

International

Lightning ***Flashes***

Fall 2020, Volume 78, No. 4

- Sailing World Feature on Ched Proctor
- John S. Barnes NSHF Nomination
- Member Spotlight: Waswasee 3, Dr. Robinson
- One-Day Regattas
- Tips From the Pointy End
- Confessions of a New Boat Owner



Lightning Major Sanctioned Events

Updates as of November 1, 2020

Regatta	Update
2020 Schedule of Events	
South American Championship – Tomine, Colombia	December 2-5. Postponed to February 2021. Announcement to be made in November 2020.
2021 Schedule of Events	
Winter Championships, Southern Circuit, Part I: St Petersburg, Florida	March 20-24, 2021
Deep South Regatta, Southern Circuit, Part II: Savannah, Georgia	March 25-27, 2021
European Championship – Alexandroupolis, Greece	June 20-25, 2021
Canadian Open Championship – Tentatively Thunder Bay, Ontario	Summer 2021 – date to be announced.
Harken Blockheads Youth World Championship Sheboygan, WI, USA	Tentatively July 7-11, 2021
Atlantic Coast Championship – Tentatively Wickford, RI, USA	July 2021
Women's, Juniors and Masters North American Championships – Jamestown, PA, USA	August 4-7, 2021
North American Championship – Cleveland, OH, USA	August 8-14, 2021
2022 Schedule of Events	
Master World and World Championships Wrightsville Beach, NC USA	May 12-22, 2022

Please watch the ILCA Website for updates on events. As we are all anxious to get out sailing, we must remember that member safety is our #1 priority. When it is safe to sail in your area, get out in your boat and have some fun! Sail with your immediate family, let your spouse or kids take the helm. Do some point to point sailing. Take a picnic lunch out with you, use the boat as a platform to jump off of and go for a swim. Be safe and enjoy your Lightning. Racing will come back, possibly to some areas sooner than others. Use this time to re-connect with your local Fleet and District.



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Table of Contents

	04	President's Message	
	05	Todd Wake – ILCA Life Member	
	06	Chief Measurer's Message	
	07	How You Can Support the ILCA	
	09	Secretary's Report	
	10	Treasurer's Report	
	11	Shop the ILCA Class Store	
	12	Good Guys Do Finish First – Ched Proctor	
	16	Tips From the Pointy End	
19		Classic Lightning – Nomination of John S Barnes for the NSHF	
	25	Classic Lightning – Passion for a Pandemic	
	27	Florida Winter Series	
	28	Lightning Family News	
	31	In the Spotlight – Wawasee Three	
	34	In the Spotlight – Dr Kevin Robinson	
35		Confessions of a New Lightning Owner in a Time of COVID	
37		Sailing Course and Summer Training Camp 2020 in Kotka	
	39	Finnish National Championship	
	41	2020 and the One-Day Regatta	
	41	60th Anniversary Roman C. Brotz Memorial Regatta	
42		Corn Roast Regatta – Charleston Harbor Lightning COVID Cup Championship	
	43	Carson Challenge – Southhampton Clambake Regatta	
	44	White Cap regatta	
	46	25 th Annual Bare Bones Regatta	
	47	69th Frigid Digit	
	50	Champagne and Classic Regatta	
52		Fontelieu One Design Regatta (ODR) and CT/RI District Championships	
	53	2020 Championship of Champions Regatta	
	54	10th Annual Wild Oyster Regatta	
	56	Classifieds Information	
	57	Upcoming Events	

2021 Publication Schedule

Flashes Newsletter

February 1 Publication - January 10 deadline

May 1 Publication - April 10 deadline

September 1 Publication - August 10 deadline

December 1 Publication - November 10 deadline

Flash Blasts

Monthly E-mail Blasts on the 15th of each month.
Deadline is 7 days prior to the e-mail date.

During busier months (June, July and August) and, as needed, we will also add a second monthly blast on the first of each month.

Please send your submissions to the Class Office:
office@lightningclass.org

If you would like to advertise in these publications please contact Executive Secretary Laura Jeffers at (727) 942-7969 or via the above email.

Promote Your Company!

Support the Class and advertise your company

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Lighting sailors support those companies that support the Class!

Current Flashes Advertising Rates per issue:

1/4 page	\$65	3.75" X 5.1"
1/2 page	\$100	7.76" X 5.1"
Full page	\$170	7.65" X 10.4"
With bleeds		8.625" X 11.25"

Ads must be in PDF format and 300 dpi or higher.
Please send ads in color format.

For more information or to place your ad, please contact the Class Secretary Jeffers at (727) 942-7969 or email:

office@lightningclass.org



President's Message

Hugh Hutchison

Shining a Light on History

The Lightning Class has a long and storied history. The history is populated by the some of the most accomplished one-design sailors in the world. The names of Allen, Goldsmith, Eichenlaub, Shore, Fisher, Lutz, Linton, "Tito," Proctor and now Conte, among others, appear repeatedly throughout the list of champions. They are joined by many other iconic names from the world of sailing that have competed in our boats and added to the richness of our history. The accomplishments of many others who have successfully competed year after year in regattas across the country and around the world speak to the impact our Class has had on innumerable lives.

The story, however, is not just about participants and successes on the racecourse. It is also the story of multiple generations of families enjoying simple recreational sailing on a weekend afternoon. It is also the story of social activities and the strong bonds of friendship formed within fleets and among competitors that define who we are. Our history is reflected in the laughter of competitors, the communal lifting of Dark 'n Stormies and the anticipation of renewing social relationships year after year in new and different venues.

These attributes are not unique to the Lightning Class, of course, although our history is longer than most. One of the unique features of the Class, however, is that much of this history has been detailed on a contemporary basis in the issues of *Flashes*, the Class newsletter that has been published routinely for decades. Moreover, for the majority of its history, the Lightning Class published yearbooks that compiled the stories of significant events related to the Class on an annual basis. These publications not only tell our story in written form but contain the photographic record of events that give vitality to the written word. The written record was clearly authored with enthusiasm and reflects the passion with which our members are devoted to the Class.

All of this is remarkable in its own right but of marginal value if it is only accessible to the very few that have been long-time members of the Class and have saved their copies of this treasure trove of information. The list of Class members falling into this category is, not surprisingly, pretty short. No longer. While our sailing activities have been limited this year by the pandemic, the Class has continued to function and provide ongoing

benefits in other ways, not the least of which is the effort to scan and publish all of our historical records.

With lead funding supplied by the Mary Huntsman History Fund and a focused fundraising effort through our classic boat group led by Bob Astrove, the Class expects to have the scanned documents available online before the end of the year. I can personally attest to the fun of reliving many of the events of the past and being reminded of the people who have been such an integral part of the Class over the years. There will be an opportunity to look up and follow the history of your boat, the history of various regattas and the history of your competitors as you never could before. It is simply another resource available to Lightning Class members that is among the unique features of our Class. I hope you will consider responding to Bob's call for contributions in support of this worthy project and thereafter sit back and enjoy the fruits of this effort.

A Modest Proposal to Reduce the Funding Gap

The dramatic reduction in regatta activity has certainly had a negative impact on our budget this year. Fortunately, we have the resources to weather the storm. Nevertheless, there is one area of our budgeted income stream that is obviously lagging this year—Crew Dues. Sanctioned regattas require that all skippers and crew be current ILCA members. We all know that we frequently recruit different crew members for different regattas, and, as a result, it is not unusual for crew dues to be paid at the regatta where each new crew member participates. The lack of regattas has clearly curtailed the collection of crew dues this season.

ILCA crew memberships are a mere \$10 per year. I suggest and request that you consider investing in the equivalent of two crew dues for your boat this year by making an additional twenty-dollar contribution to the Class. It's not much, but, if every skipper made such a contribution, it would go a long way toward closing the income gap that unforeseen circumstances have imposed on us this year. I recognize that many members are on tight budgets, but, to the extent that you can, every little bit helps. Of course, contributions in excess of your regular membership dues are tax deductible, which is an additional benefit.

We are all looking forward to the return of some semblance of normalcy so that we can resume our familiar sailing schedule. I look forward to seeing that happen sooner than later.



Todd Wake

ILCA Life Member

The ILCA Executive Committee is proud to recognize the newest Class member to receive a Lifetime Membership to the Lightning Class—Todd Wake.

Todd and his family, wife Kristine, sons Doug and Ben, have been actively sailing in the Class for 20 years. It didn't take long for Todd to embrace leadership roles, whether it was fleet building, organizing regattas, being a Vice President on the Governing Board, ILCA Nominating Committee, or prominent roles on the Executive Committee. Todd has done it all, including ILCA Class President, with vigor and grace.

Todd has not only served in Class leadership roles as noted, but he's a strong competitor on the racecourse too. Todd and Kristine, sailing with Neil Fowler, won the 2016 NAs in Rochester, New York. Their son, Doug, is the current Lightning Junior North American Champion. Ben hops on and sails with his family at their home club, Sheboygan Yacht Club, and is turning into a great sailor as well. It is truly a family affair.

We thank Todd for the countless hours and tireless work he has poured into the Lightning Class. The Class organization is in great stead because of Todd's hard work and contributions. Thank you, Todd!!

Respectfully submitted by David Starck

Life Membership Status is voted on by the Executive Committee. Any Class Member can submit a nomination to the Class Office by the end of each calendar year—December 31st.

The nomination should include why the person is deserving of such recognition and a history of participation in the Class.

Election is based on a minimum of four out of five (80%) vote of standing Executive Committee members.

Life members will be presented their membership at the Winter Meeting or banquet or at an appropriate time or place thereafter.

All nominations and committee decisions are to remain private. There is no limit to the amount of times a member can be nominated.

Please contact the Class Office with any questions.





Chief Measurer's Message

Joe Buczkowski

First, I want to thank the membership of the Class to entrust me with this position, and I will, to the best of my ability, keep to the rules and values of the Lightning Class. I first started sailing Lightnings when I was fourteen and have been going strong ever since. I think this is one, if not the best, one-design class in the world. That being said, my promise is to help keep the Class strong, and I look forward to working with my fellow measurers and all elected officials. Also, I have been fortunate to have several mentors through the years that have helped me, and I look forward to mentoring others while serving the Class.

Going forward, I would like to encourage anyone who has a question or concern to contact me, a member of the Measurement Committee, or an Executive Committee member. Additionally, I encourage all members of the Measurement Committee to reach out to the Class, as well as encouraging the younger members to be involved. I plan to develop a series of measurement videos and seminars to help teach the skills of measurement so that this process can continue more efficiently and reach more of our membership.

Finally, as we start to get back out on the water, I look forward to seeing everyone again! Let's have fun!



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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 Operations Support**

Was your regatta canceled? Consider donating part of the entry fee to the Boat Grant.

Are you not ordering that new sail? Donate the \$30 sail royalty to Annual 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](#), [Lenny Krawcheck](#), [Paco Sola Tanca](#), [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: the past seven summers the Class 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 & 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 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 Championship, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

Fund Directors: [Michael Huffman](#), [Matt Fisher](#), [Current Class Treasurer](#)

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 re-stored 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](#), [Victor Lobos](#), [Todd Wake](#)

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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The International Lightning Class is a 501(c) 3 organization and all donations are tax deductible in the USA. Donations at the Supporting Membership level (\$50) and higher will receive a Gold Circle, a special decal which goes under your regular boat decal, to acknowledge your generous support of the ILCA.

Donate to the **ILCA Fund** \$ _____
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Donate to the **Boat Grant Program** \$ _____
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Send your membership form and credit card information or check to:

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Your donation will be recognized in the ILCA publication 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 "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.

Secretary's Report

David Starck



The sailing world, to a large degree, has been treading water since earlier this year when the pandemic struck. While there have been a few Lightning regattas and local club sailing here and there, the lion share of events, particularly major regattas and championships, have been cancelled in 2020. If you are like me, you're ready to put this year in the history books, turn the page, and welcome in 2021.

While there still exists unknowns as we pivot, shift, and plan for the future, one thing is clear. Your Lightning Class Executive Committee, Executive Secretary, Governing Board members, as well as volunteers around the globe, are working hard to ensure the Class is ready to welcome you back to the water. The Class is healthy, vibrant and ready.

As you assess 2021 and beyond, I would to invite you to contact me if you need help and ideas on growing your local fleet, growing participation in your country,

and getting more boats on the water. There are literally thousands of Lightning's sitting idle. Let me help reinvigorate Lightning sailing in your area. The pandemic has created a golden opportunity to make this happen. Lightning sailing remains the best value in terms of cost, competition and camaraderie on the planet. Contact me anytime: davestarck@icloud.com.

Finally, thank you for your continued support of the Class. Please spread the word and encourage others in your Fleet to renew as well. And, if you are able to, consider making a donation—any amount is appreciated—to one of the several funds that fuel our growth and prosperity. It is easy to do on the Class website, but if you have any trouble, please contact Laura Jeffers directly (727) 942-7969 or: office@lightningclass.org.org.

Now, more than ever, it is important to support your local fleet, district, and the class itself.

August Meeting Updates

Governing Board Meeting – August 1, 2020

A meeting of the Governing Board was held virtually on Saturday, August 1, 2020. Watch the [Meeting Recording](#)

Key item:

A temporary amendment was passed to raise the age limit of participants by one (1) year for the re-scheduled Youth Worlds in July 2021. Specifically, for the 2021 Youth Worlds, Skippers and crew must be no older than twenty-one (21); to clarify, Skippers and crew may not turn twenty-two (22) years old during the year of the Championship. This change is in effect for 2021 only.

Annual Meeting – August 8, 2020

The Annual Meeting of Members was held virtually on Saturday, August 8, 2020. Watch the [Meeting Recording](#)

Key Items:

- Todd Wake was recognized with a Life Membership for his service to the Class.
- Bids for 2022 Women's, Junior and Master North American Championships are being accepted.
- [Slate of Officers](#) was approved as submitted.

As a result of our successful 2020 virtual meetings, the Winter Governing Board and Winter Meeting of Members will both be held virtually via Zoom in the month of March 2021. Exact times and dates to be announced by mid-January 2021.



Treasurer's Report

Bill Bogardus

The following report was based off the September 30, 2020, financial statements. We still are behind in receipt of skipper and crew dues, sail royalties, and regatta income. However, due to prudent management by the Class, we have been able to reduce expenses while maintaining our advertising and publication schedule with Flashes and Scuttlebutt. Overall, we are projecting a small loss in 2020. While we are actively working on making that deficit as small as possible, we are in a fortunate position where this loss can be covered through the ILCA fund. We do not anticipate any need for increasing dues. Please continue to encourage others to join the Class or renew their dues so that we can keep dues affordable and keep the ILCA Fund for programs that will grow and enhance the Class.

We have moved forward with the purchase Allen 15475 and will soon take delivery of brand-new Allen 15619 to enable the Boat Grant program to operate as designed in 2021 and beyond. 15475 is currently

reflected on the balance sheet, and 15619 will be included over the winter. Total assets of the Class remain relatively steady at \$350,000.

The holidays are coming up, and there are a few things you can do for your favorite Lightning sailor:

- Pay your crew's dues, remember they are good for 12 months from date of purchase!
- Buy some cool merchandise from the Lightning Store, we are restocking!
- Make a tax-deductible donation to the Class or your favorite Class fund.
- Buy sails, a spar or a boat (Santa pretty please) from our loyal vendors.

We have weathered the virus well so far. Our financial strength, our large class size, and our global diversity should allow us to emerge as a stronger, more engaged and more focused class in 2021.

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SAILING WORLD



A special Thank You to Sailing World Magazine, Dave Reed, Editor, and Dave Powli-son, Author, for allowing us to re-print this special feature article on our own Ched Proctor that appeared in the Fall 2020 Issue. Many in the Lightning Class know Ched and Dave captured his true essence to share with the entire sailing community. Enjoy the article.

If you liked this article and don't want to miss out on future pieces in Sailing World consider subscribing. More information can be found on their website:
www.sailingworld.com.

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Augusta Sportswear long sleeved moisture management technical fabric hooded shirt. Comes in royal blue with white lettering and gray with navy lettering.
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Pink Hoodie Sweatshirt-Youth

Child's hooded sweatshirt with front pocket.
 Sizes M-L — \$30.00



Long Sleeve Tech Hoodie - Ladies

Augusta Sportswear ladies long sleeved moisture management technical fabric hooded shirt. Front pocket.
 Sizes XS-XL — \$40.00

Hats, Hats and More Hats! Watch for new items and inventory re-stock by the end of November! Just in time for the holidays!



Sweatshirt - Fruit of the Loom 12 oz. Hooded

70% cotton, 30% polyester preshrunk blend fleece. Two-ply hood with matching tipped and knotted drawcord, double-needle stitched collar, armholes and waistband, 1x1 ribbed cuffs and waistband with spandex, concealed seam on cuffs, tagless label, pouch pocket.

Color - Athletic gray/blue screen print.

Sizes S-XL — \$35.00

Go to the Lightning Class Store:

http://lightningclass.clubexpress.com/content.aspx?page_id=582&club_id=93488

Good Guys Do Finish

With nearly a half-century of small-boat one-design racing and sailmaking in his wake, Ched Proctor is set in his ways, and his ways are fast.

By Bruce Fessenden. Photographs by Peter Horley

First



Ched Proctor, a master of many one-design dinghies, is best known for his advancement of sails and tuning for the Lightning class.

In 1964, Ched Proctor had a serious case of he slows. He was 14 and competing in Turnabouts in Scituate, Massachusetts, just southeast of Boston. “I remember coming to the dock and being very frustrated,” he says. There was Bill Mattern, high school teacher, part-time garage sailmaker and unofficial mentor for the junior racing crowd. Proctor asked him what he thought of his ail. Mattern studied it and quickly confirmed the young sailor’s suspicion.

Seventy-five dollars later, with a new sail in hand, Proctor headed for Quincy Bay Race Week. Though he hadn’t been that competitive in his local fleet, he mustered the courage to sign up for the championship division—and won it. With that victory came an epiphany—at least for a fourteen-year-old—that would determine the trajectory of his life: “I learned then that a sail with the right shape makes the boat go faster.”

Professionally, Proctor would go on to work almost 50 years with North Sails, taking him to lofts in Wisconsin, Australia, Germany and Connecticut. Competitively, he would roll up an unparalleled list of one-design North American and National titles, notching 17 major victories in the Lightning Class alone, including that class’s 2018 and 2019 North American Championships. A lot of the one-design sails North Sails sells today were designed by Proctor.

Proctor is a waterman who grew up on a bay in Weymouth, just south of Boston. He remembers, around age 5, spending time in an old, derelict rowboat in the backyard. “I pretended to row it using a couple of brooms,” he says. “It got to the point where I wore out the ground under the brooms and wore the bristles

right off them. About that same time, my father tried to teach me how to sail and steer a boat upwind. I just couldn’t do it.” Here’s a subtle shrug and hint of disappointment in his voice as he tells that story, and then concedes, “It seems that 7 is more the right age to learn that sort of thing.”

A few years later, he bought a Turnabout, paying for it by mowing lawns. “I gravitated toward sailing because all I wanted to do was be on the water. I was fascinated by boats, and I was too uncoordinated to do anything else. I just had no interest in laying other sports. I like to say I couldn’t walk and chew gum at the same time until I was 15.”

His family purchased an International 210, which had a strong New England fleet. Mattern made them a genoa, but Proctor kept going back to him to make changes in the sail. “Finally, he said: ‘Here’s the seam ripper; it’s all common sense. Do it yourself,’” says Proctor, who estimates he recut that genoa close to 100 times. That experience led him to a job at a boat dealer, Multihull Associates, after graduating from Hartwick College in New York. The dealer set him up with a small loft area and a sewing machine, and Proctor started making his own sails and doing canvas work, a job not particularly in line with the economics major he earned at Hartwick. “I told my father I really wasn’t that interested in economics, and he said, ‘Well, you better figure out something that you’re interested in to make a living—maybe this sailmaking thing can work.’” With work at Multihull Associates tilting more toward canvas than sails, he decided it was time to seriously pursue the sailmaking thing.

He interviewed with John Marshall, who ran North Sails East, and Phil Mariner, who ran the now-defunct Hard Sails loft on Long Island, but the connection was really made through the International 470, which he had begun racing just before his senior year at

Hartwick. The class was in its heyday in North America, and at one of its regattas, he met Peter Barrett from the North Sails loft in Pewaukee, Wisconsin. Barrett urged him to sail in the fall 470 regatta on Pewaukee Lake. With his Multihull Associates-branded sails, Proctor won the breezy Pewaukee event and was promptly offered a job at Barrett's Northloft.

As the 1976 Olympics were on the horizon, Proctor continued to focus on the 470, not an easy task for someone 6'2". "I was trying to stay light enough to skipper the boat, and I got down to around 140 pounds," he says. "It wasn't a healthy thing."

Then he met Australia's John Bertrand, who was campaigning in Finns and would go on to win a bronze medal as well the 1983 America's Cup. The Australian was in Pewaukee to learn the sailmaking business in preparation for starting a North loft in Melbourne. "One day, in the offseason, I was at Bertrand's house, and we both got on the scale, him a Finn sailor and me a 470 skipper. We weighed the same." It was 10 months before the US Olympic Trials for the 1976 games. "I thought, Oh my God! I need to get back on my diet."

So Proctor resumed his routine of cabbage, vegetables and a lot of running. "That lasted a couple of weeks before the light went on. I thought, Even if I were going to win a gold medal, this isn't worth it." He went from 140 to 185 pounds and shifted his focus to the Finn. Greg Fisher, one of Proctor's close competitors in the Lightning, says: "We were amazed he could go that quickly from one weight to another. But that's Ched. That's the kind of stuff he would do."

While 185 pounds today is pretty light for a Finn, in the 1970s, singlehanders regularly wore water jackets, which quickly evolved from sweatshirts sewn together in the basement to commercially made vests that carried bottles of water high up on the body. In The family sailing unit has always been tight with the Proctor clan, Ched and Judy Proctor and their sons Thomas and Charlie. "You could wear a maximum of 45 pounds of total gear," Proctor says. "I would wear a thin wetsuit, some boots and four water bottles that totaled around 35 pounds. With that, I was competitive upwind." But like many others who shouldered the weight, it took a toll on his body. At the 1979 Finn Gold Cup in Weymouth, England, he carried four bottles. "I remember pulling the boat out of the water and lying on the beach for 10 minutes before I could get up and walk away from it."

Today you can easily pick out Proctor ashore or on a boat by the pronounced stoop in his posture. He says it dates back before sailing. "My parents were always concerned that my posture



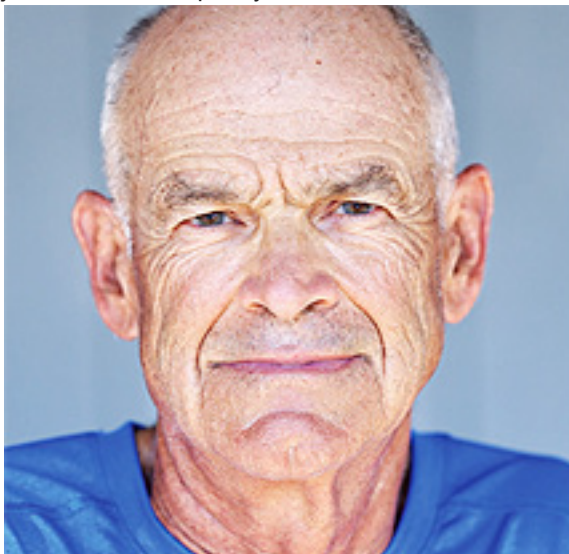
The family sailing unit has always been tight with the Proctor clan, Ched and Judy Proctor and their sons Thomas and Charlie.

making it most efficient. He's always paying attention to the balance, constantly looking at the draft of the sails and making a lot of minuscule adjustments that you wouldn't think mattered, but every single time, they did."

But it's not all done through memory. "He writes down all these things on the deck—the setup, how fast we were going, how many seconds it took to get to full speed from a dead stop," Mueller says. "By the time we were done, there was writing everywhere." Ched has been married to his wife, Judy, since 1984. She sailed with him before they started having kids, the two of them finishing second in the Thistle Nationals. Now they sail together mostly in Pequot YC's Ideal 18s. "She steers. I give instructions and get frustrated," he says. "She seems to enjoy that."

They've had two children, Tom, who sailed in high school, but a Ph.D. in theoretical physics and his marriage sent him in other directions, and Charlie, who never stopped sailing. On the bulletin board in Proctor's office is a photo of Charlie frostbiting with him in Interclubs at the Larchmont YC. The boat, No. 27, is sailing toward the photographer. Proctor is poised to windward in his customary pose, slightly hunched over, steering and trimming the main. To the leeward side is Charlie, wearing a yellow slicker and blue stocking cap. He's focused on making sure his gloves are on securely. "He must have been 7 or 8," Ched says, looking at it fondly. The two of them raced for three or four winters before they sold the Interclub, bought Lasers and raced in the frostbite series at the Cedar Point YC in Connecticut. Charlie had a successful run in Blue Jays on Long Island Sound, competing in a boat he rehabbed with his father's help. In high school, he continued to sail but added cross-country running to his interests.

After high school, he was accepted at Tufts. Although athletics was not his



These sails were from his private stock. He handled them like they were religious relics, which in his book, they probably are and have been since the first new sail he bought at age 14.

primary reason for going there, he had talked to the cross-country coach as well as the sailing-team coach, Ken Legler.

"In June, the cross-country coach sent out a training schedule. It read: 'Don't worry if you don't do 60 miles every week,'" Proctor says. "Ken's letter read, 'Have a nice summer!' Charlie said, 'I think I'll go for sailing.'"

The young Proctor was a standout sailor over his four years with the Jumbos. "I think I always tried to impress upon him the importance of enjoying the effort," Proctor says, "and the result would be whatever it is and not to worry a whole lot about the end result."

But the end results have been exceptional. In 2016, Ched finished second at the Lightning NAs; in 2017, he was fourth at the Lightning Worlds; and in 2018, he won the Lightning NAs. Charlie, along with Meredith Killion, crewed for him. "Sailing with Charlie definitely increased the fun level," Proctor says. He was very organized and always dealt with things in a calm way. At one of the NAs, the vang broke just before the start. He calmly got out a spare piece of Spectra line, lashed it back together, and we were set. Something else failed at that regatta, and I remember him saying, 'Dad, if you learn anything at this regatta, it should be that lines wear out.'"

In May 2020, Charlie was killed when hit by a car while riding his bicycle in Massachusetts, three weeks shy of his 28th birthday.

"That's been one of the toughest things I've ever had to deal with," Proctor says. "No one should have to face the loss of a child."

I got a chance to sail with Proctor while he was preparing for the 2019 Etchells US Nationals. He and his crew, Chris and Monica Morgan, needed a fourth for some pre-event two-boat tuning, and I jumped at the chance. The boat was still on the trailer, with Ched studying the bow. Something was not right. His eyes settled on the two deck chocks.

"I don't like things like that in my line of vision," he said, pointing at them. So, Monica crawled under the deck with a wrench while Chris climbed out on the bow with a Phillips head screwdriver, and the chocks disappeared. Peace was restored.

Once on the dock, one of the biggest challenges was making sure the main and jib were removed from their bags and correctly unrolled to his satisfaction. He took care of unrolling and rigging the jib himself while we stood on the dock and watched. The main, however, required two people, so he enlisted me, and with a fair amount of instruction—"Don't unroll it too fast; slower, slower; keep some tension on the leech"—we got it on the boom and hoisted.

It was a far cry from the "drop, unroll and hoist" method I'm accustomed to, but, these sails were from his private stock. He handled them like they were religious relics, which in his book, they probably are and have been since the first new sail he bought at age 14.

Even though this was just an informal tuning session against one other boat, which wasn't even in the water yet, we were in race mode the instant we left the dock. It was blowing around



He has always stayed true to dinghies, and there, the Lightning is at the top of his list...easy to transport, easy to rig, quick to put in the water and go sailing—and it's lively, sensitive and somewhat intellectually challenging.

15 knots, and with Monica on the foredeck, me just behind her, Chris on the main and Ched steering, we were all hiking hard. As the puffs came and went, it was clear that Proctor sensed them first, and he coached us through them: "OK, hike hard, now!" and then, "OK, relax!" With just a little advice, Chris had the main looking better than any Etchells main I've ever seen, and he had Monica squeezing the jib in slightly as we tacked and then easing it slightly out on the new tack, trimming as he got back on the wind. He was in his typical hunched mode and occasionally had to remind me to hike out farther so that he could see. But it was all done in a low-key manner.

"I think, over the years, I've come more to just enjoy the opportunity to compete and the people I sail with and not worry about the results too much—not take it too personally if I don't do well," Proctor said. "When I was sailing the Turnabout, where

you needed a crew, I would have trouble finding people to sail with me. I remember my mother taking me aside and saying something to the effect of: 'You need to treat people properly if you expect them to come back and sail with you.' I think I took that to heart."

Monica also crews for Proctor in his Lightning, and sailed with him in their 2019 Lightning North American win. "Ched changed everything for me," she says. "He made sailing fun for me again. He proved to me that you can sail and compete at a high level without losing sight of having fun. If we have a crappy ace, we have a sandwich, an apple, water, then check the wind and focus on the next start. At the NAs, we had one or two bad races, but each time we just focused on moving forward."

"He never gets frustrated," Mueller says. "He just asks questions. He'll even ask, 'What are they doing that we're not?' and I'd say something like, 'Their forward crew is hiking out a bit to leeward,' and he'd say, 'OK, let's try that.' He's never negative. If we're getting passed, he wants to find out why because his theory is that there really shouldn't be a reason why we're getting passed. And he knows that if you start talking negatively to your well-trained crew, you start losing focus on what's going on outside the boat."

A couple of weeks before the Lightning 2019 NAs, at the Canadian Open, his boat flipped and turtled during a jibe. "I came out of that with my ego a little bruised," says Monica, who was crewing for him. "I had never flipped a Lightning. But Ched's biggest worry about flipping—other than, of course, maybe destroying our mast—was our peanut butter and jelly sandwiches. They were drenched. But he just said: 'It's OK. Get back in the boat.' For his age, his energy was more than anyone I know. He was the first one back in the boat, ready to go, and said, 'Let's get the water out of the boat and see if we can pass some boats.'"

The appeal of one-designs runs deep for Proctor. Vince Brun, who worked for many years with him at North Sails, says, "Through my whole career there, Ched was always the Lightning guy, the Thistle guy, and all those types of one-design classes."

Proctor, however, did some work for the 12 Meter Courageous in 1983. It wasn't his thing. "I remember sailing upwind and thinking, this doesn't seem like much fun. It's about as lively as standing on a sidewalk."

Newer boats? "I sailed a J/80 at Key West Race Week once. On that boat, people sit with their legs over the side, under the lifelines, and it always took a while to get organized to tack. That's very frustrating to me. When I want to tack, I want to tack."

Which is probably why he has always stayed true to dinghies, and there, the Lightning is at the top of his list. "The simplicity of the boat in terms of logistics—easy to transport, easy to rig, quick to put in the water and go sailing—and it's lively, sensitive and somewhat intellectually challenging."

Plus, he adds, "I think I've figured out how to make it go faster than most people, and that makes it fun."

However, Proctor doesn't keep secrets. In 1993, he came up with an innovative way to quantify tuning a Lightning. "Up until that time, people always looked at how much you blocked the mast partners. I realized that varies considerably based on the location of the chainplates, which there's quite a wide tolerance on, so the mast doesn't always sit in exactly the same place. I figured that it really had to do with thinking about the mast, the boat and the headstay as three sides of a triangle, with where the mast goes through the deck as one side of the triangle."

The Proctor Measurement System is still widely used in the Class.

More recently, at the 2019 Lightning Midwinter Championship, his team was out practicing in Miami with a team from Chile,

which had a chartered boat that was not going well. They switched boats, made a few changes, and the team from Chile went on to win the regatta. "It wasn't like, 'Oh, I just sacrificed my own regatta and helped them win.' Instead, he was happy he had helped them succeed," Monica says. "A lot of people don't do that. They just want to win. The selfless stuff he does, like this, often gets overlooked."

"It wasn't unusual for Ched and me to sit down together, even when we were rival sailmakers, and have a beer and talk about pretty much everything," Fisher says. "On the racecourse, it was full-on, but it was always fair. When we would approach each other in a port-starboard situation, it was rare that either one of us would slam the other. It just wasn't the way we wanted to play the game. When people get to the level of expertise Ched has, some people, you could say, earn the right to have a little bit of an attitude. But Ched is humble. He is one of the first guys to say, 'Hmm.... Why do you do that?' He's always hungry to learn, to try new things."

Proctor has long been teased about his ability to put food away, Fisher says. "I remember my wife and I, along with my father and Brian Hayes, going to dinner with Ched. As we all finished, one by one, we would all, without saying a word, hand our plates to him, and he'd finish up whatever was left. It just went around the table like that. We didn't say a word."

Now, at age 70 and recently retired from North Sails, Proctor is plenty active—usually biking 20 miles a day and running 3, maintaining a careful diet, reflecting on life, and, of course, spending a lot of time on the water looking at sails. It's the Proctor way.



Tips from the Pointy End

Monica Morgan

Ever wonder what some of the top bow crew focus on to make a Lightning go fast? From their words, learn their tips and ideas on how to be successful. Women Lightning sailors Amy Simonsen, Lesley Cook, Jamie Starck and Jenna Probst help me break down some important lessons we think you should know.

I Want to Sail a Regatta.

I don't have a boat. How do I start?

Amy recalls in the past how difficult it was to sail while her kids were young. "When I had kids, I sailed less, the logistics were just too difficult. I then found that people were assuming I did not want to race any more. Once I started communicating, I found people to race with. The people in the Class help so much to make this work and keep women sailing. Basically, if you want to go to a regatta, you can find a way. Laura Jeffers is a great help with that as well." I view every sailing opportunity as a chance to learn something.

Amy's biggest piece of advice: **If an opportunity presents, take it.**

Physical Preparation

Lesley highlights the importance of building physical strength in preparation for regattas. "I realize that staying physically fit is really important in being a valuable crew member. I know that despite the conditions, my crew work will be at its best. I can hike hard and trim the jib or spinnaker when it is really windy and stay hiked to leeward and crunched in awkward positions for long periods of time when it is light. Thank you spin and barre classes!

You are sailing a regatta with a new skipper for the first time. What's next?

GEAR

Amy likes to bring her own life jacket. This way she can always try to have her key items in the front pocket, a few short lines, tape, maybe a shackle, a pin or two, cassette tape, marker, pencil. And do not forget your sailing gear, gloves, foulies, hiking pants!

GOALS

No matter the team, Jenna thinks it is important for teams to talk about their goals. Whether the team goal is trying to win the regatta, making it around the racecourse, or simply maximizing fun if everyone is in the same mindset, the sailing will be more enjoyable for all and the team will be more likely to succeed in their goals.

Practice, if possible, and communication.

It is agreed and stressed by all the women that practicing takes place ahead of time before the regatta begins. This way the crew can sail together outside of a racing situation and understand how everyone communicates. Feed the skipper information. If you don't know, say that you are having trouble reading the water. Can't tell which way the puff is tracking? Say it. Be confident in the communication/answers you give. An indecisive answer doesn't help a skipper. Communication is key. Don't



Jamie Starck on the bow sailing with her sister Sabrina Starck and cousin Elizabeth Starck at the 2018 Junior NAs. These girls sail out of Fleet 12 at the Buffalo Canoe Club. In her spare time Jamie likes to compete in synchronised swimming or artistic swimming.

talk for the sake of talking. Make sure it is good information. **Don't be set in your ways.** Be open to new ways of doing things and be willing to explain how and why you do it differently if you really feel your way is better.

Jenna also believes adaptability is very important when sailing with different skippers. "No matter your experience or skill level, you will always need to learn and adjust to a new skipper and new boat dynamic. When sailing with someone new, it's important to keep an open mind and try to adjust to play the right role. Simple questions such as, "how much communication do you like?" or "do you want me to go up on the deck to switch the pole in this type of wind?" can help speed up the learning curve of sailing with someone new. Everyone has different sailing styles and their own expertise. As you sail with different people, you can pick up various tricks and knowledge to use in the future."

It's Race Day!

PRE-RACE

It never hurts to **double check** to make sure the spinnaker is hooked up correctly. From the moment the boat leaves the dock, Amy watches the puffs, watches the compass and thinks about current. Use the time to go out to the racecourse as more practice! Set the spinnaker on the way to the course and throw in a few gybes. If you are on a new boat, take the time to get familiarized with the location of all the control lines, and make sure you know which is which. Each boat can be a bit different, and habit may have you pulling the jib cloth when you meant to go for wire. Jamie feels that "it is easier to handle your lines if you **keep your area clean.**"

START

Make sure of your task during a start. From the first warning signal of the day, Lesley focuses on her job. "I really concentrate on making the jib look good." During a prestart and at the start, she makes sure to keep the jib trimmed for speed unless told otherwise, like if they may be over early and need to slow down. Full trim may not always mean upwind before the start, so she makes sure to follow the telltales at all times.



Jenna Probst (forward crew) with David Starck and Tom Starck 2020 St Pete NOOD Champions. Jenna is a multi-time Junior NA Championship Crew ('15, '17 and '18) among many other championships titles. She is now studying (and sailing) at the University of Michigan. Probst sails with Fleet 12 at the BCC and has strong ties to Fleet 154 Wawasee.

RACING

During the race, Amy usually keeps track of the compass headings upwind and helps determine headers and lifts based on that. With her main focus being the jib and boat speed, she notes if other boats around them are faster. From there, she tries to figure out what they are doing differently or what she may need to change.

Sharing feedback that other boats are faster may be tough to say, but it is necessary. Jenna points out that it is important that “you should never be a ‘passenger’ on the boat. Always be looking for wind, thinking about the next mark rounding, watching speed on other boats.”

At any mark rounding, it’s good to create a mental checklist. Make sure the spinnaker halyard is clear from the hook to leeward. It is usually best to flip it free during the final tack to the mark and hand the jib sheet to the middle crew while the pole is being put on. It’s also a good habit to check and make sure the guy is uncleated on deck so putting the pole on the mast is not a big struggle. When approaching the weather mark, as the pole is going up, ask the skipper or tactician if the rounding will be a gybe set, standard bear away. That way, the focus automatically segues into the downwind leg. After the mark is rounded and the spinnaker is up, look quickly behind, so that you can tell the skipper if you are in clean air or not. As a rule, cleanup can wait and what is imperative to boat speed and positioning. When things are settled, a good way to clean up the spinnaker halyard is to run it while still looking around calling puffs and traffic.

Once set, get comfortable facing backwards, call puffs, waves, and look further for the next wind line. In heavy air, Amy makes sure she has a hand on the vang if that is one of her controls. **Being prepared instead of reacting to a situation** can avoid a disastrous outcome, like flipping over. Amy recalls, “One skipper always wanted me moving with the tiller. He had me follow the tiller to help him steer the boat.” So, she makes sure she is in a position to help balance the boat. Another thing she does is she always has the twing line in her



Lesley Frymier Cook lives in Annapolis, Maryland, with her husband Bill and sons Matthew and Mason. They spend summers with family at the Pymatuning Yacht Club and sailing with Fleet 36. She is on the organizing committee for the 2021 WJM NAs and hopes you will all attend! Pictured here with her brother Matt (left) and his fiancé Jenni Dailey (right)

hand so they can gybe quickly. Lesley suggests helping guide the spinnaker around with the pole before disconnecting it from the old guy in light air.

When calling puffs, try and tell where they are tracking—header, lifter—sometimes this is just “puff coming your right side”—and count them down as well. A good way to start thinking about the upwind leg is for the bow person to try to give a read on what the upwind leg looks like and which side looks favored and has more wind?

Going around the leeward mark, Lesley makes sure she is **aware of her body placement**. “I may need to stay hiked out as long as possible, or I may need to dive to leeward. Around the leeward mark, I make sure I keep the jib eased until the bow turns up. If you trim in too early, it pulls the bow down and makes it harder for the skipper to head up.”

After the Race

After each race, take the time to ask certain questions and **double check everything** so your boat is ready to go into sequence. What’s the current wind speed, and where do you see the most wind are good questions to keep a team on track. After each race, before Lesley does anything for herself, she makes sure the boat is ready for the next race. She cleans up all lines, makes sure the spinnaker is ready to go, and adjusts the rig/wire/leads, etc. as needed. “I learned this the hard way during one race in the Rolex International Women’s Keelboat Championships several years ago. We finished the race, and we all started eating/drinking/ before we adjusted the rig. We knew we needed to do that because it had gotten a lot windier. Unfortunately, the RC started the sequence before we had time to adjust the rig, so our rig was way too loose for the next race, which really affected our ability to hang with the other teams upwind.”

Racing with Younger Crews

Jenna recalls sailing with her mom. “My mom was great to sail with when I was younger. She always let me sail



Monica Morgan pictured here with Ched Proctor and Samuel Blouin, 2019 NA Champions. Monica can be found all over the sailing circuit and in other classes too. Along side her husband Chris and son Oliver they spend summers in Vermont and winters in Florida. Monica also assists the Class serving as Assistant Editor to the Flashes Newsletter

in the position I wanted, and she was very **patient** when teaching me. She would **stay calm** if anything went wrong on the boat. She would let me make mistakes on my own so I could learn from them. Most importantly, she always made sure I had **fun on the water** leading me to sail more and more."

Jamie recalls when she was younger, she was rewarded with candy for doing jobs on the boat. Jolly Ranchers are a favorite, and she looked forward to getting candy after putting up the pole.



Amy Simonsen with George Sipel and Dan Synowiec at the 2019 Hoosier Regatta, 3rd Place. Amy sails out of the Midwest District and South Shore Fleet 79. She enjoys spending time in February and March visiting friends and sailing in the Florida Lightning Regattas.

Post Racing

After the race, Amy feels that debriefs are always good. It's a great time to figure out what they did right and what went wrong. She always try to make any formal or informal **debriefs**. Sometimes it's just parking lot talk, but you can learn a lot from other boats. Jenna likes to **take notes** after a regatta. This helps her remember everything she learned and is useful to refer back to if she sails with different people to see notes on skipper's preferences. Lesley feels it's good to spend a few minutes making sure the boat is ready for the next day. "Then I go get my skipper a cocktail!"

Eat, Sleep, Repeat

After your sailing adventure, don't delay, **make plans** for the next regatta. If the team you normally sail with isn't able to go, offer to sail with someone else. If you want to try skippering, ask to take the helm on the sail in after racing. Don't get stuck in one position or with one team. **Be confident, ask questions, keep learning and have fun!**

Keep WARM and Look COOL!

Hand-knit Lightning hats and scarves are available in the Class Store NOW! Choose from in stock items or special order your own creation. Special orders can take up to 4-6 weeks to ship so ORDER EARLY for unique holiday gifts. Hats and scarves start at \$30.00.



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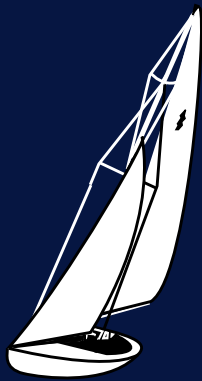
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Classic



Lightning

From the Desk of the Class Historian

Corky Gray

The NOMINATION of JOHN S. BARNES for the NATIONAL SAILING HALL of FAME



The Executive Board of the International Lightning Class Association has approved a nomination to the National Sailing Hall of Fame for our founding father, John S. Barnes.

Cited as an early promoter of one-design sailboat racing and founder of the Lightning Class, he is responsible for the establishment of the first high-volume production manufacturing company of one-design racing sailboats. Barnes is also recognized for the development and patenting of a vacuum bag molding process for sailboat production.

Barnes has joined the queue, along with Tom Allen, Ed Adams, Bob Bavier, Jim Carson, Dave Dellenbaugh, Skip Etchells, Greg Fisher, Marty O'Meara, and Brad and Ken Reed, to join the fifteen Lightning Class members already inducted into the National Sailing Hall of Fame.

Barnes was born in 1905 to A. E. "Skipper" and Eva Snaith Barnes of Syracuse, New York. His father earned a degree in engineering from Cornell and prospered in the business world. His success enabled him to buy a summer retreat in Henderson Harbor on Lake Ontario, where he based his forty-foot yawl 'Themis.' Henderson Harbor was a summer home to many wealthy families, and sailing was a popular activity. Thomas Edison established a retreat camp for the General Electric employees on Association Island on the Harbor. Young John discovered one-design racing sailing on the waters of Henderson Harbor.

The idea of racing small sailboats of a single design evolved in the early twentieth century. It was common for individual sailing clubs to have small keelboats as a one-design fleet for local competition. The idea of a single design to be raced regionally or nationwide was new. The Star Class in 1911 was the first class to become a class raced in many different parts of the country. Expense was a primary concern, so a hard chined, arced bottom design was used. The simple "box boat" derived from cheaply built fishing craft was the cheapest way to build in wood. This simplicity of the design made construction by amateurs easily done. The Star received a lot of coverage in the press.



The sailors in the Barnes family aboard 'Themis'
(courtesy of Helen Averall)

Magazines being the new access to popular culture would offer pieces on small boat racing.



Stars first appeared in Henderson Harbor in 1926 when the Lake Yacht Racing Association (LYRA) held their Championship on Association Island, racing right in front of the Barnes Compound.



Stars racing. Barnes boathouse to the left, house center right on bluff.

Also, racing were the Canadian 14 foot Class. This was the class that John Barnes would join. Soon, a fleet of the Fourteens grew to eight in the Harbor.



A fleet of 14s still race in 2020 at SLYC on Stony Lake in Ontario.

In 1930, the Barnes family led in forming Henderson Harbor Yacht Club with John as Commodore. He raced the 14 in many regattas around the Lake. Barnes came to the attention of Herbert Stone (NSHF 2019), editor of Yachting magazine, and he invited Barnes to write the lead article for the February 1932 issue. This piece, promoting the concept of one-design sailboat racing, gave him national exposure.



Yachting February 1932

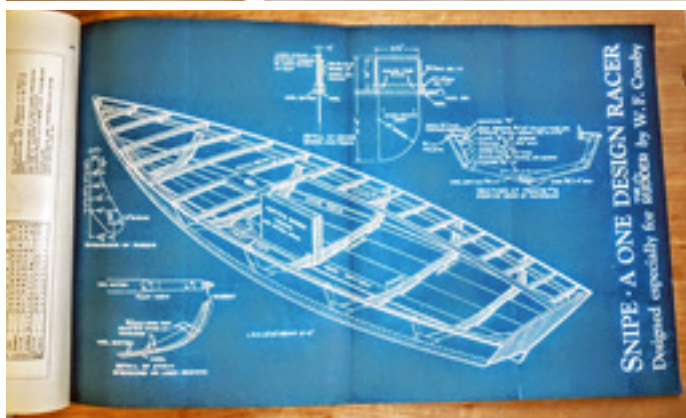
Interest from the Yachting article convinced Barnes to market the 14. To that end, he bought, in partnership with his brother George, an old canoe shop in Skaneateles NY to build the boats. In time, the Skaneateles Boat Co. became the first boat building company to specialize in building one-design racing sailboats in volume.



At first, business was slow. His 14 was a round hull and was expensive to build.

He would only build fourteen of them. Three Stars were built, as were a dozen other sailboats of various designs. The one success that was carrying the shop was the Snipe. Skaneateles would build 114 of these little sloops in the company's first years.

Designed in 1931, Rudder magazine's editor William Crosby promoted trailerable sailboats. From this, the Snipe would make sailboat history as the first class to grow exponentially nationwide. Crosby published the plans in the July 1931 issue of Rudder as the Trailer Sailor with Crosby's own boat to be named 'Snipe.' The insignia on the mainsail was a boat-trailer tire. The magazine sold out immediately, and boats were built from them by home builders and professional boat shops alike. Over 4,000 boats were built in its first ten years. These were unheard of numbers. The Snipe would become the first major class in America and in time would spread worldwide.



Rudder July 1931

Rudder would own the design and would serve as the Class journal. This drove magazine sales, something not lost on Yachting's Herb Stone. Yachting needed a boat of its own.

In its March 1932 issue, Yachting had run a piece on a little sixteen-foot sloop in Maryland designed by 1929 Star Class Champion Lowndes Johnson. Called the Crab, she fit the bill for Stone's boat. He had a model made of the Crab to display at the Yachting booth in the 1933 New York Boatshow, Calling it the "Star Jr," and it attracted much attention, including John Barnes.

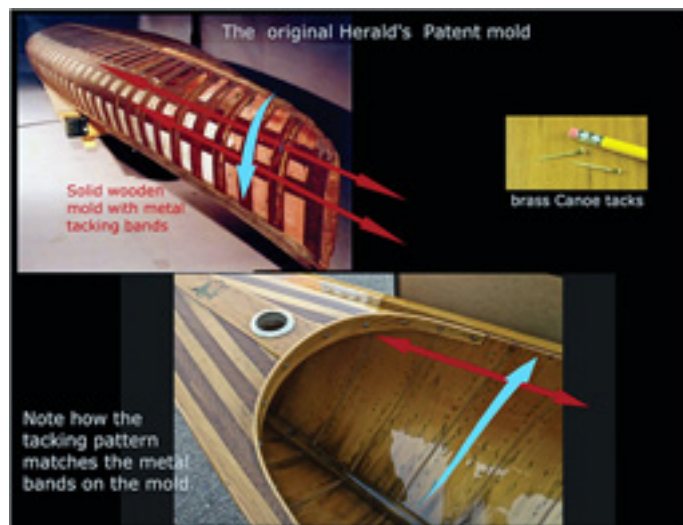
Star sailors, just having been selected for the 1932 Olympics, were not have anything "Junior" So the name 'Comet' was chosen.



Stone suggested to Barnes that this little sloop was just what he needed in his line of sailboats. This proved providential for Skaneateles Boat Company. At first, Barnes would build the Comet in a conventional single plank construction, exactly like all his larger competitors Thompson and Dunphy. The Comet's arc bottom made it more time consuming to build than the flat paneled Snipe, as both required caulking to be watertight. The Comet was lighter, faster and, to some eyes, a nicer looking boat than the Snipe, but the price premium limited its market appeal.

Barnes examined building techniques in the booming wooden canoe market. The original American Canoe Association sailing canoes were beautiful, but expensive single planked boats. A canoe builder in Peterborough, Ontario, Dan Herold, developed a method of building canoes double planked on a solid mold. The boat did not require caulking. The canoe builders in Maine, like Old Town Canoe Company, had developed a similar construction on a solid mold. The mold was metal sheathed to allow the use of a special "canoe tacks" that, when driven into the plank, would strike the metal and self-clinch, speeding construction. This would allow canoes to pop off the mold in one day.

Barnes would combine the best parts of both methods to build the Comet double planked on a solid mold fastened with brass canoe tacks for fasteners. No caulking was needed. Barnes now could build a Comet hull in one day. He could now match the price point of the conventional builders and realize a better margin to boot. The high production building of one-design sailboats was now possible.



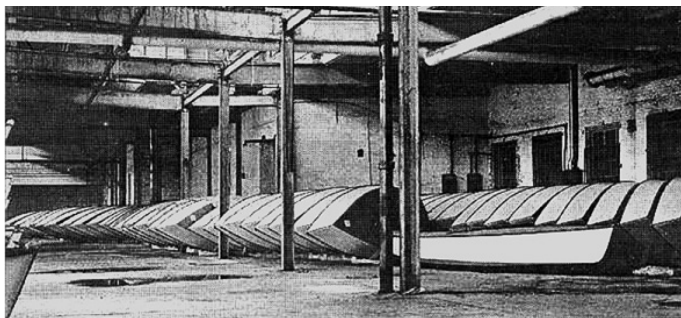
Barnes took a Comet built in this manner to the 1937 New York Boat Show. It was cut in half to expose the technique. It was an instant hit. The Barnes brothers would go on to build more one-design sailboats than any other builder until the coming of fiberglass in the 1960s. They built 1344 Comets before the end of production in the late 1940s.



Barnes sold a fleet of Comets to sailors at the Skaneateles Country Club. While popular, the owners started to talk up a similar but larger hard-chined, arc bottom boat that would accommodate an entire family aboard. Time would prove that a larger inexpensive sailboat would be the boat the country was looking for.

At the time, business was booming for Skaneateles Boat Company. In 1937 the Rumsford Country Club in New Jersey was looking to build a fleet of one-design keelboats. The club hired the young, cutting edge, design firm of Sparkman & Stephens to draw the boat. Young Olin Stephens (NSHF 2011) was the rising star in the field. His brother Rod Stephens (NSHF 2012) was the systems engineer for the firm. Together they designed the Arrow, a 23-foot sloop for the Club. The Club sought a builder for the boats and awarded the contract to Skaneateles Boat Co. This began a designer/builder relationship that led to the most popular S&S design of all time, the Lightning.

The group at the Skaneateles Country Club was headed by Lindsey Nicholson. This was the first time a one-design class was planned with the design to be owned by a class association. Barnes led the discussion of the boat itself, and he guided this group to consider hiring Sparkman & Stephens to draw a boat from the group's ideas. He helped persuade S&S to sell the plans to the new Lightning Class Association. This was something they did not normally do or would ever do again. He put the Class interest first by willing to be open to competition by other builders by encouraging the design to be offered to all builders. He bet on his molding technique to give him an advantage. This proved true. The Lightning grew exponentially like the Snipe. Growing to 4,000 boats in its first ten years, Skaneateles would build nearly a third of them. The company built 1,313 of the boats.



Lightning hulls in the second factory located on Mill Street where The Skaneateles wooden boat company is now located. PHOTO COURTESY OF JOHN AND MARY MENAPACE



In 2017, the Lightning Class joined with the Skaneateles Historical Society and the Finger Lakes Boating Museum to rescue the original Lightning mold from the ruins of the old plant in Skaneateles. Pictured above, the mold is now on display at the Finger Lakes Boating Museum Hammondsport, New York.

Barnes Patent for Molding Parts

The Library of Congress was completed in the early 1900s, the most ornate building in Washington DC. Carved marble, rich paintings and gold was used in vast quantities. No expense was spared. In the ceiling of the reading room in the Great Hall are six large skylights trimmed in a rectangle of what looks to be shiny silver. It was not silver; it was the most expensive metal on earth at that time—it was aluminum—the strongest material for its weight in the world. It was most important in military applications where light weight was of primary importance. The best use of this precious material was in the newly invented airplane.



The airplane quickly became the most advanced military weapon known at that time. Fleets of aircraft were needed, but the cost would prove prohibitive. The search was on for a material with the weight advantages of aluminum at lower cost. This would be the "Holy Grail" in the pre-war years. The inventor would become very wealthy should a material be found.

Wood has the characteristics necessary but needs substantial framing like a boat to work. Obviously, this would be too heavy. Wood was used for framing of early fabric-covered airplanes, but new designs were solid fuselages requiring the skin to carry the load. Monocoque is the term. Wooden structures of thin laminates were

the key. However, contemporary glues were inadequate, and what proved difficult was how material was formed to the highly curved shapes found in aircraft design.

Boats have the same requirements and proved to be the best test objects. High temperature autoclaves were employed in the 1930s to make the test boats and aircraft parts. Glues were still inadequate. Inventor/entrepreneurs would patent systems like Gore's plywood 'Duraply,' was created and patented. US Plywood developed waterproof panels called Weldwood. US Plywood had pram plans drawn and freely distributed them to boat builders to get the material in the field for testing. Best known sailboats from these plans are the El Toro and the Sabots. Bill Dyer at Anchorage bought hulls from US Plywood to give us the little Dyer Dows.



El Toro and Naples uses US Plywood hull

The eccentric millionaire Howard Hughes offered an 8 dinghy to test laminated wood for his "Spruce Goose," his gigantic wooden airplane.

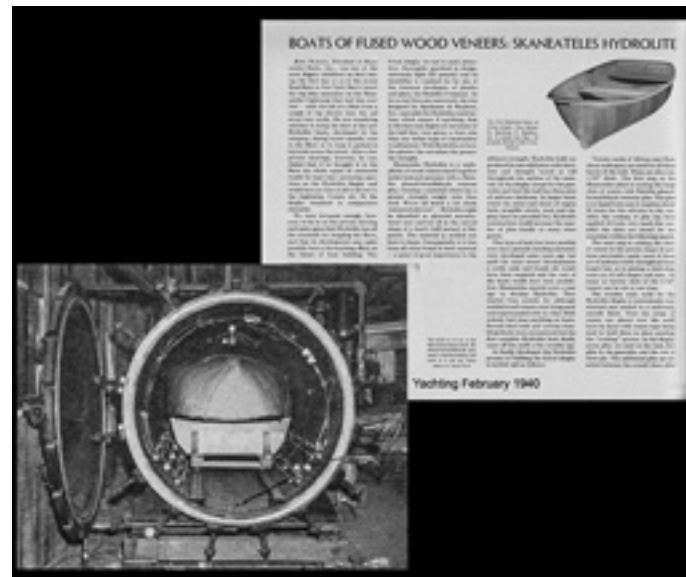


Howard Hughes dinghy at the Spruce Goose Museum

The Achilles Heel in these processes was the need for a heavy, expensive, rubber bag to cover the part when baked in the autoclave. Not being able to see the part before it was "cooked" resulted in a high rate of failures and limited the size of a part to around fourteen feet. John Barnes and the Skaneateles Boat Company solved the problem by employing a clear plastic sheet over the part that would be vacuumed, squeezing the laminates of wood into the desired shape. Any bad parts were seen and corrected before the pressure

cooking. To test the process, Sparkman & Stephens was hired to design an eight-foot dinghy, the Hydrolite Dinghy, for the company to build. These boats were sold by Dyer's Anchorage.

For this John Barnes was awarded patent # 2,411,497, November 26, 1946, "Making Laminated Articles."



The autoclave with vacuum bagged Hydrolite dinghy inside at Skaneateles Boat Co.

PATENTS

GRANTED NOVEMBER 26, 1946

2,411,497
MAKING LAMINATED ARTICLES
John S. Barnes, Skaneateles, N. Y., assignor to
Skaneateles Boats, Inc., Skaneateles, N. Y., a
corporation of New York
Application October 3, 1940, Serial No. 359,559
3 Claims. (Cl. 18—56)

1. The method of making articles by molding moldable material on a removable form by differential fluid pressure, which comprises providing a rigid form having a working surface of the desired shape of the article, applying moldable material to said working surface, covering said moldable material with a substantially air-tight pressure membrane of transparent, flexible sheet material in such manner as to form an entirely enclosed space, said pressure membrane being constructed by joining together pieces of said sheet material in situ on the form, connecting said space to a source of suction to draw said transparent membrane against said moldable material to permit inspection thereof, and thereafter subjecting said moldable material to a molding operation in which fluid pressure is applied to the outside of said membrane while said space is connected to a zone of lower pressure, and separating the molded article.

Skaneateles manufactured airplane parts for Bell Aircraft with this process for the war effort. After the war, the process allowed US Plywood to manufacture larger hulls for sailboats.

US plywood would use Barnes process to mold Thistle and Highlander hulls for Sandy Douglass (NSHF 2020) and hulls for the Luder 16 and the Phil Rhodes-designed Hurricane, now built as the Rhodes 19 in fiberglass.



After the war, aluminum prices dropped, and fiberglass construction was developing. In time, plastics replaced wood, but the technology developed by Barnes continued to be used in the modern composite construction in aircraft and foiling America's Cup boats. Boeing just completed the largest Barnes type system for making aircraft wings.

Note: Special thanks to Tom Tomlinson and the HHYC (Fleet 225) for the early family photos



Boeing's take on Barnes technique

At the pinnacle of his career, John Barnes was stricken with tuberculosis in 1948. He lost a lung to the disease. His condition barred him from the dusty boat shop. He left New York for the dry air of New Mexico, giving up his boat building career. His brother George tried to keep the shop going, but it closed in 1952. So would end the production of the first volume producer of one-design sailboats. This volume of production was not to be seen again until the 1960s with the advent of fiberglass production. Had Barnes retained his health, there is no doubt he would have been a pioneer in this field too.

Sunbrella Acrylic Covers

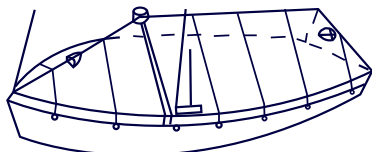
now available UV Proof Goretex thread!

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- delrin zipper protected with velcro flap
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- many colors available, samples by request
- port or c/l boom crutch
- lifetime Goretex thread – small up charge
- Visa/MC

Prices	white	blue	colors
6" skirt	435	455	465
full-skirt	635	659	675
nap back rudder cover			88
sail # on cover			65

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Passion for a Pandemic

John Forbes



Lightning hull #480, embarking on her first movement in a decade

What amazing times we live in! Who would have ever thought we would have experienced this global pandemic and the impact it has on individuals, families, friends, co-workers and, equally important, sailors. As we progressed through the first two months of Covid, my mind started to churn and think about the need for a project or two to keep me out of trouble.

A Bit of Background

Way back when, a much younger nineteen-year-old version of me had the “one that got away” experience. At my cousin’s high school graduation party at their house in Royal Oak, Michigan, I met his neighbor who shared with me that he was selling his sailboat. I had thoroughly enjoyed my first-owned vessel for two years, a red-white and blue Sunfish, so he chatted with me about his Lightning and asked if I wanted to take a look at it. Across the street we went, and I had a chance gaze upon a woody in absolutely beautiful condition. Wood hulls with a stunning gloss finish, a deck in perfect condition and a huge step up in size from my Sunfish. Then he laid out the price, \$1800, which for a nineteen-year-old working his way through college was simply far out of my financial horsepower.

Since that day, I have always had an attraction to Lightnings. Great lines, great history and a great inland lake boat. So, with the need to find a new project, I knew I had a place to go. We sail often out of New Buffalo, Michigan, on the natural treasure known to many as Lake Michigan. In New Buff is a boat yard filled with treasures. In 2017 I picked up a package deal of two Sunfishes, a Laser and a Walker Bay dingy, all needing love and attention to be brought back to life. While making this deal, I noticed an extremely tired and beaten Lightning. The deck was trashed, water sloshed inside the hull, sails were weather rotted, the mast had the rigidity and

curves of a spaghetti noodle, and grass grew high around the trailer. Other than those minor flaws, she was a project waiting to be had.

With a COVID Lightning project on my mind, this August I finally decided to approach the yard owner. To no surprise, as a sane man, his first response was, “Really?” It was the quickest boat purchase negotiation I have ever been part of. He looked over the trailer and said it was in decent shape, probably worth \$300. “Buy the trailer for \$300 and I will throw in the boat for free.” A quick COVID elbow pump and the deal was done, hull #480 was now mine.

It Gets More Interesting

So, with new project in the driveway, it occurs to me I have never done any meaningful work to restore a wooden boat in my life. We live in amazing times; I knew this thing called the internet might have some answers for me. So off to my laptop I went and Google quickly led me to www.lightningclass.org. A bit of hunting around the site got me to the “Classic Boats” and “Restored Boats” tabs, and I started to feel I might have a chance to download the brain power of others with the same illness as I—the desire to bring a classic back to life.

That day I found a few names attached to some restored boats and decided to send an email to all three fessing up on my total lack of experience/knowledge/capability as it relates to wooden boat restoration. Within a few hours, Bob Astrove, Lightning Class VP for Classic Boats responded and instructed me to tap into Classic Lightning group to post any information/instruction requests to the group blog. Within days I joined the group blog and started to review prior posts, sifting through to find topics that I knew would help me with the #480 project that now was in process. Beautiful summer days are a great time to tear off the old deck, clean out the interior, repair a few cross members, remove all the interior seats, hardware and anything else.



Bones Look Good

Your Arrival Here is Providential

Now there is a first line of an email I have never received before, and, yes, it did grab my attention. So as an individual with an illness to bring a classic back to life, little did I know what a gem #480 re-

ally is. The email I received in mid-September from Clayton Gray was the most interesting and amazing sailboat story to which I have ever had a connection. Clayton informed me he was involved in a project of gathering old Flashes newsletters and getting them converted from paper to digital for the purpose of preserving and making more historical information available to current and future Lightning owners. Then his note proceeded to provide me a truly wonderful historical walk of #480 from its build by Bill Girkins and his stepson, Kent Walker, completed in 1940, learning of its original name "Sparkles." I love it, bringing Sparkles back from its current state – gloomy, and the Lightning sailing journey of Girkins over a 40-50 year period. Additionally, Mr. Gray goes on to inform me that Bill Girkins and a friend, Bud Nelson, invest in the tooling to produce the first fiberglass Lightning, XFG-1, named Sparkles III.

After reading the note from Clayton Gray, I literally had to pick myself up off the floor. What a treasure to learn such a detailed history of a project boat that was now mine. What a treasure to learn of the history of Bill Girkins and the journey of #480 Sparkles. What a treasure to tap into a group of passionate and helpful sailors as I move down the path of restoring a classic. My perspective has changed dramatically since my mid-August purchase. My project has such a wonderful history, and my passion to bring this boat back to life and get it on the water has expanded ten-fold. The pressure is on and I am so thankful to have a group to tap into to help me out and make this Lightning so she "Sparkles" for many in the years ahead!



☆
Ensign Bill Girkins sailing
out of Maumee Bay, Toledo
☆

Sparkles out for a sail in 1947

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SUN AND FUN

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JACKSONVILLE: November 21-22

SANFORD (ORLANDO): December 5-6 and January 16-17

ST. PETE: FEBRUARY 12-14 (NOOD)

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Jacksonville: Sailed out of The Florida Yacht Club, offering panoramic views of the St. Johns River, a dynamic Jacksonville skyline and the race course is right off the dock!! Plus Jacksonville University sailing team members are available to crew!!

SANFORD--A WONDERFUL LIFE: You know St. Pete, but what about Sanford-near Orlando--Sanford is wonderful sailing venue and offers, close by, all kinds of vacation opportunities. Plus Sanford is small town USA. Main street is a 4 minute walk from the regatta site with nice restaurants and bars!!! Plus crew options available.

AND WE HAVE A DEAL: You could leave your boat in Jacksonville to be picked up the next time you come to Florida--Sanford is 2 ½ hours and St. Pete is 5 hours away. Plus Sanford is 2 hours from St. Pete. All regatta locations have boat storage.

FOR SOME THE BEST CHOICE WILL BE TO BRING YOUR BOAT TO FLORIDA AND FLY BACK AND FORTH FOR SOME OF THE REGATTAS--NICE!! YOU COULD LEAVE YOUR VEHICLE OR DRIVE BACK AND FORTH FOR THE FIRST REGATTA, FLY TO THE OTHERS AND THEN DRIVE DOWN FOR THE SOUTHERN CIRCUIT.

If you would like us to take your boat (and vehicle) to Sanford or St. Pete that could be arranged.

THE SOUTHERN CIRCUIT STARTS IN ST. PETE MARCH 21-24 (yes 4 days!!) AND THEN ON TO SAVANNAH MARCH 26-27. YOU CAN BRING ALL THESE REGATTAS TOGETHER AND HAVE A FANTASTIC WINTER SAILING SEASON!! 15 DAYS OF RACING!!!

6 FLORIDA REGATTAS--2020/2021: PLAN AHEAD FOR A FANTASTIC WINTER

Any questions call or email Bill Mauk 305-741-6285 and billmauk@gmail.com or Steve Hayden 407-947-7995 and stevehay14752@gmail.com. For information about each regatta go to ILCA's calendar.

Lightning Family News



Just Launched—Asher MacDonald!



Asher Douglas MacDonald was born July 30 to proud Fleet 52 parents Owen and Stephanie. They are looking forward to many fun times on the water ahead!

Also added is a photo of new Fleet Member, baby Jordan Newell—next generation best buds—born four weeks apart. Watch out for this duo at the 2035 Junior NA Championship!



Just Launched—Louis Troché!



Nicholas and Stephanie Troché are proud to announce the birth of their first child, Louis Manuel Troché. Louis was born at the Penn State Health Milton S. Hershey Medical Center on Friday, September 11, 2020, at 4:12 PM, weighing 8 lb. 1 oz. and measuring 21 inches long. Baby Louis' parents met sailing in college in western New York and have been racing Lightnings together since 2012. Some may recall their engagement at the Virginia Inland Sailing Association at the Moonshine Regatta when Nick proposed using tape on the spinnaker during a race! Baby and mom are doing great, and the Trochés can't wait to get little Louis out on the water!

Tied the Knot—Roe & Helfrich!



James "Jimmy" Roe and Sarah Helfrich got married in a small ceremony with close family on September 21 on John's Island, South Carolina. It was a beautiful day, and the celebration could not have been more perfect. Here they are pictured with their two-pup wedding party, Kai and Finnick. Roe has sailed for many years, first in the New Jersey area and now in the Charleston, South Carolina area.

Tied the Knot—Jones & Colbert!



Lauren Jones, Fleet 12, Buffalo Canoe Club, and Tate Colbert got married a few weeks ago up on Sterling Ridge in Stowe, Vermont, surrounded by a small group of family and friends. They were thrilled that fellow Lightning sailor and close friend, Kathryn Moloney, was willing to officiate the wedding. It was a beautiful weekend filled with delicious food, a five-mile hike, several dips in Lake Champlain, and a picturesque mountain top ceremony. They are looking forward to celebrating with more friends next year when the world hopefully looks a bit more normal!



Please send any updates to the Class Office.

USMMA – Lars Osell!



Lars Osell has been a member of the Lightning Class since 2014 when he sailed his first North American Championships at the age of 15 in his home state of Wisconsin at the Sheboygan Yacht Club. He has been active in the Cass ever since in Wisconsin and in Florida after he moved to Sarasota to complete his senior year of high school. When Lars isn't sailing Lightnings, he also enjoys sailing Etchells with the US Etchells Youth Team.

Lars studied Nautical Science for two years at Northeast Maritime Institute in Fairhaven, Massachusetts, after high school. During the summer of 2019, Lars sailed the Junior NAs in Buffalo with Doug Wake and Noah Bartelt, ultimately winning the regatta.

After completion of his studies at NMI, Lars decided to pursue an appointment to The United States Merchant Marine Academy to serve in the Navy and Merchant Marine. The Merchant Marine Academy at Kings Point, New York, is one of the five federal service academies. Amidst the Coronavirus in July, Lars and the rest of the Class of 2024 reported to the Academy to begin their indoctrination. Their initial training is complete, and they were sworn into the Navy the last weekend of September, officially becoming plebes.

Despite the lack of college sailing competition this fall, the USMMA sailing team has been busy practicing every day and competing in local match racing and distance race events. Most recently, Lars won the Long Island Sound Championships as Skipper of a Figaro 2, representing the Academy. Although Lars will be very busy with school and college sailing for the foreseeable future as he pursues a degree in Marine Systems Engineering, he looks forward to the next opportunity he has to see the Lightning sailing family again!

Please share your Family News with fellow Class Members. Send a note to the Class Office with your news. Include any photos and write up. office@lightningclass.org or 727-942-7969

8 Bells—Jean Bowen Swanson

October 11, 1927–August 14, 2020



On August 14, 2020, at age 92, Jean peacefully sailed into the sunset. Her final hours were spent enjoying the stunning views of Lake Erie with her family.

Jean enjoyed an active life full of opportunity and found great joy in sharing her opportunities with others.

As a youth, Jean started sailing on the Niagara River at the Niagara River Sailing Club in Lightning #276. In the 70s, Jean and her husband Jack called the Buffalo Canoe Club their home and opened their beach house to many sailors. Her love for all sports was infectious. She spent her whole life encouraging and teaching all ages to ski and sail. Jean enthusiastically cheered on racers, ran races, and was always there to rescue sailors if needed. One of Jean's many talents was feeding and providing beds for sailors.

Last summer, at age 91, Jean remained an active part of the BCC Tuesday Night Lightning RC on *Cracker Jean*, just as she has done for the past 30 years. She could always be found enjoying her Sunfish and even raced it in the Starck Robinson Regatta, finishing 1st in the 90 and over division!

Jean's pride was her family and large extended family. She warmly welcomed everyone to her home and gladly included them into her circle of friends. Jean quietly left her mark, sharing her passions and opportunities with others.



CustomJewelryDesigns

By Will Jeffers



Actual size of bolt 1"x .5" - 1.6mm thick, 2.2 gms



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A photograph of three people sitting on the deck of a sailboat, looking out at the water. They are all wearing white t-shirts with a blue logo that says 'CAPITAL LOGO'. A red banner with the text 'FREE T-SHIRT!!' is overlaid on the image.

FREE T-SHIRT!!

CAPITAL LOGO

Three white t-shirt designs are shown. The first has a blue sailboat logo. The second has a red lightning bolt logo with 'USA 15083' next to it. The third has the number '15118' in large blue digits.

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CapitalLogoInc.com

A logo featuring a stylized sailboat with a red lightning bolt on its sail, set against a blue and white background.

In the Spotlight

Wawasee's Bill Allen, Brad Wagnon and Jeff Schmahl



Jeff Schmahl, Brad Wagnon, Bill Allen

The Lightning Class is filled with loyal members, all worthy of being highlighted. While our opportunities to meet new people through regatta travel has been limited in 2020, hopefully, these member highlights will encourage you to do so as soon as we are able. Here are a few examples of what you'll find when you meet some of our members:

Bill Allen



Bill, from Wawasee Yacht Club's Fleet 154, is a gem, which is fitting because his boat is the color of a gem—emerald green. He is welcoming, encouraging, devoted to his wife, his club and the Lightning Class. I've known Bill from the minute I set foot on the grounds of Wawasee Yacht Club—an example of his welcoming nature—but I just recently delved a bit deeper into his history with the Lightning Class:

First Time Sailing: "On a Thistle with some coworkers at Prairie Creek Reservoir in Muncie, Indiana."

First Boat You Owned: "An O'Day daysailer I sailed at the Muncie Sailing Club from about 1975 until 1982. I was Race Chairman for one of those years and met Brad and Daphne Wagnon there, but didn't know them well."

Lake Wawasee History: "My wife, Janie, and I had a cruising boat in addition to the O'Day, which we had at a marina/cruising club on the opposite end of Lake Wawasee from the Yacht Club."

Lightning History: "I would occasionally stop in WYC to see if anyone needed crew. One time I was directed toward some new members who were rigging their Lightning. It was Brad and Daphne Wagnon! I began crewing for Brad in 1987, and we did quite a few regattas. At the NAs in Milwaukee in 1993 I was told about a boat that Bob Mathers was brokering, but I knew Bob always had green boats, and I did NOT want a green boat!!"

So What happened? "A few weeks later I drove up to Michigan and bought #13910."

Author's note: It was a green boat and it still is green! Also of note: Bill's boat "Golden Harvest" is proudly adorned with Class membership stickers from every year since 1994—27 years and counting. That is Lightning Loyalty!

Favorite Regatta Memory: "At the North American's in Henderson Harbor in 1995—with Brad Wagnon crewing for me this time—we made the green fleet and finished 12th."

Favorite Regatta to Attend: "The Hoosier Regatta in the Fall. I may be biased because it's our home regatta, but Jeff Schmahl does such a good job as regatta host and makes it fun for everyone. Other favorite spots: Devil's Lake, North Cape, Sheboygan."

Highlights of the Lightning Class: "It is very social and regattas are always fun whether you race or not."

Message to Other Lightning Sailors: "Use junior sailors as crew. Encourage them to stick with sailing, create good memories and stay with the Class. This isn't always easy, but it is certainly rewarding!"

As you see from our discussion, it is impossible to mention Wawasee Lightning loyalty without including Brad Wagnon and Jeff Schmahl, who have been loyal members of Fleet 154 for decades. These three men and their families are part of the epoxy that holds the entire Wawasee Yacht Club together.

Brad Wagnon



Lightning History: "I've been sailing Lightnings since 1974 when I bought 12419. Since then I've owned 13047, 14187, 14600, 15259, 15309 and my current boat 15246.

With each boat I assured Daphne this one would be the last one. I don't think she believes me anymore!"

Favorite Memories: "My first out of town regatta was a Thistle regatta at Cowan Lake in about 1957 or 58. I couldn't begin to tell you how many regattas I have attended since then, and I've enjoyed all of them. It's always an adventure going to regattas, and there are always some great moments and some not so great moments, every time."

Favorite Regatta Venues: "Buffalo, Cowan, North Cape, Chicago, Carlyle, Pymatuning and Wawasee are all fun places to sail. It's hard to pick a favorite, but Cowan will always be near the top of my list because it was my first and Wawasee because it's my home club. My goal is to sail one final regatta at Cowan when I'm 85 or 90. Not so far away anymore!"

Highlights of the Lightning Class: "I rate the Lightning Class as one of the very best because of the level of competition and the commitment to bring younger sailors up through the ranks and the help that virtually all Class members are happy to offer without even asking. I have also experienced competitors sailing out of their way during a race to be sure we were OK after a capsize at Buffalo last year at the Canadian Open.

I believe the Class is pretty well organized and managed. I also believe the Class is one of the strongest one-design classes that will survive long past the foreseeable future. It's just a great boat that performs well in a wide variety of conditions—and a lot more comfortable than a Thistle!!"

Jeff Schmahl



Anyone who has attended the Hoosier Regatta over the past few decades knows Jeff Schmahl, who has been regatta chair for twenty-four years and counting. This is just slightly longer than the twenty years Jeff has been the Junior Sailing Director at WYC! At the Hoosier, Jeff orchestrates what looks like an effortless symphony of tasks that culminates into a fantastic experience for all in attendance. Anyone who has ever played a part in regatta administration knows that behind the scenes it takes a lot of work to chair a mediocre regatta. To make a regatta as great as the Hoosier, it takes one Jeff “Tall” Schmahl and a whole lot of volunteers.

Before I plug the Hoosier Regatta, here’s a little background on Jeff:

Jeff’s dad, Doug Schmahl, grew up in Buffalo, New York, and sailed out of the Buffalo Yacht Club until 1956 when he moved to Ohio, and then Michigan before landing in Syracuse, Indiana, in 1971 where he purchased #11181. On the waters of Lake Wawasee Jeff and his four siblings were raised, learned to sail at an early age and haven’t ceased. Many Schmahls can be found each Sunday during fleet racing, and these ranks swell during the Hoosier Regatta. You can identify Jeff’s brother David as the guy passing you to leeward

downwind as he flies the kite, steering with the tiller between his legs, drinking a beverage and singing.

Jeff and David’s kids are frequently on the water as well and seem to have adopted the Schmahl tradition of making things happen. Jeff’s son Andrew is currently the Lightning Fleet Captain for Fleet 154 and with help from Jeff, Bill and Brad, is responsible for the recent new growth and high percentage of younger sailors on the water.

What’s a Hoosier? That’s debatable, but I can tell what the Hoosier Regatta is:

The Hoosier Regatta is held annually at the end of September or beginning of October, which is a beautiful time of year on Lake Wawasee, Indiana. You will find Lake Wawasee by triangulating Chicago, Detroit and Indianapolis in Northern Indiana. Jeff and his team of volunteers—many with the surnames of Schmahl, Allen and Wagnon—make this a must-do regatta experience. Some Highlights of this event:

When it’s warm: A cold keg of beer awaits as you haul out your boat after racing. Appetizers and cocktails are served outside on the lawn as you mingle with locals and travelers while enjoying the fall colors and an open air fire.

When it’s cold: A cup of hot buttered rum is handed to you as your boat is hauled out. Jeff himself is in the water helping with launching and haul-out so nobody else needs to get wet. Did I say hot buttered rum? Seriously, this is reason enough to attend! Appetizers and cocktails are served inside the clubhouse, which will have an expanded three-season porch for 2021. Enjoy the warmth of a fire in the fireplace as you start smelling the aroma of dinner and swap race stories with new and old friends.

Food: The seemingly constant stream of wonderful food produced in the kitchen really outshines any action on the race course. Brunch on Saturday, appetizers and dinner Saturday. Breakfast on Sunday and Daphne’s Famous three-way chili during awards on Sunday.

The “Program”: Impossible to describe with words alone. Door prizes galore, and Jeff Schmahl as Master of Ceremonies. After “The Program ” some will go Glow Bowling, some will go to the infamous Frog Tavern, and some will retreat to their housing, needing no more entertainment—nor more jello shots!

Racing: The racing can be great. The racing can be frustrating. The racing is always fun and competitive. Faude, Wake, Sipel, McGinity, Morin, Dieball, Linden, McCree, Klaban—these are some of the names you’ll see returning again and again. Do they come for the racing? The Program? The Hot Buttered Rum? Put this on your calendar for 2021 and find out for yourself!

In the Spotlight

Dr. Kevin Robinson



In a ceremony over Labor Day weekend, Alfred "Chappy" Hopkin presented Dr. Kevin Robinson with a certificate of appreciation on behalf of the ILCA and Fleet 430 for his continued support over the past 60 years.

Dr. Kevin Robinson and I got together last Sunday to talk about his fifty eight years of Lightning Sailing and why he continues to sail a Lightning at age 72.

Kevin shared that sailing a Lightning for him has been built on a strong family foundation and lifelong friendships. Kevin began sailing at the age of fourteen with his brother Mike and his father in Lightning #8181. He was fortunate to be able to spend every Saturday and Sunday of his summers sailing with them at the Jersey Shore. This family team raced against some very competitive opponents in what was known as Fleet #99 on Great Egg Harbour Bay in Ocean City, New Jersey, circa 1962.

During this time Kevin raced against the likes of Bill Clausen, Dr. Gordon Buzby, Brad Linthicum, Dr. George Glenn, Bill Lindsay, and Carol Streeter. While he was a competitor on the water, he developed what has become many lifelong friendships with his opponents: John Parker, Gidge Glenn, Jim and Ed Kavle, Rob Shields, Gordon Buzby, George Gaynor, Brown Baer and Mike McGuckin, to name a few. Kevin also fondly remembers some of the sailing legends who made an impact on him. They were Bob Seidelman, Bill Shore, Jim Carson, Marcy Lippincott, Bill Clausen, Jody Lutz, Greg and Matt Fisher and Mary Huntsman, who even-

tually became the Class Photographer and chief archivist of the Lightning Class.

Over the years, Kevin has raced from New Jersey to Florida in various Lightning regattas. One of Kevin's best decisions has been the privilege of having Chris and Mason Medolla crewing for him on White Lightning #14565 for the past three years. These boys had never sailed before, yet were so excited to learn. He was honored to be able to share his passion that was afforded to him, from his father, onto them.

Kevin's father taught him to never give up in a sailboat race. What he learned on the race course, he applied to his life. While sailing during his early teens in a very light air race and drifting backwards, Kevin suggested to his father they bag the race. His dad replied, "Please don't ever say that again. We are going to finish this race, Kevin, no matter what!" That stuck with young Kevin for the rest of his life.

Kevin continues to race at Ocean City Yacht Club. He has been a role model to the Lightning Class. We are grateful for your time on the water, your perseverance, and your friendship. We salute you and applaud your extraordinary efforts!

Thank you, Chappy Hopkin and the rest of OCYC Fleet



Confessions of a New Lightning Owner in a Time of COVID

Anne MacDonald, Columbia Fleet #283

On the shores of Vancouver Lake after my late October test drive of Lightning #13869, with the eventual seller, and fleet captain and sailing club membership chair, Jeff Stong, his crew Carl Peterson, and me sporting a "fresh off the water" look.

I decided to buy my own sailboat for the first time last fall, as a down payment on a four-year slide into retirement. It was time to find a new joy. Here's what I did.

I had sailed only fitfully on other people's boats since college, and I couldn't identify any of my local friends, mostly work colleagues, who were sailors. We'd had a family C-Lark in high school and, with it, I'd been an active, if not competitive, racer in the local sailing club. I'd sailed with fellow students, mostly on an E-Scow, as an undergraduate. In addition to a prompt about sailing during a recent work-related retreat, I'd run into fellow sailors from my hometown at a high school reunion last September. They accused me of parental malpractice because I'd never taken my daughter sailing. The universe was speaking. A return to the sensation of sailing and the camaraderie of the sailing community seemed like a splendid path to joy.

So where to start? First, there was the issue of what boat to buy. I had to look at my criteria for a boat:

- It had to be fun—fun to sail with friends and family on a lazy summer evening, fun to race as a way to being a better sailor, but not requiring the athleticism of single-handed sailing. I wanted to be able to do this for a while longer.
- It couldn't cause me to wonder if I was going to be a bag lady later in retirement because I'd invested so much that it made a noticeable dent in my savings. However, I had a small inheritance from my late husband's family that I felt free to use for purchase with enough left over to allow me to actually sail the boat.
- It had to be close enough to my comfort zone that I could enjoy it immediately without having to learn an entirely new vocabulary or set of skills, since I need to both make use of the time I have and conserve brain cells. I'm not particularly handy, and I'd stopped changing my own oil on my car in grad school. So boats with engines were out. Being trailerable meant it would be in my price range, and

I could see a bit of geography going to regattas, even if I just stayed local. We have nice sailing geography here in the Pacific Northwest. I would, however, have to re-learn what were never great trailer skills.

Then it was on to ads for used boats. Besides budget considerations, if I was going to be resuscitating long-dormant sailing skills, I didn't want something that I would be so afraid of breaking that I'd never try to use it. I don't use the good china every day, either, at least not yet. Several internet searches over a few weeks, with my criteria in mind led me to a half dozen sites, including Craigslist.

It turns out that when I was looking, Lightnings were quite well represented within my criteria, along with Lidos, Day Sailers, and, to a lesser extent, Thistles. I then went to class association sites. I knew from past experience that Lidos and Day Sailers were better for sturdiness than speed, and I was looking for FUN.

I'd sailed Lightnings a little bit before. First time was as a college student where I had access to the fleet of the University of Washington Yacht Club, generously filled out back then by donations from Clark Boat Company, the maker of my old C-Lark as well as a few 1970s era fiberglass Lightnings. I'd also briefly raced Lightnings on weekends and evenings in the late 1990s with one of my hometown sailing club buddies. As a grown up, he had moved to a more family-friendly vessel and was then racing on every stock pond, Corps reservoir, or impoundment near the Colorado Front Range able to fit a sailboat. So I turned to him for advice. Not surprisingly, Bill Cabrall is a great "sailsperson" for the Class. Along with plenty of his own suggestions, he pointed me to the ILCA website, where I read and re-read [Interested in a Lightning?—First-time Buyers Guide](#).

But you don't just buy the boat, or the rigging, or the sails. If you want to race at all, you also "buy" a sailing home. So along with sailing boats, I test-drove the home waters and the available clubs around where I live in the suburbs of Portland, Oregon. I was choosing between Thistles on the close-by Wil-

lamette River, where you get good at tacking, but not necessarily good at making the boat go fast between tacks, and Lightnings on the slightly farther away Vancouver Lake, good for some pretty long reaches for a dinghy—at high tide. There were boats for sail at both venues, but the Lightning won out, for the boat more comfortable at all positions, for the support of the Feet members, and for the vibe of the Fleet's home at Vancouver Lake Sailing Club. I signed a check and received title to Lightning 13689 on November 17, 2019. The start of joy.

Now, I had the winter to get ready to sail. More joy!

I jumped in to preparations:

- joined ILCA, US Sailing, and the sailing club;
- volunteered to be Fleet Secretary when the current one needed to step down as a way to meet folks;
- compiled and read the "how to race" articles posted on the ILCA website and got more advice from the fellow owners I knew;
- bought, and started to watch, the ILCA racing DVDs;
- found out I did have friends locally who sailed at some point in the past and were willing to again;

- started my boater's education card—a good idea anywhere, required in some of the places I wanted to sail;
- registered the vessel and came up with a name for it that would remind me of its role as "producer of joy;"
- happily accepted the offer of instruction from my boat's previous owner for "how to tune this boat" and "gel coat repair;"
- convinced my 20-something daughter to take a "learn to sail" course offered by the sailing club;
- looked into logistics of away regattas in which I was likely to participate in the near future;
- took a US Sailing Race Officer course to get re-acquainted with racing rules and procedures. I did remember starting procedures, "starboard," "leeward," and "room at the mark"—but important details of most of the remaining rules and what I knew of Race Committee responsibilities was buried in deep memory.

And then COVID. And I'm not yet sailing. But I will. Soon. Real soon. And then real joy.

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Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Sailing Course and Summer Training Camp 2020 in Kotka

By Patricia Broas



New Lightning sailors learning how to rig the boat

Members of the Kotka Lightning fleet have felt very lucky, as there have been several sailing events taking place in Kotka this year. In spite of the difficulties brought on by Covid-19 and some technical issues with the fleets boats, it has been a great summer 2020 for Lightning sailors! A week before the Finnish Lightning Championship 2020 was to take place in Kotka, the Finnish Lightning Association organized a training camp from July 31-August 2.



Lightning simulation before going out

The Finnish Lightning Associations power trio of Esko Aalto, Sakari Pesola and Sanni Siira arranged a sailing course for both beginners and for more experienced enthusiasts in Kotka June 14-15. The course was also a valuable experience for the sailing instructors in Kotka who do not have as much tutoring experience as Esko, Sakari and Sanni. The goal of the course was not just to teach beginners, but to give a much needed boost to the sailing and training activity in Kotka.

The course had a very hands-on approach, as it started in the morning with rigging of the boats. It took place in the Meriniemi Marina, home of Kotka Yacht Club, where it provided entertainment for passers by and the customers on the terrace of Café Laituri. Sailing advertising at its best!

As we got into the boats and out of the Marina, Esko and Sakari took turns zooming around in a RIB boat checking the techniques, filming and giving instructions. I had the pleasure of being tutored by Sanni, who has a wonderfully calm and clear teaching technique. Intensive training was paused only by a lunch break on shore, whereafter nourished students and instructors continued training well into the afternoon. The eighteen participants plus instructors got to enjoy Finnish summer at its best with brilliant sunshine and gentle winds suitable for beginners.

A week before the Finnish Lightning Championship 2020 was to take place in Kotka, Finnish Lightning Association organized a training camp from the July 31- August 2, also in Kotka. The organising team consisted once again of Esko, Sakari and Sanni. Some of the competing teams have crewmembers from different parts of the country, so the training camp provided a great chance to practise together for the incoming championship. As a bonus, you got to leave the boat ready for the championships, without having to drive it all around the country.

The training camp started with some comprehensive inside information about the area where the championships were going to take place. Local Snipe sailor Claus Carpelan told about the winds and currents, giving great hints to competitors. Training in the area was, however, somewhat hindered because of the Finnish Windsurfing Championship that took place in that same weekend on the same spot. Not to worry though, there was plenty of room for both the competing



Coach Esko and assistant Osku. The yellow boat crew is concentrating on maintaining speed

Photo credit: Sanni Siira



From left:
Vuokko
and Patricia
enjoying the
late evening
sail

windsurfers. As soon as the windsurfers had a break, we took the opportunity to practise on their racing track.

The training camp provided great opportunities to get to know the championship area. We also had the chance to visit the little islands, Kukouri Island and Varissaari Island, next to the racing track. We got ashore there for our lunch breaks and explored the ruins of Fort Slava and Fort Elisabeth. The forts are a part of the fortification that Russia built at the end of the 18th century. In 1789 and 1790 Russia and Sweden fought two great sea battles (the Battles of Svenskund) right where the championships were going to be. Our "battles" while training where, however, much more fun and less disastrous than back in the olden days. As for the weather, we were once again quite lucky. The wind grew stronger towards the end of the camp, so we got some experience in low winds, turning winds and stronger winds. A great weekend once again and now a whole lot more ready for the championships, thanks to our fantastic power-trio!



Going back to harbour. Patricia is happy to be skipper for the first time the whole day



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Finnish National Championship

Kotkan Pursiseura, Finland

August 7–9, 2020

Sanni Siira

Photo Credit: Anu Streng

Being relatively new to the Lightning class, winning the Finnish National Championships was a surprise to everyone. Personally, it was an unexpected occurrence that led to new motivation.

I met John Winqvist, helmsman, for the first time nearly two years ago when I was delivering some fine art print tests. This is a weird detail that seemingly has nothing to do with anything, but after the Lightning Worlds in Finland, I contacted him, encouraged by Riitta Kangas, a long-time Lightning sailor in the local fleet, about attending the Finnish National Championships 2019 in Kuopio.

Our third crew is Arttu Valonen, a young Europe Class sailor. It was pure luck that we found Arttu only a few weeks before the Championships. Our common friend Risto Pesola from Fleet Tuusula knew that a few crews were looking for team members, and he posted a notice about Europe Class juniors wanting to attend the event. The same week I was already sailing with Arttu and found out that he has a great spirit.

Since last spring I have been finishing my master's thesis, and the process has made me think about learning methods on sailing as well. Analyzing my progress, I think many aspects affected or boosted my growth this year.

When lockdowns followed the first wave of COVID-19, our district acted by organizing online meetings and lectures. Especially the lectures on Crew Communications 1 by Matti Aalto and Motivation, focusing and emotions by Esko Aalto, who both are accomplished Lightning sailors, discussed topics that helped me to

realize that during the races it was the negative tensions that decreased ability to keep focused. As a visually-oriented person, one of my weaknesses is that I tend to keep looking at too many things, often completely irrelevant things I may add, inside and outside the boat. The visual stimulus catches my attention easily, which is at the core of my profession and therefore is useful in that environment, so one of my priorities for this season was to get better at focusing on looking at the right information to share.

Most international webinars were scheduled in the middle of the night for Finland, but attending the North Sails' webinar 'Let's Talk Lightning with Brian Hayes and Greg Fisher' was worth staying up late. I haven't thought of myself as a technical person, and finding joy in measuring and analyzing the boat has been a warmly welcomed development. Following the discussion on how experts are analyzing boat speed has given new tools for learning.

For a couple of years, Esko Aalto has given me feedback and also coached newcomers in Tuusula. One of my favorite practices is blind sailing that is reserved for summer days with light wind. The idea is simple. One or two of the crew will sail blindfolded, not literally though, but eyes shut, and everyone will describe the best way possible what is happening and what will be the next move. With my sister, we had genuinely a great time gybing with a spinnaker. The point of the practice is to build trust and learn to feel the boat better. During the 2019 Championships, we had a discussion with John about how meaningful it is to "feel things" in sailing. There are so many signs to receive



by using feelings to perception. Developing these skills is a fun journey.

A week before the championships our District organized a training camp in Kotka. (Read more about the event in a report by Patricia Broas!) It was a good chance to get used to the racing area, but, more importantly, train together as a team. I had updated the boat from 14352 to 15500 earlier in the summer, so there were many new elements to the team. The weekend was interesting in many aspects, but especially by weather. We had very, very light wind, lots of sunshine and then heavier wind on Sunday.

We started our race weekend at noon on Thursday till the evening by fixing some details and waxing the boat. Veleiros founder Jyri Vainikkala helped us by bringing in good materials and having a coffee break over a fresh blueberry pie that my mother had sent with us.

I think the race weekend was blessed by absolutely beautiful summer weather and a nice breeze from the south and southwest. Our goal was to rank in the top five in the final results, and when we scored the first

immediately in the first race, the whole crew was in high spirits. There were some problems, of course, too. For example, all spinnaker rope knots opening one by one on the first day after the first windward mark. Afterward I was thinking that was a ridiculous incident which I will remember forever—but also making some risky decisions. In general, I think we sailed without bigger mistakes. Learning wise, It was a huge benefit for a young sailor. I think it is to learn mistakes but also successes instantaneously and receive feedback through analytical discussions in between the races throughout the day.

After Saturday, the second day, it started to look like we were getting a medal, and when I called a daily report to my father, a former Tornado sailor, he told me to keep focused and sharp as quoting “all outcomes are still possible.” As John told Arttu and me on our way back to the harbor, the first Championship is something to remember.

I want to say thank you to Arttu and John. I feel the joy of having succeeded together with you and wish we will get to sail together again in the future.

Pos	Boat	Sail#	Club	HelmName	CrewName	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1	Illusia	15500	NJK	John Winquist	Sanni Siira Arttu Valonen	1.0	1.0	5.0	2.0	1.0	3.0	3.0	2.0	(18.0 DNC)	36.0	18.0
2	Luonnotar	15525	EPS	Lauri Hemming	Elsa Hemming Antti Kanninen	3.0	4.0	2.0	9.0	(11.0)	2.0	1.0	8.0	3.0	43.0	32.0
3	Gamma	14638	TP	Matti Leppanen	Mari Leppanen Arttu Leppanen	2.0	6.0	4.0	(12.0)	8.0	5.0	2.0	5.0	9.0	53.0	41.0
4	Ayolos 2	15341	TP	Niko Lappalainen	Pasi Hannila Aleksi Lappalainen	8.0	(18.0 OCS)	3.0	4.0	3.0	9.0	7.0	3.0	5.0	60.0	42.0
5	Nikea	14364	JVS	Samppa J Salminen	Tero Kotimaki Heikki Nurmi	5.0	2.0	6.0	3.0	9.0	4.0	5.0	9.0	(10.0)	53.0	43.0
6	Burgandy IV	15415	TP	Laura Pesola	Laura Bjork Meeri Aro	(18.0 DNC)	18.0 DNC	1.0	1.0	2.0	8.0	9.0	1.0	7.0	65.0	47.0
7	Burgandy III	15331	TP	Sakari Pesola	Saara Kuisma Sonja Niemela	(18.0 DSQ)	7.0	10.0	5.0	7.0	7.0	4.0	7.0	4.0	69.0	51.0
8	Masi VIII	14958	M	Kimmo Aromaa	Mika Aromaa Pekka Bollstrom	4.0	3.0	12.0	7.0	(13.0)	6.0	6.0	10.0	8.0	69.0	56.0
9	ELF	15372	LPS	Henry Elfving	Esa Pukki Anton Ahanen	7.0	9.0	8.0	6.0	4.0	11.0	(13.0)	4.0	11.0	73.0	60.0
10	Kikka	5552	TP	Risto Pesola	Arttu Tolvanen Sofia Held	6.0	5.0	14.0	(17.0)	10.0	12.0	8.0	6.0	2.0	80.0	63.0
11	Forte	14534	TP	Esko Aalto	Jukka Niemi Vladimir Belov	(18.0 RET)	10.0	7.0	11.0	5.0	1.0	12.0	11.0	18.0 DNF	93.0	75.0
12	Red Snapper	14761	KPS-KSS	Jesse Hjelt	Miko Jaakkola Heikki Kuokka	9.0	11.0	13.0	10.0	(15.0)	10.0	10.0	13.0	1.0	92.0	77.0
13	Katrina	14530	JVS	Esko Lehtinen	Heli Lehtinen Joonatan Hollmen	(18.0 DSQ)	13.0	11.0	15.0	6.0	13.0	11.0	12.0	6.0	105.0	87.0
14	Dolce	15369	TP	Sari Aalto	Susanna Aro Pauline Niemi	11.0	8.0	(15.0)	8.0	12.0	14.0	14.0	15.0	13.0	110.0	95.0
15	Kikka IV	15371	OPS	Markku Paloma	Jyrki Paloma Valteri Kakonen	10.0	12.0	9.0	13.0	14.0	15.0	15.0	(16.0)	14.0	118.0	102.0
16	Solina	15056	TP	Juha Savela	Petri Kokko Patricia Broas	12.0	14.0	16.0	14.0	16.0	(17.0)	16.0	14.0	12.0	131.0	114.0
17	Wakan Tanka	14406	KPS-KSS	Jari Kaplas	Tiina Savalainen Johanna van Wouteren	13.0	(18.0 OCS)	17.0	16.0	18.0 DNF	16.0	17.0	17.0	15.0	147.0	129.0

2020 and the One-Day Regatta

This year has caused many of our “normal” happenings to be changed. This included sailing and racing. While the larger national events were all canceled, some of the smaller local and regional events were held but in a scaled-back version. This made the One-Day Regatta a popular option. It allowed for sailing to happen but without all the social offerings or having to stay overnight in a hotel or at someone’s home.

Coming to a decision to hold a regatta or not was not an easy task. For example, some events allowed for sailing two-up, while others restricted sailing with spinnakers. Below Hans Graf shared the process with the Brotz Regatta. In addition, on page 47 Bill Cabrall shared the new scoring division offered at the Frigid Digit with the Weather Mark Challenge. During these times, we persevered and still found safe enjoyment out on the water.

60th Anniversary Roman C. Brotz Memorial Regatta

Sheboygan Yacht Club – Sheboygan, Wisconsin

August 29, 2020

Whether or not to hold the Brotz Regatta, initially scheduled for late August in Sheboygan, Wisconsin, this year was a tough decision. Six weeks before the event, the prevalence of COVID 19, both in Sheboygan County and throughout Wisconsin, were alarming and deteriorating. By early August, however, COVID prevalence began to improve, and we decided we could hold the event if trends continued. We followed a familiar rationale to develop guidelines to keep participants as safe as possible from COVID infection including:

1. Shorten the event to one day with no social events to reduce the time spent together ashore where social distancing can break down;
2. Allow teams to compete with two or three to reduce the pressure a team may face to sail with people from outside their household or social group;
3. We let competitors know in the NOR and accompanying announcements our concerns and asked for their cooperation.

Two big lessons for me as event chairman were:

1. Listen to and engage with the concerns of members of your fleet. Suggestions emerged as we built a consensus around holding this event that I think allowed for a great outcome.
2. Things can get better OR worse with this epidemic, and events may impact it that we cannot predict. It was tempting in mid-July to cancel the event. On August 1 governor Evers, however, issued a mask mandate, and although COVID cases had already begun to decline by then, they continued to decline through August.

Now as we face deteriorating COVID conditions here in Wisconsin I look back fondly at an event we were able to hold, great rides in heavy wind as well as trust and confidence built in team mates and fellow competitors. I’m glad we did it. I think our regattas are one of the greatest strengths of this class:)

This year’s Brotz Regatta was like no other. In puffy northwest winds, a boat capsized before the start, and the crew could not get it righted. After the Race Committee got the crew out of the water safely, other skippers and crew took their boats ashore and went out with the Race Committee to retrieve the overturned Lightning. Our sincere thanks to Todd Wake, Doug Wake, Bill Faude, Jason Bemis, and Jared Drake, together with the Race Committee. They showed great care and dedication in making sure everyone ended the day safely and no boat was lost.

After regrouping on shore, five boats went out for three great races in windy conditions. Todd Wake went out with the Race Committee to help with any possible rescue. Bill Faude won the regatta, showing how tough his team of Jarod Drake and Amy Simonson really are when the weather is heavy.

Respectfully submitted, Hans C Graf, Sheboygan Yacht Club Lightning, Fleet 187, Brotz Regatta Chairman

Pos	Sail#	Skipper/Crew	R1	R2	R3	Total
1	15480	Bill Faude, Jared Drake, Amy Simonson	2	1	1	4
2	15545	Doug Wake, Jason Bemis, Anna Thickens	1	3	2	6
3	14842	Tom Klaban, Beth Grossbek, Emma Zalog	5	2	4	11
4	15567	Hans Graf, John Olig	3	5(RAF)	3	11
5	14380	Ty Rubin, Lukas Quinn, Noah Hallerman	4	4	5	13

Corn Roast Regatta

South Shore Yacht Club – Milwaukee, Wisconsin

August 15, 2020

One-day regatta at the South Shore Yacht Club in Milwaukee, Wisconsin. 8+ boats, social distancing and light conditions. Super fun, with five races and tons of junior sailors on the water!

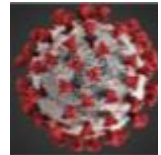
Pos	Sail#	Name	R1	R2	R3	R4	R5	Total	T/O	Net
1	15390	Wake	1	1	1	2	1	6	2	4
2	14938	Peterson	3	2	2	1	2	10	3	7
3	14106	Nickerson	5	5	3	4	3	20	5	15
4	14130	McGuinnis	2	7	4	3	7	23	7	16
5	14380	Alberte	4	3	7	8	5	27	8	19
6	14015	Holton	7	4	5	6	6	28	7	21
7	13794	Alberte (Jrs)	6	6	6	7	4	29	7	22
8	14323	McGlew	8	8	8	5	8	37	8	29



Charleston Harbor Lightning COVID Cup Championship

Charleston, South Carolina

August 16, 2020



The Y-Flyer and Friends Regatta happened this past weekend. The Lightnings opted to sail just one day due to a conflict in schedule for many due to the Leukemia Cup Regatta for big boats in which many crew were participating, but we had a nice ten-boat fleet. The Race Committee did their best in tricky conditions to get a race in. Most of the day we had a dying northwest breeze that fought the sea breeze. They did a good job to get in our one race. We floated a decent amount, and all had a good day hanging at the James Island Yacht Club socializing.

We raced a few weeks back, organized by our regular fleet, and got in some great racing with nine local boats. We are all excited for the Wild Oyster with over 20 boats already registered that happens in a few weeks.

Pos	HelmName	Sail#	Club	Boat	R1	R2	R3	R4	R5	Total
1	Ryan Davidson	15147	CofC YC	Blue Weenie	1.0	2.0	1.0	1.0	4.0	9.0
2	Drew Lisicki	14636	JIYC	USA 14636	3.0	1.0	4.0	4.0	1.0	13.0
3	Batton Kennon	1475	CORA	Square Grouper	4.0	3.0	3.0	3.0	2.0	15.0
4	Pat Hogan	14701	CYC	USA 14701	6.0	5.0	2.0	2.0	5.0	20.0
5	Ryan Hamm	14710	ChYC	Royal Pig	8.0	7.0	5.0	5.0	3.0	28.0
6	JIYC Jr. Team	14180/13897	JIYC	JIYC Boat	5.0	9.0	7.0	6.0	6.0	33.0
7	George Scarborough	15 (spin 15600)	CYC	Cacique	2.0	4.0	10.0DNS	10.0DNC	10.0DNC	36.0
8	Patrick Chisum	14044	ChYC	Running with Sickles	7.0	6.0	6.0	10.0DNF	10.0DNC	39.0
9	Bill Jones	14688	CORA	USA 14688	9.0	8.0	8.0	7.0	7.0	39.0

Chip Till - Principal Race Officer (PRO)



Carson Challenge

Metedeconk River Yacht Club
Brick, New Jersey

August 27, 2020



Pos	Sail	Boat	Skipper	Club	R1	R2	R3	R4	Total
1	15439		Mitchell Hnatt	MCYC	4	1	1	1	7
2	15166	Nebulous	Jody Lutz	MCYC	1	4	2	2	9
3	15581		Tyler Menninger	SCYC	3	5	5	5	18
4	14589	Less Than Zero	Brian Taboada	MCYC	2	2	14/DNF	3	21
5	15464	Girl Trouble	Keith Taboada	MCYC	14/DNF	10	4	4	32
6	5464		Owen Carolan	MCYC	14/DNF	6	6	7	33
7	14950		Paul-Jon Patin	TBD	14/DNF	3	3	14/DNS	34
8	15537		George Glenn	OCYC	6	9	7	14/DNS	35T
9	1546		Miya Preyer	MCYC	14/DNF	8	8	6	36T
10	14450		Richard Thomas	MCYC	5	7	14/DNF	14/DNS	40
11	15551		Rob Shields	OCYC	14/DNS	14/DNF	9	14/DNS	51
12	14204		Lucas Escandon	MCYC	14/DNF	14/DNS	14/DNF	14/DNS	56T
12	15365	Las Vegas	Dave Watts	MBC	14/DNS	14/DNS	14/DNS	14/DNS	56T

Southampton Clambake Regatta

Southampton Yacht Club – Southampton, Long Island, New York

September 19-20, 2020

Pos	Skipper/Crew	R1	R2	R3	R4	R5	R6	Total
1	John Bauman Brian Hayes Jr, Fred Strammer	1	1	1	1	2	2	8
2	Paul-Jon Patin	4	2	4	4	1	1	16
3	Geoffrey Loffredo	2	3	3	2	3	4	17
4	Team Rulli	5	6	2	3	4	3	23
5	Lewandowski	3	5	5	5	6/DNS	6/DNS	30
6	Davoli	6	4	6	6	6/DNS	6/DNS	34

On the re-inauguration of the well-loved Southampton Clambake Regatta, six teams were treated to classic Southampton fall conditions. The first day was light to moderate winds from the north that constantly shifted in direction and velocity. The second day was very windy, a true northerly with strong changes in both wind velocity and direction. Both days made for challenging sailing.

Dinner was a very nice affair with proper social distancing and Covid best practices in place. We hope to see all of you next year. Southampton is a beautiful place to sail. Come and join us!—*John Bauman*



Special Thanks to Donna Schwab for snapping some beautiful photos!

www.donnaschwab.com

This is the direct link to the photos:

<https://photos.app.goo.gl/1vfqqR3N235o1>





Greg Harris, Vice Commodore White Cap Regatta Director

With COVID, it was a challenge to plan this year's White Cap regatta, involving discussions, disagreements, and then agreements with the Pontiac Yacht Club to hold the event, safety protocol requirements, expected number of participants, food and beverages planning, and entertainment to meet the reputation of a PYC sponsored event.

Saturday morning came and game on! It was a challenge trying to manage and get all systems rolling since access to our facilities had been very restricted previously. By mid-afternoon, things settled out with the kegs and tappers secured. We are so fortunate to have people like Pegi Eddy, Meghan Harris, Anna Harris, Allison Harris, Hank Callahan, Pam Matora, Matt & Charlene Warner, Barb Abel, Caleb & Morgan Mathers (Pastie Patrol), Kayla Matora, Catie Benedict, Ruth Hugo, Carla Diana, Geoff & Sara Nelson (Mojitos), Mark Allen & Team (see Mark's comments).

Mark managed all aspects of the racing portion of the weekend including results. Uncle Peter's Pasties from Clarkson were a new experience for Saturday's lunch. My friend Kenny Ibrahim prepared the middle eastern dinner from Princess Grille on Welch road in Commerce. Princess Grille has provided meals to local hospital workers, police, and firefighters who have been on the front lines of the pandemic. The band, Version II, led by Carl Godell performed classic rock, Motown, R&B, and pop, not only for the White Cap participants but for all the residents in Orchard Lake, Keego Harbor, Sylvan Lake, West Bloomfield, and Waterford including a few spectator boats. We are located on a lake and sound carries long distances! From all the feedback I received including a visual on active dancing, they were very entertaining. You can check out pictures from Sunday at <https://shotkeeper.smug-mug.com/Sports/Sailing>.

Mark Allen, Principal Race Officer

I'm always nervous running races on Cass Lake because you never know what you're going to get. Maybe the wind won't show up, maybe it'll do really crazy things. I was really happy this year that the wind did show up and that it didn't do a 180 or something else. After a short postpone on the water, my team was able to get four races off in 5-7 knots of breeze from the south on Saturday.

This year we did the racing with 3 MarkSetBots borrowed from DRYA. Thank you DRYA for lending us your Bots! We showed the amazing flexibility of MarkSetBot by using one Bot as the pin end of the starting line and then, after the start, moving it up to be the second gate mark. One thing people may not know is that by utilizing MarkSetBot, we have a tablet on Old Blue with a chart of the Lake, and we can overlay a race course on it and choose a leg length. Once I have decided on what wind direction we will race a given race in, the bots will place themselves in the correct location for a square line, square gates, square course. Another super helpful ability is to input the number of boat lengths that I want the start line to be based on number of racing boats, and the bots will give me that line length without having to guess. Very accurate! One of the fun things with the bots was to launch them at the Cub and then just send them on their way out to the race course!

Sunday gave us a solid 10-15 out of the west—well, a little north of west and that forced me into having the starting line in a not ideal location due to shallow spots, but I was hoping it wasn't too bad. It's Cass Lake, after all, shallow spots are everywhere. At least I didn't have to worry about putting race marks in too deep of a location. Ryan Flack and I were tickled that we were able to set leg lengths of .75, .85 and then a full 1.0nm for the last race! It's a very rare occurrence on Cass Lake to get a course to be a full mile long, so we grabbed the opportunity. I'm sorry if it got rather squirrely up at the weather mark.

My whole team did a fantastic job as RC. I want to thank them and list them here: Bill Ziegler – Whaler, Bill Sanders – Kiwi, Paul Nagel – Kiwi, Ryan Flack – MarkSetBot Operator, Jonathon Kish – Flags, Jen Oeffner – Scoring.

I had a lot of fun, and I really hope I never have to run another regatta without MarkSetBot. It really is a game changer for race management.

Tom Klaban 2020 White Cap Regatta Champion

Since COVID-19 caused most Lightning regattas to be canceled or scaled down, it was refreshing to see that PYC took out all the stops to host what arguably will be remembered as the best Lightning regatta of 2020. With 19 boats in attendants, it was certainly the largest event

of this COVID-19 season, and while social distancing and safety was the highest priority, PYC outdid itself in hospitality, food, music, raffle and first-class Lightning racing. Mother nature cooperated with sunshine and wind, and our PRO Mark Allen provided all the competitors with some of the best racing anywhere. It was certainly the best racing on Cass Lake that I can remember over the past thirty years.

Day one started out very light with an increasing south easterly that shifted 30 to 40 degrees during the four races held that day, in 4 to 8 mph breeze. Our team of Beth Groesbeck, my longtime crew or princess as we call her, Julia Matora, our star junior crew, and I practiced most of the summer for this regatta. Coming of a win at the Bayview one-design regatta a couple weeks earlier, we felt ready for the challenge, but even for us locals, the wind shifts were massive and not very predictable. Our goal was consistency and boat speed, which proved more difficult than we thought.

The first start took me off guard, and we started in the second row, which forced us to tack to port and duck five or six transoms before getting clear air. We settled in and found the elusive boat speed that we were working on. We rounded the weather mark in fifth and immediately jibed to what proved to be a better angle to the leeward mark. We rounded in second and chased the Steve Harris team to the finish but couldn't pass them. Our second start was a little better, but we found ourselves on the wrong side of the wind shifts and again rounded fifth or sixth and had to pass boats downwind to get close to the eventual race winner, the Post team, followed by the Mathers team to the finish in third. We finally nailed our third start and got around the windward mark in first, but the wind gods weren't on our side as the Morin team and last year's White Cap regatta winner past us going downwind to the finish. Our fourth start was right at the pin end, and when we tacked the wind shifted in our favor and we fetched the windward mark in first. This time we were able to extend our lead

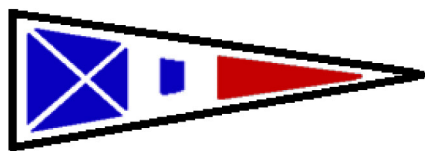
for our only first place finish of the day. What a day it was with four races and four different race winners!

Day two brought big winds of 14 to 20 mph, white caps and, as always, wind shifts of 30 plus degrees. Since the line was square to the wind due to the use of the Mark Set Bots provided by DRYA, I decided to start near the committee boat, which proved to be the wrong end of the starting line. We used all our local knowledge of the lake to try and catch the leaders but had to concede the victory of race five to team Welch who found the left side of the course to their liking. Race six was very similar, with team Welch again hugging the left side of the course and, along with team Steve Harris, the eventual race six winner, getting and staying ahead of us in race six. In race seven, the committee boat end finally paid off, and, even though our PRO increased the length of the first Mark Set Bot to 1 mile, the longest leg ever set on Cass Lake, we took an early lead which we increased to what ended up being a victory lap. All in all, we raced seven races with five different race winners in what I certainly will remember as one of the best regattas in which I've ever participated.

Many thanks go out to Greg Harris, our Vice Commodore and all the PYC volunteers, and a special thanks to Mark Allen our PRO and Ryan Flack for running the Mark Set Bots which proved invaluable in setting great courses in very challenging conditions. The ability to change the course without having to manually move marks was short of miraculous and made for fantastic and fair racing. I believe there were course changes in all but one of the seven races, and I encourage every club to investigate the advantage of this fabulous invention for your next regatta.

And of course, our annual raffle, hosted by Mike Welch was not only fabulous but provided the Junior program with much needed funds for next season. We hope to see more of you at the 2021 White Cap and hopefully without masks.

POS	SAIL#	TEAM	RI	R2	R3	R4	RS	R6	R7	TTL
1	14842	T.Klaban/Groesbeck/J.Matora	2	3	2	1	2	3	1	11
2	15531	M.Welch/F. Blackmer/B. Beaudet	10	9	5	2	1	2	6	25
3	14690	N.Harris/R.Ziegler/ A.Iii.Harris	4	8	3	9	5	4	2	26
4	15455	S.Harris/J.Ehrenberg/B.Williams	1	5	10	3	16	1	8	28
5	155	M.Elliot/I.Dzuiba/L.Schmidt	5	4	4	4	3	10	9	29
6	313	M .Morin/J.McCree/K.Froeschle	14	11	1	5	4	6	4	31
7	15530	J. Mathers/C.Mathers/M. Mathers	11	2	6	18	7	8	3	37
8	14061	E.Villadsen/ A.Farr/M.Leopold	3	7	8	7	9	7	7	39
9	15233	T.Post/K.Caliahan/L.Hounsell	8	1	9	6	11	9	10	43
10	15048	J.Garrison/R.Lyons/K.Matora	7	16	7	15	6	5	5	45
11	14515	J.Morley/A.Morley/G.Gardner	6	6	12	8	8	20	20	60
12	14860	J.Muelier/W.Vanderhorst/G.Auer	9	12	11	13	10	12	20	67
13	14927	R.Meyer/M.Meyer/B.Liu	19	10	14	10	14	13	11	72
14	14854	S.Briggs/D.Keen/M.Collins	12	13	13	11	13	20	20	82
15	14346	M.Warner/K.Hasbrouck/B.Warner	15	18	17	12	15	11	13	83
16	14767	C.Wilson/H.Wilson/M.Wilson	18	19	15	14	12	14	12	85
17	15230	C.Matora/I.Sendijaric/ A.Matora	17	14	16	16	17	16	16	95
18	13862	S.Swartzmilier/ Anna. Harris/Bec.Mathers	13	17	18	17	18	17	14	96
19	14477	L.Strickland/R. Baetz/M. Laker	16	15	19	19	19	15	15	99



25th Annual Bare Bones Regatta

Clearfork Reservoir – Mansfield, Ohio

September 26, 2020

The 2020 Bare Bones Regatta at Mansfield Sailing Club was the twenty-fifth in the series. Even though this year the regatta was a one-day event, the breeze and sailors did not disappoint. A steady easterly wind at 10-15 mph permitted four races back-to-back on Saturday afternoon, under the able direction of Marion Zaugg, the Race Committee chairman. Eight boats participated, four from Fleet 150 and four from other clubs. The regatta winners were Jack and Nancy Mueller from Sandusky Bay with their crew, George Auer. Kurt Andrews, from Indian Lake, with his crew Mike Mirarchi and Sean Dillon, were second, and Dave Samanich, from Cleveland, with his crew Joe Christopher and Rob Graebert were third.

Before the racing started, tributes were paid to Tom Varley, who had the original idea to start this regatta twenty-five years ago after he moved to Bellville and joined the club. Over the last twenty-five years Tom has been unstinting in his advice and encouragement to all members of Fleet 150 to make them better and more competitive sailors. He also encouraged skippers to travel to other regattas and so ensured the continuing success of the Bare Bones. It was very gratifying to see the four visiting boats this year for what was a truncated regatta compared to all the others.

Pos	Sail#	Skipper	Crew #1	Crew #2	Club/Fleet	R1	R2	R3	R4	Ttl
1	14860	Jack Mueller	Nancy Mueller	George Auer	386 Sandusky Bay	1	3	1	1	6
2	14897	Kurt Andrews	Mike Mirarchi	Sean Dillon	23 Indian Lake	3	1	2	3	9
3	14433	Dave Samanich	Joe Christopher	Rob Graebert		2	6	6	2	16
4	14987	Don Schregardus	Eric Brandt	Josh Lehman	27 Leatherlips	4	4	4	4	16
5	14875	John Varley	Don Bacharowski	Matt Buchanan	150 Mansfield	7	2	3	7	19
6	14216	Lisa Austin	Zachary Austin	Scott Dillon	150 Mansfield	6	5	5	5	21
7	14067	Manuel Flores	Jim Stone	Ed Auer	150 Mansfield	5	7	7	6	25
8	14824	Rick Berry	Chris Clarke	Ed Brink	150 Mansfield	8	8	DNS	DNS	34



Champions: Jack Mueller
Nancy Mueller, George Auer



Runner-ups: Kurt Andrews
Mike Mirarchi, Sean Dillon



2nd Runner-ups: Dave Samanich
Joe Christopher, Rob Graebert

69th Frigid Digit

Severn Sailing Association – Annapolis, Maryland

September 26, 2020



The Best of Times in the Worst of Times—Lightning's go downwind on Chesapeake Bay during the 2020 Frigid Digit

Severn Sailing Association and Lightning Fleet 329 safely held the 69th running of the Frigid Digit on Saturday, September 28, a gray cool day that brought light to moderate air and the occasional burst of light rain. Seventeen boats participated in the one-day event, a very good turnout for the Dixie District in 2020.

The good news is that Lightnings were on the water, out on Chesapeake Bay, sailing together with friends and family, enjoying all the trademark elements of a great Lightning day. There were men and women on the water, families sailing together, young people at the helm, lots of close quarter racing, and an age range that started under age ten on the RC boat, moved on through teenage skippers sailing with their dads, to span at least eight decades of experience into the rarified realms of Lightning Great, Grand Master-ship. The fleet was typically competitive, with the first start attempt resulting in a general recall and the rest of the day starting under the 'I' flag. Lightning normal, all the way!

The classic boat crew was out in force, with two woodies. Bob Astrove sailed 'Pandora', Greg Urban brought out 6426, and Charles Rogen debuted his beautifully restored "fiberglassic," 11248. Looking across our past into the future, Measurers Bill Cabrall and Joe Buczkowski collected GPS speed and wind data for Marnix Hoogwater, a naval architecture student in the Netherlands researching the boats performance characteristics.

It was wonderful to see everyone, to be out on the water, lined up for starts with seventeen other Lightnings, enjoying what we have done for so many years and so many wonderful regattas. It felt so normal!

At the same time, this being 2020, it was also very different. There were some important changes made in order to allow the event to happen at all, and to organize and run it safely.

The SSA formula for COVID required everyone associated with the event to begin by assessing their personal risk level—and staying home if they have symptoms or might have been exposed to COVID. Mask wearing was mandatory at the club, hand sanitizer was available throughout the complex, and social distancing was built into every phase of the event, from the skippers meeting, done via VHF radio, getting in and out of the water—17 boats spread out over three hoists and turning basins—food, with positions marked at six-foot

intervals at the snack bar) and the trophy presentation spread all over the parking lot.

The regatta was organized so that everyone could start and end the day at home and stay in their own 'bubble' throughout. Despite light to moderate air, the sailing day was managed so that the fleet was back in early enough to provide enough time to pack up and make it home Saturday night. On the water the RC managed course length to provide enough time and distance for a decent race, while still making it possible to complete all five races. This had the added advantage of keeping the fleet well bunched and the racing tight and interesting for everyone all day.

In order to accommodate different bubbles, competitors were given the opportunity to sail double or triple handed, and to designate themselves as spinnaker/non-spinnaker boats. Backstay streamers, another Lightning staple, were used to clarify who was what on the water. There was an expectation that the different groups might separate over the course of a race, which did happen some, but given the light to moderate air and short courses, double handed non-spinnaker teams that nailed the beats found themselves in the hunt and connected to the fleet throughout each race.

Luke Shingledecker, his wife Susan, and son Peter ably manned the RC boat, keeping those functions and their associated exposure within a single household. Ted Morgan and Kim Couranz were on the Weather Mark boat, and Chris Young manned the mark boat for the event. Starts used an automated three-minute sound signal system, and once up, the 'I' Flag simply stayed up all day. A few large shifts affected things occasionally, but overall, the racing was good, quite good, actually, for a light and shifty day. It is worth noting that Kim is a Snipe World Champion, and the RC team included three former SSA Commodores and a current Board Member. Lightning Fleet 329 greatly appreciated their support for the Lightning Fleet, the Lightning Class, and the continuance of our regattas and traditions. Thank you very much!

In order to add additional spice to this mix, the RC tracked who rounded the first weather mark first in each race and an award was given for the best average score, giving everyone something to race for together, regardless of division entered for the day. The resulting mix of teams and sailing strategies was a lot of fun.



Contemplating Spinnaker Options at the Frigid Digit

I am pleased to report that all competitors took the adjustments and precautions seriously, followed the rules, and allowed the event to happen as safely as anything can be done this year. As Bob Astrove and others commented, "I think SSA did it right. I felt safe."

Addressing the use of double handing and non-spinnaker divisions, Bob also commented, "I think the model of allowing two people and even offering a non-spin group is something the class might consider for non-sanctioned events elsewhere and in the future."

At least it is worthy of some discussion. If that would drive up general participation it might be a good thing. I think we are going to be under pandemic conditions well into next year, so maybe it is something we want to talk more about at a district level for 2021."

As the photo to the left shows, this topic was on everyone's mind throughout the day.

So after all this, what was the racing like? Speaking for the non-spinnaker double-handed crowd, Bill Cabrall commented, "It was interesting, very interesting. The shorter courses kept us in the fleet all day, and the tradeoff between reaching up under just the jib downwind or going wing and wing was a challenge."

Noting a flood tide against the wind most of the day, we figured that the fleet would tend to be early to the line and forced to run down it, creating a hole at the RC boat. It was there. And by charging the line a heartbeat late, we always had space and were able to immediately tack away into clear air on port for better tide and, we felt, stronger pressure. This put us consistently in the top group at the weather mark. The first beats were always hotly contested, and it was fun to try for the first-to-the-mark trophy. Downwind Jim Alman was unbeatable wing and wing, a strategy that worked better than our plan of heating it up to put more pressure in the jib. Overall, it appeared the non-spinnaker format allowed more couples and families to get out racing together, and this was wonderful to see."

Ron Buchanan was the overall winner, picking up the Garwood Memorial Trophy after winning a tiebreaker with Trevor Prior. This trophy honors Bill Garwood, who crewed for Past ILCA President Dr. Don Delome and his wife Gwen for many years in the early 1970s before perishing in the crash of TWA Flight 514 on December 1, 1974, while returning from a Thanksgiving holiday with their parents. The Trophy was donated in 1976 and has been awarded every year since. Bill, a dentist, traditionally attended his dental school fall party the evening of the Frigid Digit and was known to sail on Sunday somewhat the worse for wear. In his honor, Fleet 329 awards a bottle of wine to the middle crew of the winning boat. This year's bottle of Prosecco came from Botanof Fajardo, SSA's food vendor, and went to Ron Buchanan.

Ron Buchanan accepts the Garwood Memorial Trophy for the 69th Annual Frigid Digit



Ted Morgan took wonderful photos throughout the day, you can find them all at the following link:
<https://flic.kr/s/aHsmR36iPQ>

Spinnaker Division

Pos	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1	14485	Ron Buchanan	5	1	1	[8]	4	11
2	15498	Trevor Prior	[10]	2	2	5	2	11
3	14907	Ian Moriarty	2	3	[8]	1	6	12
4	14548	Jonathan Guth	4	4	[7]	4	1	13
5	15320	Craig Cobbum	1	5	6	[7]	3	15
6	7603	Robert Astrove	3	6	5	6	[14/DNC]	20
7	15084	Joe Buczkowski	[8]	7	4	3	7	21
8	15131	Patrick Phelan	6	9	[12]	2	5	22
9	14900	Gary Hurban	7	[11]	3	9	10	29
10	15425	Joe Friebele	9	[10]	9	10	8	36
11	14366	Mark Maglin	11	8	10	[14/DNC]	14/DNC	43
12	11248	Ched Rogan	[14/OCS]	12	11	11	9	43
13	12957	Paul Whitesides	[14/DNC]	14/DNC	14/DNC	14/DNC	14/DNC	56

Non-Spinnaker Division

Pos	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1	15208	Jim Alman	1	1	1	[2]	2	5
2	15054	Jonathan Lange	[2]	2	2	1	1	6
3	15615	Bill Cabrall	[3]	3	3	3	3	12
4	6426	Greg Urban	4	4	4	4	[5/DNF]	16

Weather Mark Challenge

Pos	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1	15208	Jim Alman	2	2	2	[6]	3	9
2	14548	Jonathan Guth	7	1	[11]	1	2	11
3	15498	Trevor Prior	[15]	4	6	7	1	18
4	15615	William Cabrall	6	6	4	[9]	6	22
5	15054	Jonathan Lange	[12]	5	9	5	4	23
6	14900	Gary Hurban	4	[13]	1	8	11	24
7	14485	Ron Buchanan	10	3	5	[12]	7	25
8	7603	Robert Astrove	5	7	3	10	[18/DNC]	25
9	14907	Ian Moriarty	3	9	[15]	2	12	26
10	15131	Patrick Phelan	[9]	8	7	4	8	27
11	15320	Craig Cobbum	1	[12]	12	11	9	33
12	15084	Joe Buczkowski	8	11	13	3	[14]	35
13	15425	Joe Friebele	11	10	10	[15]	13	44
14	11248	Ched Rogan	[18/OCS]	16	14	13	5	48
15	14366	Mark Maglin	13	14	8	[18/DNC]	18/DNC	53
16	6426	Gregory Urban	14	15	[16]	14	10	53
17	12957	Paul Whitesides	[18/NoFin]	18/NoFin	18/NoFin	18/DNC	18/DNC	72

Finally, this report would not be complete without mention of the best COVID male haircut ever seen in the Dixie District. After a year in which many of us have traded looks for safety during the pandemic, or simply given up and gone white and/or bald in frustration over the lack of highly ventilated, N95 certified barber shops, Ed Lane has solved this problem as only a Lightning guy could. His long, rich, flowing, vibrant, shoulder length locks were a thing of beauty and the envy of the entire boat park. When asked about it, he simply replied that he realized in March there was time to grow the perfect Halloween hairdo and beard for his 'J. Christ' costume, and he's been at it ever since. While we can't speak for the beard—he was masked all day, of course—it was clear that the people in his neighborhood are going to be very surprised at who shows up for trick or treats come October 31 !

Bill Cabrall – #15615

Unofficial Scribe for Fleet 329

Champagne and Classic Regatta

Keuka Yacht Club – Hammondsport, New York

September 26, 2020



They say "Patience is a virtue." That certainly was the theme for the 52nd annual Champagne Regatta and Classic event at Keuka lake this past September.

In April the KYC Commodore, Steve Bender, and the three fleet captains—we race Lightnings, MC Scows and E Scows at KYC—had a zoom call and were deciding the fate of our regattas for the summer. Steve has been extremely supportive of our fleets having large regattas during his tenure. KYC hosted the National MC Masters last year and E Scow Eastern nationals in 2018. Many unknowns were in play due to the Covid 19 situation at that time, and other clubs were mostly cancelling regattas versus postponing/escheduling. The Champagne regatta was one of the first in the KYC schedule planned for the end of June. Attendance has been growing over the past five years, in part due to the Classic Lightning group having their annual rally at KYC, as well as having agreeable sailing conditions, a great venue and solid support and organization by our small but mighty Lightning fleet. We had 28 boats in attendance in 2019, split evenly between classic boats and a modern fleet.

We made the collective decision to reschedule our regatta to a one-day event in early fall, hoping that we would have better clarity on Covid impact and New York State guidelines and safety protocols a few months down the road. A new date was picked that was open on our Central New York Lightning schedule for the second weekend in September, and we crossed our fingers.

This new date was familiar to me, as that is the same weekend that we used to have the "Harvest Regatta" at Silver Lake Yacht Club in upstate New York. As a teenager in the 1970s, I crewed on Sunday mornings in the same 59-year-old wood boat that my son Andrew skippered this year. We typically attracted 45+ Lightnings for the two-day event at SLYC, and I knew we could potentially get some great sailing conditions. Dick Hallagan won many of those regattas in the 70s to the early 2000s before the racing ended at Silver Lake. As if time had not passed, Dick showed up on that same weekend this year at Keuka with his crew to compete in some breezy, fall sailing conditions.

Our decision to postpone was a good one. I had learned a lot about what Covid protocols we would need to implement after I attended the CNY Districts at Henderson Harbor, New York, in early August. Tom Tomlinson and the volunteers there ran a very effective and Covid-aware regatta focused on the sailing/racing, with very limited focus on the social aspect, just what was required this year.

We were blessed with blustery fall weather and winds, but no rain. Attendance was a bit more than expected, or, to be honest, a bit more than desired this year, as we had to keep a focus on social distancing and keeping people outdoors as much as possible during the skipper's meeting, rigging, launching and dinner/ awards afterwards. Attendees were all from New York except for two sailors from Riverton Yacht Club in New Jersey, including Glenn Smyth and crew who sailed very well to a 2nd place finish in the modern fleet. We were able to get in five races which allowed for a throw-out.

The wind came up after the first race, one boat capsized, one rudder broke, and there were a few minor collisions. John Newell and team from Rochester Yacht Club sailed well on there way to a 1st place finish in the modern group. A few days prior he was hoping to find an athletic junior to crew the foredeck, only to be fortunate enough to hear Jody Starck was available as his third crew. John also won this regatta last year without Jody against some strong competition. Glenn Smyth was 2nd and Bob King and crew finished 3rd.

In the Classic fleet we had some spirited racing and very close finishes, with Eric Anderson winning his first Classic regatta with his crew. Eric has been racing his Lightning at Pultneyville Yacht Club on Lake Ontario in the PHRF fleet, and he placed third overall in the summer series against the big boats. Nice to see that! Craig Thayer and Dan Pope only had two on board and finished 2nd, a bit tougher for them as the wind was gusting to 22 mph in the last two races. Andrew Slade finished in 3rd place despite losing one of his crew, Kevin Gahagan, overboard going upwind in the fourth race when he missed his hiking strap. We were fortunate to be able to haul him back into the boat fairly quickly.

The Classic fleet awarded the restoration trophy and our infamous "lamp trophy" to Mike Yates and family from Skaneateles. He has restored and maintained #378 which was built in 1939, and he continues to race her, always in a very competitive way with Emily and Nora as crew.

At Keuka there is a very strong junior sailing program that is a separate non-profit called the Lake Keuka Sailing Foundation, which has weekly and multi-week sailing camps using the many Sunfish, Lasers and FJs at the Club. One of the goals of our Club is to encourage juniors to participate in these regattas, and it was great to see fourteen-year-old Sabrina Starck sail to a 4th place finish with her dad and younger sister as crew in the modern fleet. Sixteen-year-old Andrew Slade skippered in the classic group, handling the boat well in a good breeze.

As Dave and Jody Starck commented, "Thanks for having this regatta, as we had nothing else to do!" That theme

was echoed by a few sailors from other clubs where racing has been very limited. Buffalo Canoe Club members who do not live in Canada are unable to cross the border very easily, or if at all, due to Covid restrictions.

Bob Astrove, who heads up the Classic Division of the ILCA, had his boat all packed in Maryland until he found out that Maryland was added to the New York quarantine list just a few days before the regatta, and he would not be allowed to attend. Dave Chervenik, who now resides in North Carolina, was also not able to attend. Their sportsmanship and good cheer were certainly missed this year.

Overall, a great day with perhaps the most entries of any ILCA event this unusual summer. Special thanks to Bill Topping who has been our PRO for many years and helped us out once again this year. Hope to see more of you at next year's event!

Roger Slade - KYC Lightning Fleet

Classic Fleet

Pos	Sail#	HelmName	R1	R2	R3	R4	R5	Total	Nett
1	11050	Eric Anderson	1.0	1.0	1.0	(2.0)	1.0	6.0	4.0
2	736	Craig Thayer	3.0	4.0	2.0	1.0	(6.0 DNC)	10.0	10.0
3	11425	Amdrew Slade	4.0	2.0	3.0	3.0	(6.0 DNC)	18.0	12.0
4	378	Mike Yates	2.0	3.0	4.0	4.0	(6.0 DNC)	19.0	13.0
5	584	Phil Walker	(6.0 DNC)	6.0 DNC	6.0 DNC	6.0 DNC	6.0 DNC	30.0	24.0

Open Fleet

Pos	Sail #	HelmName	R1	R2	R3	R4	R5	Total	Nett
1	15395	John Newell	2.0	1.0	(3.0)	1.0	1.0	8.0	5.0
2	15385	Glenn Smyth	(7.0)	2.0	1.0	3.0	4.0	17.0	10.0
3	15164	Bob King	3.0	(4.0)	2.0	2.0	3.0	14.0	10.0
4	15611	Sabrina Starck	1.0	3.0	(5.0)	4.0	5.0	18.0	13.0
5	14444	Tom King	(6.0)	6.0	4.0	5.0	2.0	23.0	17.0
6	15555	Dick Hallagan	8.0	7.0	6.0	6.0	(16.0DNC)	43.0	27.0
7	13933	Ed Eagen	(10.0)	10.0	7.0	7.0	6.0	40.0	30.0
8	15502	Jed Dodge	4.0	5.0	(16.0DNF)	16.0DNC	16.0DNC	57.0	41.0
9	14240	John Brown	12.0	12.0	9.0	8.0	(16.0DNC)	57.0	41.0
10	10679	Peter Schiavoni	5.0	9.0	(16.0DNF)	16.0DNC	16.0DNC	62.0	46.0
11	14898	Leah Bourne	13.0	11.0	8.0	(16.0DNC)	16.0DNC	64.0	48.0
12	14726	Tom Knapp	11.0	8.0	(16.0DNF)	16.0DNC	16.0DNC	67.0	51.0
13	12885	Andy Hamilton	14.0	13.0	10.0	(16.0DNC)	16.0DNC	69.0	53.0
14	14820	James Elder	9.0	(16.0DNF)	16.0DNC	16.0DNC	16.0DNC	73.0	57.0
15	8004	Bob Cole	(16.0DNF)	(16.0DNC)	16.0DNC	16.0DNC	16.0DNC	80.0	64.0



Fontelieu One Design Regatta (ODR) and Connecticut/Rhode Island District Championships

Cedar Point Yacht Club – Westport, Connecticut

October 3, 2020

On October 3, 2020, Cedar Point Yacht Club hosted the Connecticut Rhode Island Districts as part of its Fontelieu Regatta. Ten Lightnings sailed, including three teams from the growing fleet in Southampton, New York. Dick Thackaberry and his experienced Race Committee team postponed for 90 minutes before sending the fleet out in a light southwest breeze.

Race 1 started as a light affair. After a poor start, we were forced right into better pressure. We did a good job connecting the patches of pressure and came home first. Brian Hayes Jr. finished second and Josh Goldman third. Fourth place finisher Francesco Rulli has a very cool Go-Pro video up on the class Facebook page of this race.

Race 2 saw an increase in breeze to 12-14, and Brian Hayes Jr. turned on the jets for an easy win. Lightning newcomer and Sunfish ace Paul-Jon Patin came second, and we used some fast-downwind sailing to get third.

Race 3 was where the regatta turned for us. After winning the pin and heading out to what we thought was better pressure on the left, the right came in hard, and the breeze pipped up to 16. After rounding the weather mark 9th, my forward crew Stephanie Swann remained positive, remarking, "next beat, we are going RIGHT!" The fleet compressed at the leeward mark, and everyone tacked, looking to avoid the jam up, allowing us a clear path to the right corner. We hiked really hard and crossed everyone except Rob Crane and Eric Heller. At the weather mark we gybe set inside Rob and Eric, resulting in the race win. Hayes sailed a discard 7.

Race 4 was our opportunity to give it all back. The current had switched, making the starboard layline treacherous.

We had to gybe out at the weather mark, relegating us to 7th. Josh Goldman won the race, with Hayes finishing second. Going into the last race, we, Hayes and Goldman were all close on points and could win the regatta.

In Race 5 we had a good start near the leeward end of the line and quickly pinched off Hayes. Goldman had gone right early and was near the front of the fleet with Patin. This time we benefited from the treacherous starboard layline and were able to pick up a few boats, rounding 4th. Every point mattered down the run, as Goldman took the lead, but we were able to squeeze past Crane for 3rd. After the final tally, we had 8, Goldman 9, Hayes 10. The District Championship was ours.

After racing, the teams enjoyed socially distant beers and Dark N' Stormies while rehashing the day's action.

It only took me twenty years as a driver and 32 years as a Lightning sailor to win a District Championship. My biggest thank you has to go to my crew, my 15-year-old son Grant, and my lifelong friend from Metedeconk Stephanie. Stephanie does an incredible job calling tactics from the front of the boat, while perfectly managing the crewwork, and our super downwind speed was a result of Grant's excellent spinnaker trimming. It has been very rewarding to see it all come together. I also have to thank my Lightning mentor Jim Carson, as well as my sailing coach/cheerleader Allan Terhune. I would not be here without you.

Finally, Fleet 126 has faced unimaginable tragedy over the past few years. This regatta win is dedicated to Lyla, Leigh, Alan and Charlie.

—Bill Bogardus

Pos	Sail#	Skipper	Crew	R1	R2	R3	R4	R5	Total
1	14719	Bogardus, Bill	Grant Bogardus, Stephanie Swann	1	3	1	(7)	3	8
2	15595	Goldman, Joshua	Rhys Goff, Francisco Lobato	3	(4)	4	1	1	9
3	15315	Hayes Jr., Brian	Chris Schon, Meredith Killion	2	1	(7)	2	5	10
4	14950	Patin, Paul-Jon	Christopher Batty, Andre Patin	5	2	(8)	5	2	12
5	15380	Crane, Rob	Jim Crane, Kelly Crane	(8)	8	2	4	4	18
6	15336	White, Edson	Allan Freedman, va Burpee	7	(9)	5	3	6	21
7	15449	Heller, Eric	Drew Lambert, Christina Lambert	(10)	7	3	9	8	27
8	15165	Loffredo, Geoffrey	James Gilmore, Kristin Hess	9	5	6	(10)	7	27
9	15016	Gardner, James	Ty Whitman, Fiona McKee	6	6	(9)	6	9	27
10	14679	Rulli, Francesco	Edoardo Rulli, Stefano Rulli	4	(10)	10	8	10	32

Top Three Teams



Team Bogardus



2020 Championship of Champions Regatta

Todd Wake



Balboa Yacht Club in Newport Beach, California, was the host for the 2020 US Sailing Championship of Champions regatta. Doug was chosen to sail representing the Lightning Class as the Junior North American Champion. Once accepted, we didn't really think the regatta would be held with the COVID pandemic still raging. They even offered that Doug could defer until next year (Pontiac in Lightnings), but that didn't seem like as much of an adventure as Harbor 20s in Newport Beach. So, we booked the tickets for early October, and off we went.

The regatta was stacked with talent and a lot of local knowledge. Doug was pretty excited to go up against some of his sailing idols, Augie Diaz, Mike Martin, Stan Honey, very talented local sailors and a bunch of other great sailors, including past ILCA President Paul Gelenitis, who sailed the event with his daughter, Kristen.

Our goals going in were to try to have fun, win a race and not finish last. We did win a race, led the regatta for a while, had a bunch of ups and downs, and we were far from last. I was very impressed by the depth of the fleet and the way they, most of the time, navigated through some very difficult situations without too much yelling, protests or hard feelings. That is the way racing should be.

The fleet of Harbor 20 boats was evenly matched and well suited for the type of racing we were doing. Rota-

tions were done on an anchored barge, and boats were sanitized with garden sprayers between races.

The real star of the show was the racecourse. RC chair Mark Townsend, who ran the 2018 NAs, had his hands full. We raced in the "turning basin" and anchorage. The longest course you could set was about ¼ mile. The anchorage was full, the windward mark was about 100 feet from shore, with Duffy electric rental boats

everywhere. Add in a bunch of mega yachts and every other size boat passing through, bikini clad ladies dancing to thumping music, and a floating Trump rally to top it all off! If you ever played the video game Frogger, you get the idea. The wind was light, so the sailing was not tough physically, but mentally it was complete sensory overload. The beers the RC handed out for the sail in tasted pretty good.

Onshore masks were required, and all activities were held outdoors. Balboa Yacht Club did an outstanding job providing the best experience possible with the restrictions required because of COVID. I've sailed the CofCs of couple times before, once as skipper and once as crew for Jeff and Amy Linton, but it certainly was cool to be able to crew for my son in this type of event. I recommend sailing this event, so get out and practice in your Lightning so you can win the NAs and qualify next year.



Photo credit: Tom Walker



Pos	Class	HelmName	CrewName	Nett
1	Lehman 12	Jake LaDow	Alex Curtiss	65
2	Mercury	Chris Raab	Robert Kinney	109
3	Harbor 20	Bill Menninger	Brian Bissell	113
4	Star	Augie Diaz	Charlie Bess	121
5	Etchells	Jim Cunningham	Steve Hunt	155
6	Snipe	Enrique Quintero	Matthew Hecht	169
7	Lightning	Douglas Wake	Todd Wake	173
8	505	Mike Martin	Stephanie Martin	180
9	International 14	Brad Ruetenik	Garrett Brown	181
10	J70	Chris Kostanecki	Matthew Sessions	191

Full Results can be found on US Sailing Website:

<https://www.ussailing.org/news/championship-of-champions2020/>

10th Annual Wild Oyster Regatta

Carolina Yacht Club – Charleston, South Carolina

October 16-18, 2020



Wild Oyster 2020 Recap from Phunktown – pop. 3

Wild Oyster 2020 was a great entry back into Lightning sailing! As always Carolina Yacht Club put on a great event, even in these interesting times.

Wild Oyster has always been a favorite regatta of ours. Lenny Krawcheck, Regatta Chair, and Kate O'Donnell, CYC Sailing Director, did a wonderful job with the event, giving the Class another great regatta. The top-notch racing and hospitality is second to none. If you have access to a Lightning, you need to come to Wild Oyster. It is an awesome time, both in the parking lot and on the water, surrounded by friends and fun!

The conditions were great. We started out Saturday morning with stiff cool NE-ish breeze, but it settled into a nice, gusty 12-18 with some big blasts coming down the course.

Big tides this weekend made for ripping current and intense chop in the harbor Saturday. Walking the parking lot Saturday afternoon, you could see there had been some carnage on the course earlier that day. The elements made for some gnarly capsize, breakdowns, and blow-ups, us included, with a boom vang block exploding in Race 2!

Sunday the wind had diminishing to 6-10 knots of shifty breeze, but Race Committee got the necessary races in to complete the series. A big thanks to the Race Committee team for keeping up with the constantly changing conditions and putting on a great regatta.

People had asked about our setup this weekend. We used North Sails, M5 Main and M5A+ Jib. After a two-year racing hiatus, we were a little rusty, and these new sails definitely made the difference. Big shout out to Brian Hayes for all his assistance with setup and tuning, as well as answering a million questions.

Our strategy going into this regatta was to be conservative on the starts, especially with the big ebb tides, and sail our own race. We tried to keep clean lanes, sail to the breeze and keep the "bow down and rumbling."

Saturday afternoon we left the dock, setup for medium breeze and immediately changed to the heavy air setting before the first race. Sunday, we started at medium and shifted to the light setting as the wind diminished throughout the afternoon. This weekend, our backstay and traveler were an integral part of our transition through these conditions.

Fortunately, our team has sailed in the Lightning for some years now, and we are great friends. No matter what the conditions, our communication is fluid, and we know what to expect from one another. This pays big in the breezy events, and it also makes for a lot of fun!

We were excited to be sailing again and cannot wait to see everyone again at the next event. The Wild Oyster is always a fantastic regatta. I hope everyone can come next year and experience what fall sailing in the Holy City has to offer!

—Josh Putnam, Stanton Bost and Emory Williams

Pos	Sail	Boat	Skipper		Yacht Club	R1	R2	R3	R4	R5	R6	Total
1	14045	Phunktown - Pop. 3	Josh Putnam	Stanton Bost, Emory Williams	Augusta Sailing Club	5	[6]	3	3	3	4	18
2	15181		Jo Ann Fisher	Greg Fisher, Stefan Kuehn	James Island YC	1	3	4	[15]	9	5	22
3	15315	Lil Boat	Brian Hayes Jr.	Chris Schon, Jackie Morrison	Cedar Point YC	6	4	[15]	5	4	8	27
4	14684	Rum Front	Ezra Zankel	Scott Weller, Kate Weller	Charleston YC	2	2	12	6	10	[20]	32T
5	15147	Blue Weenie	Ryan Davidson	Sean Hannigan, Jordan Wiggins	Balboa YC / Co-CYC/ Cofc	7	5	9	4	7	[19]	32T
6	15557	Pretty Girl	Leonard Krawcheck	Beau Samuelson, Kate O'Donnell	Carolina YC	10	15	2	[18]	1	12	40T
7	15605	Soul Sister III	John Sawyer	Rebecca Sawyer, Dan Morton	CYC-NC	[17]	12	7	8	12	1	40T
8	14748	Gen5	Jeff Hayden	Mitch Powell, Hannah Sellers	Lake Monroe Sailing Assn	3	[32/ DNC]	32/ DNC	1	2	3	41T

Pos	Sail	Boat	Skipper		Yacht Club	R1	R2	R3	R4	R5	R6	Total
9	15582	Half Duma	Tanner Probst	Jacob Folds, Joseph Tomczak	Buffalo Canoe Club	9	1	10	14	[17]	7	41T
10	15382	Deez NutZ	Robbie Robinson	Gunnar Grenauer, Garrett Grenauer	Buffalo Canoe Club	4	9	8	10	13	[16]	44
11	14636		Drew Lisicki	Amy Kubie, David Furst		12	10	[14]	12	6	13	53
12	1475	Square Grouper	Batton Kennon	Megan Riddle, Ryan Smoker	Delta Sailing Assn	19	7	6	[21]	8	15	55
13	14777	I'd Rather Be Lucky	Laura Jeffers	Mike Mergenthaler, John Porter/ Jamie Ewing	ILCA	[18]	14	5	2	18	18	57
14	13897	Spyder Pig	Andrew Bercovici	Jeff Woodard, Jack Gower	JIYC	11	8	1	16	22	[23]	58
15	14701		Patrick Hogan	Will Sloger, Katie Hogan	Carolina YC	[32/ RET]	13	13	11	16	6	59
16	14975	Green Wing	Carter Cameron	John Cameron, harlie Lomax	Carolina YC	13	21	[32/ DNC]	13	11	2	60
17	15345	Lunch Meat	Scott Harris	Chip Till, James Harris	Carolina YC-NC	8	[32/ DNC]	32/ DNC	7	5	11	63
18	15381	Cobra Kai	Ron Medlin	Rick Scott, Alize Proisy	CYC-NC	14	11	11	17	14	[21]	67
19	15141	Figjam	William McKenzie	Catie Yeager, Katie Mallory	CYC-SC	16	16	17	[19]	15	10	74
20	14866	Something Good	Bill Mauk	Rafael Melendez, Sarah Deloach	Coral Reef YC	[32/ RET]	18	19	9	19	22	87
21	14710	Royal Pig	Ryan Hamm	James Roe, Sydney Register	ChYC JIYC	[32/ RET]	19	16	20	23	14	92T
22	14780		Carson Shaw	Jeffrey Woodard, Mason Baird, Owen McKenzie	James Island YC	20	17	18	[23]	20	17	92T
23	15580	Clair De Lune	William Baxter	Richard Hall, Niles Grosvenor	Delta Sailing Assn	22	20	20	22	[24]	9	93
24	14044	RWS	Patrick Chisum	Konstantin Bulgakov, Sarah Schaihl Colarusso	JIYC	23	22	[32/ DNC]	25	25	25	120
25	14688		William Jones	Chris Calhoun, Corrine Kent	YIYC	24	[32/ DNC]	32/ DNC	24	21	24	125
26	15600	Cacique	George Scarborough	Elizabeth Hundt, Edward Scarborough	Carolina YC	15	[32/ RET-AF]	32/ DNC	32/ DNC	32/ DNC	32/ DNC	143
27	15555	Winspear	Richard Hallagan	John Steiner, Gary Schmidt	Canandaigua YC/ none	21	[32/ DNC]	32/ DNC	32/ DNC	32/ DNC	32/ DNC	149
28	15377	Mr Pinky	George Glenn	Chappy Hopkin, John Faus	Ocean City YC	[32/ RET]	32/DNC	32/ DNC	32/ DNC	32/ DNC	32/ DNC	160T
28	14116	Crazy Horse	Briggs Monteith		Public boat landing shelter#3	[32/ DNC]	32/DNC	32/ DNC	32/ DNC	32/ DNC	32/ DNC	160T
28	14875	Old Duma	Benjamin Folds	Josh Folds, James Bright	Buffalo Canoe Club	[32/ DNC]	32/DNC	32/ DNC	32/ DNC	32/ DNC	32/ DNC	160T
28	15507	Veggie Sub	Ched Proctor	Monica Morgan, Greiner Hobbs	Cedar Point YC	[32/ DNC]	32/DNC	32/ DNC	32/ DNC	32/ DNC	32/ DNC	160T



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11699 Allen

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Phone: 317-250-5783

Upcoming Events:

- November 7-8 **Wadewitz/Jubilee Regatta** – Fairhope, Alabama
Now combined events: Wadewitz/Jubilee Regattas/GYA/Southern District Championships
- November 21-22 **King's Day Regatta** – Jacksonville, Florida
This will be the first of 4 regattas in the 2020-2021 Florida Winter Series!
- December 2-5 **South American Championship** – Tomine, Colombia
Postponed until February 2021, announcement to be made in November 2020
- December 5-6 **Sanford Sailfest Regatta** – Sanford, Florida
This will be the second of 4 regattas in the 2020-2021 Florida Winter Series!

2021

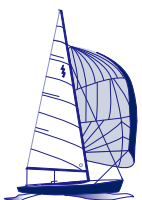
- January 16-17 **Sanford New Year's Skegs Regatta** – Sanford, Florida
This will be the third of 4 regattas in the 2020-2021 Florida Winter Series!
- February 12-14 **St Pete NOOD** – St Petersburg, Florida
3 Days of Racing in St Pete. This is the fourth and final regatta in the Florida Winter Series!
- March 20-24 **Winter Championships** – St Petersburg, Florida
- March 25-27 **Deep South Regatta** – Savannah, Georgia
- June 20-25 **European Championship** – Alexandroupolis, Greece
- July 7-11 **Harken Blockheads Youth World Championship** – Sheboygan, WI, USA
Dates are tentative
- July **Atlantic Coast Championship** – Tentatively Wickford, RI
- August 4-7 **Women's, Juniors' and Masters' North American Championships**
Jamestown, PA
- August 8-14 **North American Championship** – Cleveland, OH

2022

- May 12-22 **Masters Worlds & World Championships** – Wrightsville, North Carolina

Also see page 2 for 2021 major events schedule.

If you don't see your regatta listed here, go to the [ILCA Event Calendar](#) and add your event.
Any trouble or to postpone or cancel events please contact the Class Office:
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