

Thirty Years of Crewing and Winning

By Peter, Larry and Hoss Bone*

There is no doubt that Lightning sailing is a family sport. In no sailing family over the past thirty years has this been more true than in The Bone Family from Warsaw, New York. The three boys: Peter, Larry and Hoss have wonderful stories to tell of World, North American, European, Pan American, Southern Circuit, Canadian Open, and local Lake Erie District and Silver Lake Yacht Club competitions and championships. These have, more often than not, been winning efforts.

The tradition began at Sandy Beach Yacht Club in the Lake Erie District. In 1955, sailing Lightning 1548, Peter and Larry, ages ten and eight years old respectively, with help from any "pick-up crew" (thanks Dad) challenged the Niagra River. It is said that their favorite legs of the race were downwind. Why? Because they could relax, drink pop and eat potato chips. It is rumored that you could find Hoss (six years old) stuck under the leeward seats. The thirty years of Lightning sailing has helped each to become well rounded in their personal and professional lives.

Peter thrives on competition. The past shows championships in track, ski racing, and football. Ask any of his friends and they will tell you that he is the first one at the club on race day. He wants to know that all possible problems or advantages have been looked into. This competitiveness naturally has spilled over into his professional life. Presently he and Bill Neal have a construction company in Western New York. He also works for Brock Yates of "Car and Driver" magazine and coordinates the annual "One Lap of America", a long distance car rally and endurance test.

Larry is the achiever. Larry's determination is documented by this success as an athlete and a physician. He is the silent achiever. He and Tom Allen were a perfect match. Ask his family and they will joke that they can't remember where he was during high school. The fact is he was working in the weightroom or studying. Both have paid off. His physical strength made him one of the most sought after foredeck "monkeys" in the Lightning Class. His professional life focuses on the "golden hour". He is one of the nation's foremost experts in trauma and orthopedic surgery.

Hoss is the opportunist. Hoss's positive attitude spills over to all he meets. His family will say that he is the "vagabond", the adventurer. It seems that his openness to new experiences has enabled him to develop a special appreciation for other human beings. His ability to look at new challenges with the innocence of a child made him a perfect crew for Bill Shore. He has worked with young people at all levels of education. Music is his vehicle to bring people together. Presently, he works with schools in helping them to integrate computers into their curriculum.

There are few people who have a chance to experience Lightning sailing at such a competitive level, and be so successful. The following is a monologue from each of the Bone Brothers. A way of passing the excitement and the experience of sailing with the world's best.

SKIPPER: Bill Shore	BONE: Hoss
Record: Canadian Open Championship	1970 1st Place
European Championship	1971 1st Place
World Championship	1971 1st Place
North American Championship	1971 1st Place

I was lucky to run into Bill Shore at the Tom Allen Boat Company in 1968. It wasn't because I was a great sailor that Bill wanted me on board. It was because I was a Bone. Larry and Peter had already opened the door for me. I was a 'rumor in my time'. My experience with Bill was challenging. I wanted to be where he was going. I didn't know how much I would learn along the way. We sailed every weekend for four years. Bill's determination to be the best was calculated through his knowledge of the waters and this preparation for the race. The year we put it all together was like a dream. You might say we came together in the summer of 1971.

All three regattas of the summer of 1971 were something special. During one of the races in Helsinki I was "blown away" by the skill of Bill Shore. We had begun the race by going through the standard procedures of checking the line and getting a compass reading on the first mark. We were in contention around the first four legs of the course when a deep fog set in. Pea soup was as clear as glass compared to this fog. Immediately, Bill wanted our compass reading as we rounded the weather mark for the second time. We were sailing blindfolded. He sailed right up next to the jibe mark and proceeded to sail to the leeward mark. With a little help from the spectators, we hit it on the money.

It was on the last leg that Bill asked that we time our tacks. About three quarters up the leg we picked up the sound of



All the Bones plus Bill Neal. (L to R) standing Billy, Peter; sitting Larry, Robert (Hoss).

the boats at the finish line. As we were on our last port tack, a boat showed to leeward. Bill asked the time and tacked for the finish. I remember thinking that we could be lost forever, if the line wasn't out here. Within minutes the ten foot finish line was off our bow. I knew that I had just experienced something special. By the way, they had to send a boat out to find the Lightning that had stayed on the port tack.

Bill is great because he prepares himself, his crew, and his boat. He then gets 120 percent from all three, when other boats and crews are only giving 100 percent.

SKIPPER: Thomas G. Allen III	BONE: Larry
North American Champion	1965 1st Place
Canadian Open Champion	1966 1st Place
North American Champion	1968 1st Place
North American Champion	1969 1st Place
North American Champion	1970 1st Place

SKIPPER: Jim Crane	1985 1st Place
Canadian Open Champion	

When I think about the ten years I experienced sailing with Thomas G. Allen III, my lasting impression is how good Tom was in the last race of a regatta when we had to place ahead of a boat, in order to win. What immediately comes to mind, of course, is the last race of the Chicago North Americans in 1968, when we were losing to Bill Shore going into the final race, but won the regatta. Another classic finish was during the 1970 North Americans in New Orleans when we had to beat Jim Carson to win the regatta. WE did!

The race that left the greatest impression on me was my very first North American's in 1965 at Bay Head, New Jersey. My recollection is that we were leading the regatta going into the last race with Bob Seidleman close behind. We were on the last reach coming to the leeward mark. As fate would have it, I totally screwed up the takedown. The chute was still up as we sailed past the mark. Several boats rounded inside of us, including Seidleman. I got the chute in, FINALLY! We looked real bad. It was one of the few times Tom said anything, "Well, you blew that one, didn't you?"

I sank in the boat as Tom stood up and surveyed the horizon. I saw him look at his watch and off we sailed into the right. We tacked for the finish line, cleared Seidelmann, and won the regatta.

Tom is great because he has always quietly taken control of situations on the race course and done what is necessary to win championships.

SKIPPER: Stu Anderson, Bruce Goldsmith,
Bob Seidelmann and Jim Crane

BONE: Peter

Southern Circuit Champion	Seidelmann	1965 1st Place
North American Champion	Goldsmith	1973 1st Place
North American Champion	Crane	1979 1st Place
North American Champion	Crane	1980 1st Place
Canadian Open Champion	Crane	1985 1st Place

My experience in sailing has spanned 32 years. The experiences have helped to develop my respect for competition and for the people who compete. A most important lesson I have learned was in defeat. It was during the 1966 North American's held at the Canoe Club. I was sailing with Stu Anderson and Billy Neal. We were going into the last day leading the regatta. We woke up to find Point Abino Bay shrouded in a heavy fog. I was sure that they would cancel



1987 N.A.'s: Jim Crane, Larry, David Sprague and Peter Bone.

the race and we would be North American Champions. Not to be! The harbor gun sounded. We were off taking compass readings to find the first mark. As it turned out, our calculations were 15 degrees low for the jibe mark. Many boats rolled over the top of us as we tried to get to the mark. All three of us knew the consequences. What I learned from Stuart that week was how to be gracious in victory, as well as in defeat.

Bruce Goldsmith, the "Bruin", was another skipper I had the pleasure to ride with. He was what you would call "laid-back". I remember the 1973 NA's in Tawas Bay, MI. After winning the morning race we discovered that Bruce had forgotten to buy box lunches. No problem! Bruin spotted a "Dog and Suds" fast food restaurant about a mile inshore. Off we went for a Chili Dog, Fries, and a Coke. With luck, we made it back about two minutes before the start. After a stunt like that, winning the North American's was anticlimatic.

I have sailed with the "golden paw", Jim Crane, over the past ten years. I have thought a lot about this past summer's North American's at the Canoe Club. Uncharacteristically, we had to do well in the last qualifying race to sail in the Championship fleet. We had a "horizon job" going round the second weather mark. Larry and I settled in for a comfortable reach when the rudder floated up behind the boat. We had broken a pintel. Now, I have a habit of carrying a little red bag full of things that just might break during a race, and a pintel was one of them. We sailed the two downwind legs by having Larry steer the boat with the sail trim. Boats passed us with looks of disbelief. I was changing a pintel on the race course. We lost only six boats, finished 7th, which qualified us and led to our eventual fourth overall in the NA's. It was as gratifying as any race I have sailed.

Thirty Years

Thanks to all who have made the past thirty years possible. The friendships are lasting. We look forward to the next thirty years in the Lightning Class.

*As usual, we could not have written this without brother, Billy Neal.

THE LIGHTNING IS A TRULY INTERNATIONAL CLASS

By David Sprague

1987 proved that the Lightning is truly an International Class. It has proven that a Class started almost 50 years ago has now achieved all of the requirements that an International Class must possess. The Lightning Class has very active fleets in at least three continents plus boats across the rest of the World.

At the World Championship, there were four different countries in the top four places, led by Chile with Canada, USA, and Brazil following respectively. At the Pan American Games, Argentina was first. At the North American Championship (sometimes referred to by North America sailors as the US Nationals) a non-American won for the first time in its history. Canada now holds this North American Championship Trophy.

The Class has much more to offer than just the racing aspect. It is composed of the builders, the fleets and most importantly, the people. The Lightning is now built in at least five countries on three different continents and the numbers keep growing from year to year due to the demand for a Class boat that meets the needs of the sailing world.

This yearbook is celebrating our 50th year as a Class which started on one of the Finger Lakes in upper New York State in 1938 and has grown to become International over the years. It has reached out to many other countries and helped support the growing spirit of Corinthian sportsmanship. It's not just a racing Class, not just a day sailer but encompasses the best from both worlds. It has attracted many beginning sailors as well as experienced sailors of all ages as evidenced by the names that show up at our World and Continental events. It has effectively and enthusiastically supported Junior Sailing by running the Junior Worlds, continental championships and local Junior Regattas to introduce the younger generations to sailing. Hopefully, the spirit of the Lightning Class will infect these youngsters and their continued love and support will serve to perpetuate and enhance the Class even more. Just the introduction to sailing will serve to strengthen their characters and personalities, and to introduce them to the good comradeship that is evidenced among sailors on an international basis.

The Lightning Class is one of the few classes that can boast that it runs its World Championships on three different continents with each continent hosting it once every six years. These regattas and others have helped build friendships and memories that cross international borders, generations and languages. The Class has attracted the kind of person that most of us want to call "friend". This is a very significant achievement on its own. Because we have many generations, ages and nationalities of people in the Class, we have helped people from all over the World understand and exchange their cultural values and respect for all.

When I look at the various members that are on the ILCA Board of Governors, I am impressed by their dedication to

the Lightning Class and sailing. These high quality sailors come from all over the World and help support the Class in numerous ways. It is always dangerous to try to single out individuals, Oh the many because you always miss a whole host of individuals and groups who have contributed equally or more importantly to the Class. However, I wish to acknowledge some of the International Sailors whom I've worked with over the last year as examples of typical dedication and service to the Lightning Class.

Denis Clemence, from Brazil, as a Vice President for the Class and IYRU, has done tremendous things to make sure the Lightning Class grows in South America over the years. George Andreadis of Greece is a Class Vice President and Chairman of the Keelboat Committee of the IYRU but actively races Lightnings and came to the BCC this past summer to compete in the North Americans, finishing fifth in the Presidents' Cup. George is helping to organize the 1989 Lightning Worlds in Greece. Pentti Laitnen from Finland is in charge of organizing the Junior Worlds and faithfully comes to the North Americans to talk and obtain



ILCA Past President David Sprague.

information on the Class that he can take back to Finland. Fernando De La Concha, and all the other fantastic people who helped him run the Worlds in Colombia this last summer, deserve a well earned commendation from the Lightning Class.

There are hundreds of individuals in North America who have worked for the benefit of the Class over the years. I could not even attempt to name them all. I will use some examples of the kind of selflessness that the people of North America have shown in their willingness to promote sailing in the Lightning Class. We must not forget the people who share their homes, spare bedrooms and food to regatta competitors nor the people who sit out rainy days to run the regattas for us. These Race Committee people are often criticized by the sailors when the line is not exactly perfect or when one of their judgement calls about cancelling a race or regatta is not to every racers satisfaction. These are the people whom we as a Class owe a tremendous debt; they are

the ones who help us have a good time enjoying the racing and all too often their contributions are soon forgotten. Without them, our success would be diminished. We would not be what we are today.

The best way to sum up the Class as an International Class is to talk about its members. The members of the Lightning Class as well as their families, crews and friends have shown they are truly international and truly interested in the sport of sailing. I only hope that the friendships that I and others have been able to make during our association with the Lightning Class will continue to grow for the next 50 years and that all those who join the Class in the future are able to partake of the international flavor of the Lightning in the same way.

My congratulations to the Lightning Class on being 50 years old and to all the people who have worked so hard over the years to make it a success. The Lightning is truly the Best of Both Worlds.

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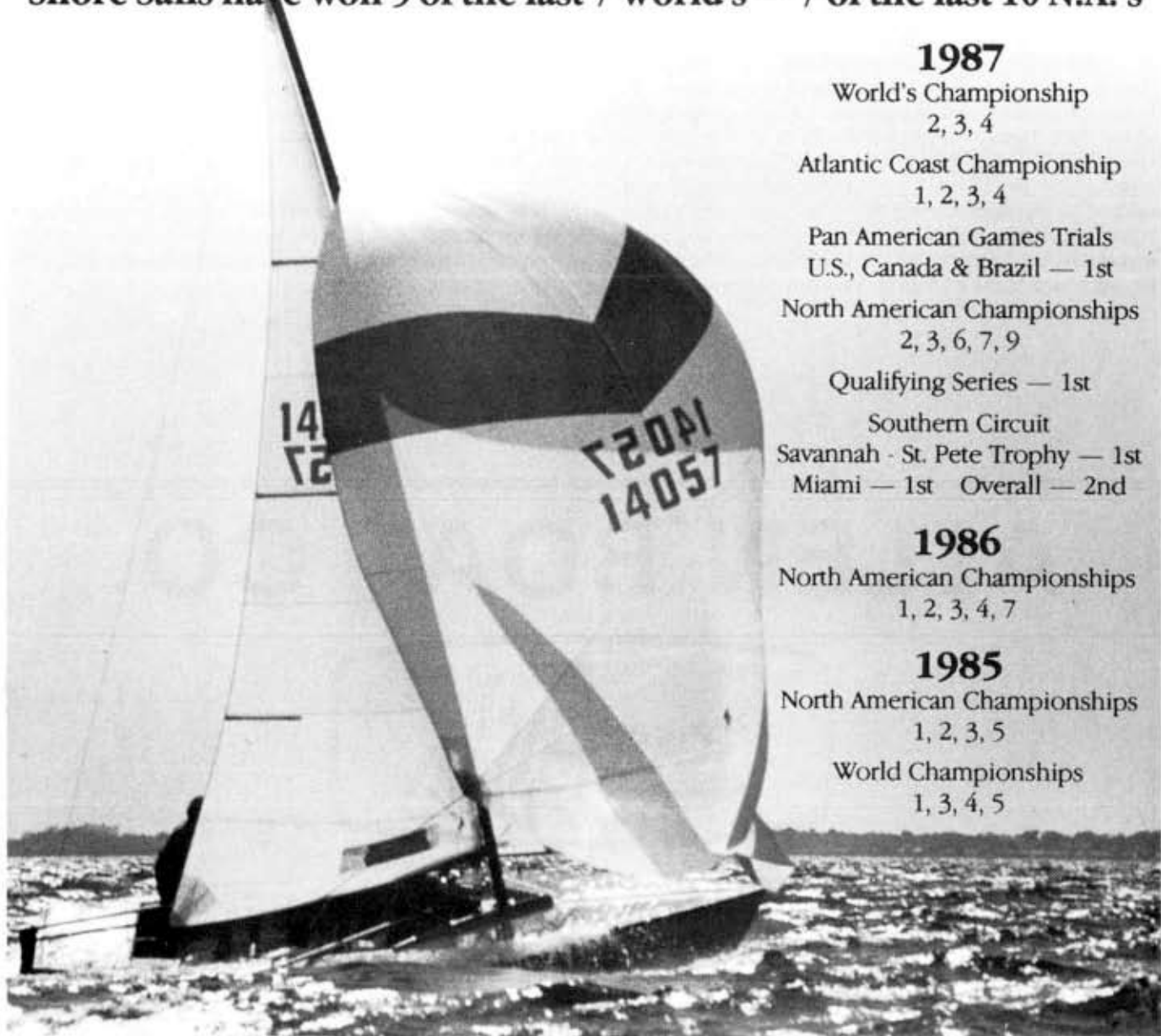
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1987

World's Championship
2, 3, 4

Atlantic Coast Championship
1, 2, 3, 4

Pan American Games Trials
U.S., Canada & Brazil — 1st

North American Championships
2, 3, 6, 7, 9

Qualifying Series — 1st

Southern Circuit

Savannah - St. Pete Trophy — 1st

Miami — 1st Overall — 2nd

1986

North American Championships
1, 2, 3, 4, 7

1985

North American Championships
1, 2, 3, 5

World Championships
1, 3, 4, 5

Photo by Sherry Goldsmith

Shore Sails Redefines the Lightning Class Status Quo

The Lightning class has been the foundation of Shore Sails Rhode Island since Bill Shore decided he could build himself a better spinnaker back in 1970. That first spinnaker started Shore Sails and Shore Sails has never stopped striving to improve on the accepted performance and quality standards of the Lightning Class.

Our commitment to the class doesn't stop with sail development. We attend as many regattas as possible to help our customers with tuning questions and to get your feedback on how we can do a better job. Our free tuning guide contains our latest ideas on how to get the most speed and enjoyment out of your Lightning. And Bill, Kenny and Brad Read are always available at the loft in Newport to answer questions on any aspect of Lightning sailing.

In the past ten years Shore Sails customers have won more Lightning regattas, from fleet to World championships, than all other sailmakers combined. For 1988 we have again refined our designs and construction standards.

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