boats & Service: Victor Raymond Demaison, Alexandre Ferraz

Sponsors:

Brazilian Sailing Federation – CBVM sponsored by Bradesco Bank, CPFL, Travel Ace and Tamoyo, Rio de Janeiro Sailing Federation – FEVERJ, City of Búzios Sports and Tourism Secretary's, Segurigráff HG – High Security Holograms, Sercon Ltda. A Steris Company, Saturno Tintas, Glassit Fiberglass, Bombril, Niagara Industrial, Cerveja Germânia

I hope I have not forgotten anybody.

b. Venue

When deciding to hold the event in Brazil, we wanted to find a spot that we could lock in tightly all the people coming, in order to guarantee safety, great sailing conditions and an excellent tourism spot. Búzios and the ICAB Yacht Club offered all of these, and all those who participated will for sure confirm this statement. However, if I were to organize another event like this one, I would keep it closer to home and use SPYC, our home yacht club, for even with all the above mentioned qualities, we still couldn't attract more than twenty-two International teams.

These are the participating countries:

Argentina – 2 boats	Australia – 1 boat	Chile - 6 boats.
Colombia – 1 boat	Finland – 1 boat	Nigeria -2 boat USA – 9 boats

We held Brazil to eight boats, but should have allowed every skipper we had to participate! It was very sad and disappointing to not see boats from the Ecuador, Italy, Canada, México and Switzerland. Only nine boats from North America is a very important issue. We must always remember that people will prefer to sail the North Americans. I have seen comments from Carlos del Mare in México, and, although I don't agree with all of them, I can see that others are also concerned with this issue.

c. Money.

You can hold the Worlds only with volunteers if you so wish to, and if you have competent people willing to assist their time, but in my perception a World Championship deserves professional guidance. The Brazilian Worlds had an out of pocket cost of US \$50,000. With two events for thirty boats, we received less than US \$15,000 in entry fees.

B. Sailing a Lightning Worlds

Búzios required physical strength and stamina that I had not used in a long time. For over a month I had no will to go back to exercises or sailing. Having run a few marathons in my youth, I felt that getting back on the water the last few days was like running a marathon every day. I had a former Olympic Games sailing skipper that kept pushing all the time, and in the end our goal of Top 10 was only just achieved, so to all who finished the event you must really be happy with what you accomplished.

High point: making it in second around the first buoy.

Low point: capsizing just after rounding that buoy!

For Brazil, taking second with a Master's skipper and third with a three-time Junior World Champion showed that our Class is extremely tough and that we have the quality it takes to grow the class.

C. The Future of Lightning Worlds

I have thought a lot about this, and it is my firm belief that ILCA Worlds Organization must offer for charter, USA-made boats delivered to the venue and to all participants willing to sail the event. Look at how teams from Australia and Nigeria were able to participate at Búzios. Their boats arrived from the USA, together with the USA Team boats, and then returned the same way. ILCA must invest together with the manufacturers. We are a One-Design Class, and with this we will raise the interest of the Worlds and allow all countries to sail wherever the venue is. Realistically, only the USA can hold a World Championship and offer good boats to all who want to participate.

For Italy, I have talked to other Brazilians, and we are planning to go that way. We would charter four boats and have them shipped to Italy together with the USA team. These boats could be ILCA's and used for Boat Grant Programs or belong to others willing to get some money from the charter.

A World Championship must have at least sixty boats.

Hope to see you all in Italy 2013.

John Stuart Bennett

147 São Paulo

Sailing on Lake Guarapiranga
São Paulo, Brazil

Fleet Officers:

Fleet Captain: Claudio Biekarck

Boat#	Boat Name	Skipper
14203	Sem Phreskura	Caio C Prado
14378	Meia Noite 8	Mario Buckup
15333	CBVM	Claudio Biekarck
15396		John Bennett
15396		Felipe Echenique

462 Guarapiranga Lake

Sailing on Lake Guarapiranga
São Paulo, Brazil

Fleet Officers:

Fleet Captain: Nelson Schmitt

Boat#	Boat Name	Skipper
14330	Kirimaw	James Sumner
14562	UIISO	Thomas F Sumner
14596	Marshmellow	Joao Hackerott
14602	Flash Rider	Leonidas Moreira M Valle
14845	Clone Rider	Rafael Krausz
14891	Blow	Wagner Neils Bojlesen
14892	White Magic	Hans Juergen Ludwig
14894	Wind Runner	Thomas F Sumner
15152	Xamego VI	Nelson S Schmitt
15252	Torga X	Luis Felipe Bandeira

401 Guarabara

Sailing on Lake Guarapiranga
Rio de Janeiro, Brazil

Fleet Officers:

Fleet Captain: Mario Buckup





California

194 Mission Bay Yacht Club
372 San Francisco Bay Area

District Commodore: Peter Colantuono

194 Mission Bay Yacht Club

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

Fleet Officers:

Fleet Captain: Peter Colantuono

Boat#	Boat Name	Skipper
6613	La Salle	Christopher Barclay
8778		Dan Gravatt
13742	Old Blue	Larry M Schmitz
13819	Blue Note, too	Donna Collins
13842		Rick Harp
13856	Come Monday	Dale Caroe
13860		Michael Bond
14095	Puddleglum	Kirk Johnson
14233	Taxes Due	Donna Collins
14204		Greb Lembo
14263		Peter Colantuono
14473		Scott Finkboner
14846	White Lightning	Michael Brewer
14924		Jeff Coppens
15021		Guy Hatlie
15238		Brian Anderson
15280		Donna Collins
15302	Blitz	Bob Martin
15330	Hana Hou	Scott Finkboner

The Lightning Fleet had many fun regattas in 2011. It was the second year that we participated in the San Diego NOOD regatta. It was three days of great racing both years. Dave Vieregg won in 2010, and Jeff Coppens won in 2011. Unfortunately, we haven't hosted the California Circuit in 2010 or 2011. It will also be missed in 2012, but there are plans to revive it in 2013.

In late 2011 Fleet 194 welcomed new member Bob Martin. Bob bought 15302 from former Fleet Captain, Dale Bull.

	2010	2011
Fleet Champion	Peter Colantuono	Peter Colantuono
Club Race Champion	Peter Colantuono	Kirk Johnson
Interfleet Regatta Champion	Jeff Coppens	Peter Colantuono
TNT (Thursday Night Thing) Champ	Larry Schmitz	Larry Schmitz

Jeff Coppens and team at the Worlds





372 San Francisco Bay Area

Sailing on San Francisco Bay
Richmond, California

Fleet Officers:

Fleet Captain: Wayne Clough

Boat#	Boat Name	Skipper
10275	Xanado	Elizabeth A Richard
13938	Bride of Funkenstein	Wayne Clough
14305	Double Happiness	Michael Molina

Lightning 10275 is a 1967 Allen “Classic Glass” with wood all over her, including the carved figurehead at the front point of the splash rail.

We still sail regularly at Folsom Lake and take the Lightning to Richmond Yacht Club on San Francisco Bay for their regattas in the spring and fall. I can never remember which one is the Big Dinghy regatta and which is the Totally Dinghy regatta, but I put both of them on the calendar. I also do the Delta Dinghy Ditch regatta, where we put the boats in at Rio Vista, California. One crew member takes the empty trailer to Lake Washington in Sacramento and gets the shuttle back to Rio Vista; then we race thirty miles up the ship channel back to Lake Washington—mostly under spinnaker!

In 2012 I’ll be doing something different for the competitive spring race series and fall race series. I bought a Banshee, which is a single-handed boat designed

in the 1970s that was intended to fill the niche that the Laser ended up filling. Not a fabulous boat, but there’s a large fleet of them here, so I can fleet race with them. I’d been Portsmouthing against them and having to give them a HUGE amount of time. Last summer, I finished one race in the Lightning about eleven minutes before the next boat, losing to him by less than thirty seconds on the corrected time. Frustrating! All the tactical elements of the race go away when you beat everyone off the line and then extend the lead the whole race. No “when boats meet” element comes in to play at all. Doing a “horizon job” from time to time is fun, but it gets old if it happens every race. Lightnings are FAST!

However, the Banshee is a single-hander. Once summer comes and the Wednesday evening series starts up again, I’ll be on the Lightning a lot—which can carry friends and a cooler. That series isn’t scored, though, so it’s just fun racing. Last summer we had a fair number of friends come on the boat. For some, it was their first time on a sailboat.

One evening was particularly fun when we got out of the harbour late. We weren’t anywhere near the start when they wanted to get the sequence started. We waved them on and just for fun shouted, “Go ahead, we’ll catch up.” And then we did. From a start about three minutes late, we caught all the Catalina 22s, Santana 20s, Lido 14s and Banshees that were out that night and finished about two minutes ahead of the next boat. We got to do some tactical sailing. Maybe I’ll see about starting all those races late. Nah!

Beth Richard