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2015 YEARBOOK DEDICATION



We dedicate this yearbook to everyone who supports the future of the Lightning Class youth sailing.

This broad term assumes many forms, from hands-on support and instruction, to loaning boats, sails or cars to youth teams, or financially supporting youth programs. Organizing events and activities for youth sailors or simply sharing the first Lightning sailing experience with a young person.

The Lightning Class has a long history of involving youth in the Class, and last year was another wonderful example.

The effort made at the 2014 Youth Worlds was incredible. The sailing school at the North Americans was equally inspiring. Kids from all over the World came together, and new friendships forged through Lightning sailing—wonderful.

The Boat Grant Program continues to grow. The mentors and supporters of this program are invaluable! These recipients are, quite literally, our future. The grant idea is expanding on the local fleet level. Fleet 430 from Ocean City Yacht Club, Fleet 12 from the Buffalo Canoe Club and others have their own Boat Grant Programs.

We continue to see families with young children sailing and racing together. We also see many young friends of friends sailing too.

In honor of your help keeping Lightning sailing active and engaging for the next generation, we dedicate this book.



ILCA RESOURCES

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



The annual production of the Class yearbook, either paper or CD, serves as an ongoing historical document. It 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



With three 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 sail makers and champions, wooden boat projects and history of the Lightning are regularly featured. The full color electronic

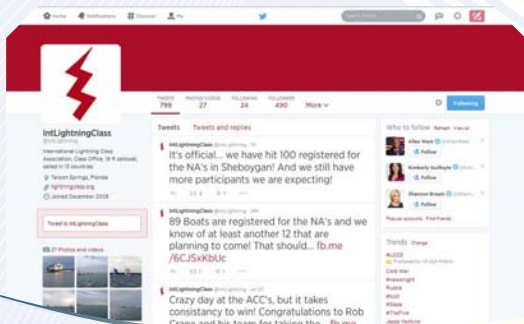
version of Flashes are distributed via e-mail to all ILCA members: Active, Associate, and Crew. Paper copies are available for an additional fee.

FLASH BLASTS

Periodic emails to all members with up-to-date news, regatta results and more.

ILCA TWITTER

The ILCA is now on Twitter. Follow the Lightning Class @IntLightning for all the latest news. Certain regattas will also use Twitter for up to the minute updates.



ILCA FACEBOOK

The International Lightning Class Association is on Facebook! The ILCA created and maintains a social networking Facebook page with over 2,000 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/

DISTRICTS AND FLEETS

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

Look under Membership in navigation, then click on District/Fleets members.

ILCA WEBSITE

www.lightningclass.org



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PRESIDENT'S MESSAGE

"If one does not know to which port one is sailing, no wind is favorable." (Seneca—Roman Philosopher)

As I reflect on 2014, I find it quite ironic when I announce the Lightning Class has had some very favorable winds. The irony? We had a very high rate of postponements and abandonments due to too little or too much wind. This did not deter our membership, however, because we clearly know "to which port we are sailing." Whether you come for the stiff competition, to meet new people, to connect with old friends, or to spend quality time with your family—Lightning sailing provides you with many favorable opportunities.

2014 was such a fun year to be a part of the Lightning Class:

The Youth Worlds at the Buffalo Canoe Club provided twenty-four teams from around the world the chance to meet, compete and enjoy the waters and beaches of Ontario, Canada. The hard work of the regatta organizers was returned by the sportsmanship, friendly competition and plentiful interaction of the competitors. The smiles and laughter were abundant!

The International Development progress in Greece: The Lightning is back in Greece! We had some enthusiastic sailors join our dependable advocates in Greece and other European countries. The increased activity and level of international support for the rebuilding of Greek Fleets was very fun to witness.

Huge numbers at the North Americans in Sheboygan! What an event! Many people returned to the NAs scene this year and were very pleased to see that travelling to a big event is STILL a blast! People brought their young children, we had a very large group of juniors that stuck around for the NAs, and many in the "more seasoned, but still highly competitive" group. EVERYONE had fun.

In South America we continued to see growth—Argentina enjoyed a resurgence, and Peru had a team at the South American Games in March after a multi-year absence. Having seven South American teams at the North Americans was also a treat—their energy is contagious!

Being a part of this Class is inspiring. We have such a diverse membership base—multi-national, multi-cultural, boasting a wide range of professions and personalities—all of which are de-emphasized when we gather. We simply enjoy each other while sharing the passion of sailing our beloved Lightnings!

Enthusiastically,

Debbie Probst

ILCA EXECUTIVE COMMITTEE

DEBBIE PROBST — PRESIDENT



Sailing for me started very young, on our family Highlander and progressing through Optimis, Sunfish and Lasers at Cowan Lake in Southwestern Ohio. The fierce competition and camaraderie amongst the juniors on Sunday afternoons was always the highlight of my week. My love for this sport and the people it attracts is deeply rooted in Cowan Lake Sailing Association and the incredible volunteers there.

Junior Sailing led to four years on the University of Michigan Sailing Team and meeting fellow Wolverine Jody Swanson. What followed has been twenty-five years (and counting!) of sitting next to Jody on J-24s, J-22s, and 470s. As teammates we can list quite a few Rolex Women's Keelboat Championships, an Olympic Campaign, multiple North American and World Championships, to say nothing of thousands and thousands of miles on the highway (yet somehow, never running out of dialogue!).

In 2000 my husband gave me Lightning #14678 for my birthday to sail with our young family on nearby Lake Wa-
wassee. Considering we had a three-year-old, a two-year-old and a nine-month-old, the number of races we participated in was limited, and yet we were able to forge strong friendships with some great Hoosier sailors—Bill Allen, Jeff Schmahl, Brad Wagnon, etc. The majority of my Lightning sailing in those years came from regattas, where I learned to truly embrace this Class. Bill Faude, Larry MacDonald, Brian Hayes, Colin Park—these people encouraged me, answered my many questions, and most importantly made me feel part of the Lightning Family. Our family has now spent ten summers at the Buffalo Canoe Club, and we just recently moved to Buffalo year-round. I have been a part of the Lightning Boat Grant Committee for five years, a program that I feel is a reflection of the Lightning Class' dedication to our sport, youth sailing and our Class itself. As an Executive Committee Member this past year I have greatly enjoyed the shared responsibility of keeping our Class strong.

VICTOR LOBOS — SECRETARY



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.

JIM CRANE — TREASURER



The Lightning has been the focus of Crane family fun for a very long time. Every March, until I was fifteen, my father would pull the kids out of school and head south for the Lightning Southern Circuit. This was the family vacation, and it was always packed with unexpected excitement. Homemade trailers disintegrated on the highway, boats left the trailer, landing in farmer's fields, and untold friendships were made. It was a real education.

This early indoctrination to the Lightning spawned a lifetime love affair with the Class. My first time skippering in the NAs was in Tawas Bay in 1961 and my latest in Sheboygan last summer. Along the way I have also raced Solings, 505s, 470s, J-24s, Sonars and innumerable offshore racing boats. But I have always had a Lightning in the garage ready to head to the next regatta.

To serve as your Treasurer allows me to give a little back to the Class that has provided so much joy to the Crane family.

ILCA EXECUTIVE COMMITTEE

BILL CLAUSEN – CHIEF MEASURER

Bill started racing Lightnings in 1947 on boat #134. He's owned #1495, #7195, #10895 and still has #14495.

He grew up racing in Ocean City on the New Jersey shore. Bill crewed and worked for some of the greats of the Lightning Class: Bob Seidelman, Marcy Lippincott, John Tieglund and Jim Carson. He learned a lot about Lightnings from them and continues to enjoy being involved in measurement and photographing at major events.

His son David sailed in four Junior NAs and crewed with Bill in the last Worlds Masters at Miami.

Bill has enjoyed being a part of the Executive Committee this year and hopes to continue to serve the Class as photographer and Chief Measurer in the years ahead.



TODD WAKE – EXECUTIVE COMMITTEE MEMBER

Todd was born into a sailing family and grew up racing and cruising on the Great Lakes. He met his wife Kristine, a lifelong Lightning sailor, while on the sailing team at the University of Wisconsin Madison. His first brush with the Lightning was as a fill-in crew while Kristine was practicing for the 1993 Women's NAs in Sheboygan. They then moved to Sheboygan after Kristine finished her pediatric residency at Seattle Children's Hospital. Lightnings were the only one design in town, so that summer Todd bought his first Lightning #14234 at the end of the summer.

The Wakes sailed their first NAs in 2002 at North Cape. During an on-the-water postponement at the BBC in 2004 Todd ordered a new boat from Tommy Allen, #15234. That boat eventually met its demise in a tussle with a giant tree in Rob Ruhlman's driveway. So #15390 arrived as a Christmas present in 2008. Along the way, they have participated in most Southern Circuits, NAs and Worlds.

During Todd's time in the Class, he has truly come to appreciate the Lightning. He enjoys playing around with new rigging ideas that make the boat easier to sail and likes to tweak the rig tune. But the best part of the Class is the people that you meet who turn into lifelong friends and the good times you share with them.

Todd almost always sails with his wife as forward crew. Son Doug has become a very good crew of late, so good he seems to be moving towards greener pastures. As the saying goes, "A family that sails together spends a lot of time in the van with each other." Todd believes the best way to learn about and be successful in the Lightning is to sail with some of the best and most fun teammates in the Class.

Todd hopes that by serving on the Executive Committee he can help maintain the Lightning Class as a place where men, women, families and kids of all ages can enjoy friendly sailing and one design competition.



LAURA JEFFERS – EXECUTIVE SECRETARY

I am from the beautiful state of New Hampshire. I was introduced to the Lightning in the fall of 1987. I had just returned from my first sail ever on a Cal 21 and thought that was the coolest thing ever—until I walked up the dock. There were four or five Lightnings that were just getting in from an evening sail. My friend Amanda and I stopped to look, and we were "invited" to join them the next Sunday to race. I remember hearing, "Come on down, someone always needs crew!" Every Sunday that fall we sailed Lightnings on Lake Massabesic with Fleet 273—we were hooked. The Deyett Family took us under their wings. The following summer we sailed every afternoon during the week, training for the Junior Districts and then the Women's Districts. On most weekends I traveled all over New England sailing in various regattas. I have so many wonderful memories from sailing Lightnings. I remember how excited I was to go to my first North Americans and first Southern Circuit. My "Lightning Story" illustrates the fleet development that our Class continues to be built upon. My sailing mentors include Ken Deyett, Brian Hughes, Jack Elfman, George Fisher and Brian Hayes.

My husband Will is a life-long Lightning sailor from New Jersey, and, like many other Lightning couples, we first met at a regatta—the Winter Championships at the St. Petersburg Yacht Club during a Southern Circuit. We have a Labrador Retriever named Salty who loves the water.

Our beloved square bottomed boat unites us all and keeps us coming back for more. I am very excited to be in a position to give back to an organization that has provided me with so many wonderful friends, memories and opportunities.



FORMER OFFICERS

Year	President	Chief Measurer	Secretary	Treasurer	Assistant Measurers
2014	John Faus	Bill Clausen	Debbie Probst	Victor Lobos	Buczowski, Carson, Reitinger, Ruhlman, Schmitt
2013	John Faus	Bill Clausen	Debbie Probst	Victor Lobos	Buczowski, Carson, Hayes, Reitinger, Ruhlman, Schmitt
2012	Robert Ruhlman	Bill Clausen	John Faus	Victor Lobos	Buczowski, Carson, Hayes, Reitinger, Ruhlman, Schmitt
2011	Robert Ruhlman	Bill Clausen	John Faus	Victor Lobos	Buczowski, Carson, Reitinger, Ruhlman, Schmitt
2010	Brian Hayes, Sr	Bill Clausen	Rob Ruhlman	John Faus	Buczowski, Carson, Hayes, Ruhlman
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 Burrridge	Frank Mergenthaler	Alman, Burke, Schmitt, Utzig
1997	William Faude	Calvin H Schmiede	Matt Burrridge	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

Year	President	Chief Measurer	Secretary	Treasurer	Assistant Measurers
1980	Donald P Delorme, MD	George V Fisher	Djoerd Hoekstra	David W White	Brush, Huntsman & Schniege
1979	David O Peters	George V Fisher	Donald P Delome, MD	David W White	Buckley, Huntsman & Schmiede
1978	John S Schneider	David O Peters	Donald P Delome, MD	John R Nixon	Fisher & Schmiede
1977	Robert R Adams	David O Peters	John S Schneider	Donald P Delome, 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 Coha	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
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 Burtscher	LeRoy Amy	Henry Williams	
1947	John W Orelup	Arthur Burtscher	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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DONATIONS—YOU CAN MAKE A DIFFERENCE

HOW CAN YOU SUPPORT THE ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

- The ILCA Fund
- The Boat Grant Program
- The Limbaugh Fund
- The Mary Huntsman History Fund
- Annual Operating Fund

THE ILCA FUND

CHARTER OF THE FUND

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

The ILCA Fund supports the US Sailing award winning [Lightning Boat Grant Program](#) and the [International Fleet Development Initiative](#).

Fund Directors: [Steve Davis](#), [Bill Fastiggi](#),
[Todd Wake](#), [John Faus](#),
[David Starck](#)

THE BOAT GRANT PROGRAM

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the Class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up. Since its inception in 2007, the Class has provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and national regattas.

THE LIMBAUGH FUND

CHARTER OF THE FUND

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long

after their tenures were completed. Because of Helen and Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

USE OF THE FUND

The available monies in the Limbaugh Fund are restricted to the support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

Fund Directors: [Michael Huffman](#), [Kip Hamblet](#),
[Matt Fisher](#), [Jim Crane](#)

THE MARY HUNTSMAN HISTORY FUND

CHARTER OF THE FUND

The Mary Huntsman History Fund's primary objective is to help recover and properly preserve the Lightning Class heritage. The Fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class, and who was the first to hold the Historian VP position when it was established. Under her Presidency, Mary secured the purchase of Lightning number one and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat has been restored and is displayed.

USE OF THE FUND

The Mary Huntsman Lightning History Fund was formed in 2004. Its primary objective is to help recover Lightning memorabilia and properly preserve Class heritage.

Fund Directors: [Clayton Gray](#), [John Faus](#),
[Rob Ruhlman](#)

ANNUAL OPERATIONS SUPPORT

USE OF THE SUPPORT

Donations help out the day to day operations of the Class. Helps support the historical recorded keeping, communication with the nearly 1,800 members and 150 fleets world-wide, the maintenance of the website and the ability to service the membership and respond to new inquiries about the Class while keeping the Annual Membership Dues affordable.

The laws of the U.S. permit its citizens to choose how to dispose of possessions at death. The ILCA has been

granted status as a 501(c)3 charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from US income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

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Your donation will be recognized in the ILCA Yearbook as follows:

Benefactor	\$500	or more
Donor	\$100	or more
Supporting	\$50	or more
Contributing	\$20	or more

HOW MAY GIFTS BE MADE DURING YOUR LIFETIME?

Gifts of Cash: A gift of cash during a person's lifetime is the simplest type of gift. These can be made in person or anonymously, directly or on behalf of another person. Gifts within a year are deductible from that year's income taxes. You may send a check to the ILCA at any time or include an extra amount of money in the renewal form when you pay your membership every year.

Gifts of Marketable Securities and Investment Real Estate: Gifts of appreciated securities and real estate held for investment purposes are often more beneficial to the donor than gifts of cash. When such items are donated, the donor receives a contribution deduction equal to the current market value of the security and, generally, the excess of the market value over the donor's cost basis is not taxed. Often it can be advantageous to donate substantially appreciated items than to sell them and pay the capital gains tax.

Gifts through Wills: Remembering The ILCA in your will is another method of giving. Such a gift is deductible in calculating estate taxes. Provisions for the gift may be included in the body of the will or by adding a simple codicil. If you desire to establish a separate memorial gift within either the ILCA Fund or the Limbaugh Fund, or to specify the purpose of the gift, this may be done by so stating in the provisions of the will.

Gifts of Boats and Equipment: You may consider donating your boat and equipment to the ILCA, thereby helping make them available to newcomers. You can deduct the fair market value of your donation from your

income or estate taxes. It may be more advantageous for you to give the boat to the Class than to sell it. The Class has the procedures in place to facilitate making this important gift.

There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy. We hope you will consider planning an ILCA donation, always informed, by appropriate legal and financial counsel.

2014 PAST PRESIDENT'S CHALLENGE

ILCA Past President, John Faus, kicked off a Past President's Challenge in 2014. He explained how over the past five years the ILCA has been one of the most innovative one-design sailboat racing class associations through our very unique and award winning "Boat Grant Program" and our International Development Program. These programs help to both maintain and increase our long-term viability and vitality. They also help support the mission of our association.

Because of programs like these, many youth sailors have been introduced to the Class and our International outreach has been strengthened. We have rebuilt and established new fleets in both South America and Europe. Several containers of refurbished Lightning's have been recently sent to both Chile and Greece. In addition to these exciting programs we also operate a first-class administrative office based in Tampa, FL managed by Executive Secretary Laura Jeffers.

All of these programs and services require significant financial outlays. Members were asked to consider a contribution to help fund our mission to promote and develop sailboat racing in the Lightning.

Past President Faus began the challenge by donating a J70 sailboat to the Class. The money from the sale of this boat will go towards the Boat Grant Program. Many others answered the call put forth by Faus and have made donations to the Class. This challenge was not meant to be a one year call. Please continue to support the Class with a donation above your annual membership. We must give back to move ahead.

A SPECIAL THANK-YOU TO OUR 2014 DONORS

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* Denotes Past President's Challenge

BOAT HUSTLE

By Caroline Patten, 2011 Boat Grant Alum

The boat hustle began in 2010 when the Barney's from Monmouth Boat Club loaned me their Lightning for the CADs at Little Egg. On the Friday before the regatta, Cole Barney met me in the parking lot at MBC to go over the boat. The Barneys did not even know me until that moment, and I'm pretty sure this was my first time actually driving a Lightning. This willingness from many Lightning sailors to lend out their boats is a big factor that separates the Class from others. For practical reasons, it is what has made the biggest difference for me sticking with the Class.

Since that CADs on the Snoop-de-Ville, I have been on the boat borrowing grind. I have raced the Menninger's boat a few times, one of Faus' older boats, Faus' new boat, the DeLisser's Main Squeeze, the Boat Grant boat, Ciao, Bill Fastiggi's other boat, Bretton Gardner's boat, the Aswad's boat, Tim and Heather Ambrose's boat, the Turneau's boat, Collin Kirby's boat and Joe Friebele's boat...just to name a few.

When I was working for Bill up at Vermont Sailing Partners, he set me up with a Lightning, and it was great to be able to sail the same boat consistently for a while. Getting into different boats all the time, I have realized that some of the boats have gotten us around the course faster than others—Ciao hauls—and most have their own quirks to which to adjust. Some boats I have been loaned on several occasions. It's great! Actually, I just got an email this past week from a fellow Lightning sailor telling me that his boat is fast, and I should use it over the boat I had already asked to borrow.

Without this type of support, the young and in-debt-from-college kids, like me, would not stick with it. Sure, I could go sail for other people on their boats, but driving and being on my own program is what I get my kicks from and is what keeps me coming back for more.

I am excited for the day when I can finally afford my own boat to sail and loan out and pass along the support that I have been shown these past few years.



Boat Grant Alumni at the 2014 NAs: (bottom LF to RT) Whitney Kent '13, Andy Carmada '10, Megan McMahon '13, Will Tyner '11, Matty Schon - Boat Grant VP, Tyler Menninger '11. (Top LF to RT) Danielle Prior - Honorary Alum, Justin Coplan '08, Megan Walter Linden '10, Rob Linden '10, Ian Walter '14, Mitch Hall '13, Ben Spector '14, Sam Stokes '14, Jeff Aschieris '14, Stephen Waldie '07, Nick Farina '08, Will Brown '08 and Boat Grant VP, Bob King '07, Caroline Patten '11. Missing Sarah Costich King '07

Boat Grant Alumni at the 2014 NAs in Sheboygan, Wisconsin



2014 BOAT GRANT RECIPIENTS

THE BOAT GRANT PROGRAM BEGAN ITS EIGHTH SEASON



2010 – Boat Grant alums Rob & Megan Linden sailing at the 2014 NAs

Thank you to the Class members who support and keep this program going strong each year. These donations help to keep this program running year after year at nearly a break even effort.

To date twenty-four teams have been introduced to the Lightning Class. Many are still involved in the Class, and eight recipients have purchased their own Lightning. These numbers will continue to grow as these young teams get older. Please keep an eye out this summer for the new recruits. Applicants must be nineteen or older to apply. For more information on the program check out the ILCA Website:

<http://www.lightningclass.org/racing/boatGrant/index.asp>



Whitney Kent (21-right) and her crew of Ian Walter (20), Megan McMahon (19), and Katie Hall (20) were based out of Milwaukee, Wisconsin. All four are students at the University of Wisconsin, where they are active members of the UW sailing team. Whitney, Ian, and Megan were part of the match racing team that placed fifth at the 2013 ICSCA National Championship.

Whitney and Megan both grew up sailing in Milwaukee on mostly Lasers and keelboats, including both inshore and offshore racing. Ian grew up in Madison, learned to sail at Hoofers, and races J24s on Lake Mendota. Katie began sailing in high school on Lake Forest, where she raced 420s in the high school and junior sailing circuits. Their mentors for the summer were Bill Faude and Todd Wake. They enjoyed a summer packed with Lightning sailing across the country!





Ben Spector (22-left) and his team of Jeff Aschieris (23-middle) and Sam Stokes (24-right) are from Charleston, South Carolina, and sailed with the Charleston fleet. Ben is a recent graduate from the College of Charleston. He sailed on the College of Charleston sailing team for four years and teamed up with both Jeff and Sam to win two College Sailing National Championships. Ben was named a 2012 ICSA College Sailing All-American. Their mentor was veteran Lightning sailor Lenny Krawcheck. Team Spector sailed in many regional regattas and finished 26th at the 2015 North Americans in Sheboygan to qualify for the 2015 World Championship!

We would like to thank the International Lightning Class for being selected for the Boat Grant Program. Over the past months we have learned an incredible amount about sailing the boat and have seen just how competitive Lightning class is at the moment. We are now approaching the end of our time as “the boat grant guys” and are already making plans to continue our efforts in the class. Below are a few of things we will take away from our experience in the program. We learned the value effective communication, the importance of having generous mentors, and also about the camaraderie within a highly talented fleet.

Having stepped out of collegiate dinghies and away from the organization of a varsity program into the Lightning, our team soon found ourselves negotiating work and graduate school schedules to line-up practices and event logistics. We began with a master calendar that was tweaked and altered until we felt we struck a balance between adequate practice time and not over-stepping our welcome at yacht clubs in the area. With our plans in place we leaned heavily on our mentors in the class to help us get up to speed with the fleet.

We would be remiss if we did not mention the efforts of Chris and Terry Hamilton, Greg and Jo Ann Fisher, Lenny Krawcheck, Mitch Hall, and Laura Jeffers who were instrumental in making sure our boat was up and running and that any rigging or tuning issues were not overlooked. We are so grateful for these few and so many more who really took great care of us over the summer. Chris and his crews took time to two-boat test with us after work on many evenings. Greg and Jo Ann took lots of time away from their own practice to chase us around looking at our mast and Jo Ann who hopped in our boat to show us how to better trim the jib and fine tune our boat handling.

Above all else that we experienced with the Boat Grant, we learned just how much fun the Lightning fleet has! The teams race hard and are serious on the water, but they are just as serious about cracking smiles and beverages once the racing is over and it's time to share the day's stories. There was no greater pleasure than conversing with former World champions, North American champions, and Olympians while waiting out a wind delay, or having a few bratwursts at the Sheboygan Yacht Club. The Lightning Class treats it's members, whether blue fleet or yellow fleet, with equal respect and we were so impressed by how many members approached our boat daily at the North Americans simply to lend a hand or offer advice to us. We truly look forward to giving back to the class and guiding future boat grant recipients. Again we thank everyone who has had an impact on us over the summer and we cannot wait to join the rest of the Team USA at the 2015 World Championships.

Many Thanks, Ben Spector, Jeff Aschieris, and Sam Stokes – White Lightning #15387



GAY GAMES 9

The Gay Games was conceived in 1980, a time when organized sporting events were not very welcoming to lesbian, gay, bisexual or transgender (LGBT) athletes. The idea was to make an international sporting event that paralleled the Olympics but was open and welcoming, not only to LGBT athletes, but also those LGBT allies who were willing to compete. The principles behind the games are:

Participation – Inclusion – Personal Best

Like the Olympics, the Gay Games hold its competition every four years. The first was in San Francisco in 1982 (GG1 & GG2). Since then, it's also been held in Vancouver, Canada (GG3); New York City (GG4); Amsterdam, Netherlands (GG5); Sydney, Australia (GG6); Chicago (GG7); and Cologne, Germany (GG8). Sailing has been part of the Gay Games since Sydney in 2002.

GG9 was hosted in Cleveland and Akron, Ohio, in August, 2014. The sailing venue was Edgewater Yacht Club (EYC). The original plan involved racing keelboats with four-person crews in two divisions: Recreational (jib and main) and Competitive (spinnaker). The Recreational Fleet is for people who sail but don't normally race, whereas, the Competitive Fleet is for those who normally do race. The commitment from the supplier of the boats didn't work out, though, so the organizers decided to race the Recreational Fleet using the Tartan Ten Fleet at Edgewater, using jib and main. Finding another boat for the larger Competitive Fleet was a bit more difficult. One of the organizers, Cheri Morabito of EYC, reached out to Bill Buckles, who was able to arrange for twelve Lightnings to be available for the games! Since some teams of four were already registered, the decision was made to race the Lightnings with a crew of four.

I grew up on Clifton Lagoon, across the Rocky River from the Cleveland Yachting Club in Lakewood, a west side suburb of Cleveland. I can remember seeing the Lightning NAs taking place out my front window in 1974 and 1979. Although I lived there, I had a neighbor who raced Tartan Tens out of EYC, beginning in 1978.

I learned to race there. I was away from the sport for a couple of decades with college, then career and family, but found the Corinthian Sailing Club (CSC) in Dallas and Lightning Fleet 35. I bought a Lightning in 2004 and have been racing ever since. I met a lot of you at the Lightning 70th Anniversary Regatta in 2008, where I sailed with my spouse, Teresa Richard, as forward crew and my cousin Suzi Conroy, who crews on keelboats at EYC, as mid.

A chance to race my favorite boat at the place where I learned to race with my family and friends? I Wouldn't Miss It!!!

Sadly, the GG9 schedule conflicted with the first week back to school, so Teresa, who is a teacher, couldn't come with me to Cleveland. I recruited my cousin Suzi and still had two slots to fill. Ando Jones, whose brother is L. James "Jamo" Jones, captain of Lightning Fleet 4 at Delta Lake, New York, answered a post I had put out on the Lightning Class mailing list. I needed one more person to make Team Lightning Bug complete.



Team Lightning Bug
L-R: Beth Richard, Suzi Conroy, Ando Jones, Heather Stewart

Meanwhile, Heather Stewart was trying to put together a team under SFST, the San Francisco Sailing Team. Heather has competed in sailing at every Gay Games since Sydney. With the deadline approaching, we decided to merge teams and became SFST, Team Lightning Bug.

Suzi's only time on a Lightning was in the light winds at 70th. Ando had a little time on Jamo's Lightning. I towed my Lightning from Folsom Lake in Folsom, California, down to Oakland and spent a light air afternoon with Heather and another of the SFST teams. We'd spent a lot of time on email, working out how we'd planned to race a Lightning with four on-board. The first time we had the team of four together was in Cleveland. I'd skipper, Suzi would be tactician/mid, Ando was port forward, and Heather was starboard forward.

The opening ceremonies were on Saturday night, August 9. Unless you've been in an Olympics Parade of Athletes, there's nothing to compare with marching into an NBA arena with 10,000 other athletes from around the globe! There were contingents from all fifty US States and fifty-nine other countries. Some of the biggest cheers were for teams from countries that just being at the games was a courageous act, such as Russia, Malaysia, and a few of the Middle East countries. There were welcoming speeches from the Federation of Gay Games, the Cleveland/Akron organizing committees and politicians, such as U.S. Senator Sherrod Brown, and a video message from President Obama. There were also several entertainers, ending with a full show by the Pointer Sisters.

Sunday brought us to EYC for the skippers' meeting, followed by a blender party. This was the first time all the teams got to meet each other. At the skippers' meeting we learned how we were going to swap boats between the races. There were twelve Lightnings, but thirteen Competitive teams registered, so each race one team would get a bye and wait it out in the RIB that was used for the boat swaps. The score for the bye would be the average of the rest of the races.

At the blender party, I met Greg Wallace, skipper for team Alice is a Princess. He's from CSC in Dallas and normally sails a Laser, but he had gotten a little Lightning time, care of Clarke Newman and a few of my other Lightning friends from my time in Texas. All the Lightnings had arrived from around the Ohio and Michigan area, and Bill Buckles and his team had gotten them all rigged. I got recruited by Cheri Morabito to help label all the controls, as it turns out that I was the only regular Lightning sailor amongst the whole group of competitors.



Organizer Cheri Morabito in blue on left, with Bill Buckles, center, giving a Lightning Lab to GG9CLE Lightning sailors

Bill Buckles was scheduled to host a Lightning Lab on Monday morning, so we all got there early to learn what he had to say about trimming the Lightning and to go over the rigging.

Monday was a grey and breezy day, with winds in the high teens and gusts just over twenty or so. The plan was to get a practice race in then come back to the harbor to do the boat swaps, then back out for a second practice race and the first race of the regatta. We were about a minute out from the first start when we got to exercise the procedures for a boat failure. For some reason, the jibs did not have a wire installed in the luff, so they were just attached by the halyard at the head and the jib cloth control line at the tack. Our jib cloth parted, and the jib shot up the mast! We hauled it onto the deck by the sheets, as the start went off, limped over to the committee boat and were directed back to the dock. We got there about the same time as the rest of the fleet, who had full sails. The weather was getting uglier, so they called the rest of racing for the day.

Tuesday was a little breezier than Monday. The second practice race and the first three qualifying races were scheduled. We got out after some bands of weather blew through and had our second practice race, then the first real race got going. We came in behind the New York Knicks team, led by Geoff McKnight. They'd gotten some Lightning sailing in by borrowing a boat for the spring and racing in the Metropolitan District. Next came the team from Toronto, led by Tomasz Debowski. The Naiads, a team of women who came from the North Coast Women's Sailing Association, led by Betsy Yingling, managed to pass us on the last leg and finished only a couple boat lengths ahead. We were pretty happy about being 4th across the line in our first race! We headed for the docks for lunch and to swap to the next boat. We found out the Australian team, led by Dale Collings, had the bye. Dale was the gold medalist at Sydney and placed well at several previous Gs, so we expected that their average score would be pretty high.

After lunch, we were scheduled to head back out for two more. We got out on Lake Erie and headed for the course. At one point, we tacked and were facing Avon Point fifteen miles west. There was the most beautiful squall line out there heading straight for us! A few minutes later, they blew three horns and flew Abandon, so it was back to the dock with no racing for the rest of the day.

Tuesday night was spent with a screening of 07-07-07, Amorita's Unlucky Day" (see the trailer on YouTube). Amorita is NY-30 number 9, designed by Nat Herreshoff and launched in 1905. It is owned by Jed Pearsall and Bill Doyle, who led Team Newport. We learned of Amorita's Cleveland connection and also of the horrific accident that sunk her, followed by her recovery and restoration. An Amazing Movie!



Start Line for racing behind the Cleveland Harbor Breakwall, August 13

The Tuesday storms really churned up the lake. We were all directed to launch but wait behind the breakwall until instructed. The committee boat tried to get out, but the Lake Erie chop was running around six feet, so they gave up. We got called back to the dock and it was looking pretty bleak. The organizers were able to work some magic and get permission to run the races in the wide area behind the breakwall off the east end of Burke Lakefront Airport. It was big enough to put in about a half mile course. After lunch on Wednesday, we took a beautiful five-mile reach across the Cleveland city front in about forty-five minutes. We then got in three more races doing, three-lap windward/leeward races. EYC had also made arrangements for us to leave the boats at docks at the Lakeside Yacht Club, near the course area, overnight. We got in a shuttle van to get back to EYC.

We got five more three-lap windward/leeward races in on Thursday to finish the qualifying series. Although I had more Lightning time than any other competitor, it quickly became clear that the true advantage went to the teams that had the most time sailing together with at least half the crew. Dale and Ian, who sail regularly together, added two more to make their team, 2 Aussies, an Israeli, and a Buckeye. They were definitely the rock-stars, with one second place and the rest bullets. Team Newport, the Naiads and Team Honey Badger were all close behind. Honey Badger was Cindy and Tom Einhouse with Anne Nolan and Jay Marshall from EYC who regularly sail together—a group of four amazing allies. We were a lot farther down the list and made it to the finals—but only just barely.

The finals were three more three-lap windward/leeward races on Friday morning. The winds were finally settling down to the mid to low teens with gusts in the upper teens. We were finally in weather we could deal with. We were racing a lot better, but it was too late to really climb the ladder much. Another gorgeous reach back across the city front to EYC, and we were done. We'd done fourteen races in five days, all of it in heavy weather with several more outings that didn't end up in a race. We were tired, but all of us loved the experience.

In the end, the Aussies won the gold, with Newport taking silver. Bronze went to the Naiads, but only after resolving the tied score with the Honey Badgers.

We all had an amazing time and made friends from all over the world—some outstanding sailors among them. This was the first Lightning experience for many of them, and I heard many who thought highly of the boat. I'm hoping to get a chance to see many of these folk again, perhaps at GG10 in 2018 which will be held in Paris!

Beth Richard – Lightning 10275 - "Xanado"
Vice Commodore, Folsom Lake Yacht Club
El Dorado Hills, California



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