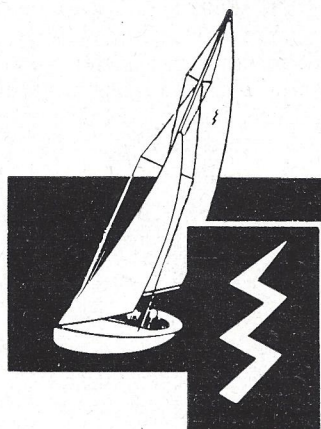


**AUGUST, 1944**



# **LIGHTNING** *Flashes*

*From* **THE LIGHTNING CLASS ASSOCIATION**

*Office of the Secretary* 45 Wall Street, New York 5, N. Y.

## **BUFFALO CANOE CLUB INVITATION REGATTA**

**September 2, 3, 4**

Over Labor Day weekend B.C.C. will be hosts for a special regatta preceding the Nationals. Races will be held at 3:30 P.M. on Saturday and 3:00 P.M. on Sunday and Monday. All contestants will sail their own boats. Several prizes will be awarded. Accommodations are available near the Club. Address inquiries to Karl Smither, 170 Greenaway Road, Eggertsville 21, N. Y. It is hoped that all Lightning owners in and around the Buffalo area, fleet members or not, will participate.

## **CENTRAL NEW YORK DISTRICT CHAMPIONSHIP REGATTA**

Ernie Hamilton has announced that this Regatta will be held on August 5th and 6th at the Algonquin Yacht Club, Point Pleasant, N. Y. Sail measuring and boat drawings will take place Saturday A.M., with the first race on Saturday afternoon at 2 o'clock. There will be a party at night with the second and third races being held at 10:30 A.M. and 2:00 P.M. on Sunday. Presentation of prizes will take place at 4:00 P.M. Sunday.

## **NEW LIGHTNING CLASS BURGEE DESIGNED**

At the instigation of Newt Canter of Fleet 50, a burgee for the Class has been designed. It is approximately 10 x 16 inches in size, pennant form, blue background and white insignia, with the Lightning insignia appearing in the broad part of the pennant. In the point of the triangle the individual fleet number appears. Orders for the burgee should be sent to the Association. The price will depend upon the number of orders received, running from about \$2.50 to \$3.00 each. Thank you, Newt Canter and Len Ladenburger for your work on this idea. Dick Neller No. 694 has a good idea for a yachting cap insignia, but development may need to wait until after the war.

## **NEW MEASURERS APPOINTED**

Jay T. Kurtz, 17166 Muriland, Detroit 21, Mich.; H. E. Geissinger, Essex Apts., 192 No. Lansdowne, Lansdowne, Pa., and S. B. Covert, 11 Lyons Place, Larchmont, N. Y., have been appointed as official measurers of the Association. Please add these names to the list appearing in the 1944 Year Book.

## **RE M I N D E R**

### **LIGHTNING CLASS ASSOCIATION NATIONAL CHAMPIONSHIP REGATTA BUFFALO CANOE CLUB SEPTEMBER 8TH, 9TH AND 10TH**

Entries for the Nationals must be in the hands of the Buffalo Canoe Club Special Regatta Committee by August 21st at the latest and earlier if possible. Every effort is being made by B.C.C. to make this the most thrilling and entertaining Regatta in the history of the Association. Some idea of their elaborate plans appear on pages 20-22 of the 1944 Year Book.

Fill in and mail the entry blank appearing herein promptly, being sure to give complete details about arrival, accommodations needed, number in party, etc. If you are not fortunate enough to qualify as a contestant, come along anyway for a swell party. The annual meeting will be held at B.C.C. during the Regatta and we want all the Lightning owners we can get to be present.

## **SAIL ROYALTIES**

While our rules require it, seldom does a sailmaker pay the royalties on sails of 60 cents for mainsails, 40 cents for jibs and 60 cents for spinnakers. Purchasers of new sails are, in actual practice, the only ones who can put teeth into these rules. When ordering new sails we urge that you require a receipt for the payment of these royalties from your sailmaker and then keep the receipt for inspection at future sanctioned Regattas.

Most owners have assumed that the royalties on their sails have been paid by their sailmakers and we do not feel it would be fair to insist upon their paying now on old sails. On the other hand, we are now all aware of the situation and can protect ourselves by getting receipts. Beginning next season, the Association will require the payment of sail royalties on all sails used in Sectional, District and National Regattas.

The above may sound as if we are blaming the sailmakers for the present situation. We are not, but rather blaming ourselves for never having set up a routine to handle the matter.



## CLIPPINGS

Paul B. Kelly, Ft. Pierce, Fla., has all the material for his Lightning No. 105, but the pressure of war work prevents him from building her.

William W. Gage, No. 1096, will have his new Lightning on Shasta Lake, Redding City, very soon and she will be the first Lightning, in fact one of the first sail boats, on this new artificial lake. Shasta Dam, newly completed, is 600 feet high and 3,500 feet long and will finally impound 4,500,000 acre feet of water extending some 35 miles up the Pet River. The present sailing area is about two miles by four miles, but next year this will be doubled.

F. T. Kurt, No. 202, says, "'getting a lot for a little' seems to apply as much to the Association as it does to the Lightning herself. What a whale of a lot of worth while literature three dollars brought."

Lt. Commander C. C. Humphreys, U.S.C.G., Fleet 22, began building Lightning No. 634 with Lester White in June, 1941, and had her about two weeks from launching on July 4th, when orders came through to report for duty. The next year was spent on the Atlantic, the next year in the South Pacific and Solomon Islands campaign, and now in Cleveland on inspection duty. He still hopes to get two weeks free so 634 can be finished up. Les has been tied up in war work and hasn't been able to do much, although Commander Humphreys thinks he is laying off so they can finish her together just as they began her together; 634 will be named Celeste—Ce for Cecil and leste for Lester. A grand name in its own right (of the skys or heaven, isn't it?) and doubly so when it combines the names of two men like this.

Bill Welch, No. 36, is leading the Washington Fleet this year with Newt Canter, No. 826, second. Fred Shields was recently elected secretary.

Competition in Fleet 7 is becoming tougher than ever with Maher, Scholtz, Webb and Ross pushing each other hard. Webb won the June series with Scholtz second and thus became the Fleet's entries in the Atlantic Coast Championship.

The Spring Series at Rochester Yacht Club, Fleet 52, was won by Carl Ade in "Eight Ball" with George Culp, second, in "Jennifer" and Herman Seemann, third, in "Bobbie II."

Dick Neller, No. 694, writes from Neenah, Wisconsin, that the "Chance" has caught the eye of many leading skippers on Lake Winnebago and Lightning growth is expected from now on. John Snyder, No. 774, formerly of Dallas, is now sailing with Dick and will battle it out in private races until more boats are obtained.

E. H. Sandberg, No. 1134, sails on Newport Bay on the West Coast, south of Los Angeles. Other harbors in the general area are Los Alamitos Bay, Long Beach, San Pedro, Venice and Santa Monica, which means there are six or seven Lightnings able to get together as a fleet just as soon as gas and tires are available.

A. D. Redder, No. 1082, is joining the Pontiac Fleet on Cass Lake. Mr. Redder has been an ice boat sailor from boyhood and even now owns three eight meter ice boats, all made by himself and two sons, even to the extent of making the sails. He has been Commodore of the Cass Lake Ice Yacht Club for three years, and last but by no means least, was the National Champion in 1939. His Lightning is named FU-FU II, the name of his eight meter which won the National crown.

R. B. Eakins, No. 1136, will be the first Lightning in his locality—Wrightsville Beach, N. C., eight miles from Wilmington, N. C.

John V. Wilbanks, new owner of No. 427, of Wilbanks

Honey Company, Sarasota, Florida, writes: "Here is one member who would like to hear from any fellow skippers wanting some good honey! Don't misunderstand me! I am not looking for advertising space as I can sell much more honey at this time than I can produce. I mention this more as an interesting item; as what I would really like is to hear from other skippers regarding their boats. I am pretty much of a lone wolf down here."

Skaneateles Boats has just announced that 50 more Lightnings go to the Armed Forces—Nos. 1140-1189 inclusive.

Milt Price, Texas District Secretary, writes a full page and then starts a second page by saying "With all this 'activity' you can see we almost did not have a fleet this season, Snyder gone and Bowen working 350 miles west of Dallas left only Blackwell and me. Bowen's surprise return will see us through plenty of action before the lake freezes over again and we are delighted with the prospects."

## NEW BOAT NAMES

F. T. Kurt, No. 202, has named his Lightning "Elfin" after the grand old schooner of the same name, the only boat against which "America" sailed in her few tuning up trials before leaving for Cowes to win the trophy. Mr. Kurt writes "Boat names ARE a real part of yachting."

Additional boat names received are: No. 36, Bill Welch's CIRRUS; No. 48, George Nelson's JINNY LEE; No. 65, Arthur Grahame's TINKER; No. 85, John E. Seubert's FIREFLY; No. 97, Wendell Kinker's HALF MOON, changed to SAILS; No. 105, P. B. Kelly's UP-SEA-DAISY; No. 112, E. B. Sandrock's NANEY; No. 164, John Haesler's JAVLYN; No. 181, J. Bryant Fugate's SARABELL; No. 278, Ralph Eckert's WABAN; No. 283, Alexander Johnson's U-N-I; No. 285, Paul Farabaugh's PHANTOM, changed to SEA-BEE; No. 300, Ronald Campbell's THE WATERWAGON; No. 333, Lionel Berc's LI-ANNE; No. 342, Wm. Nisson's ELIDO; No. 378, Doris Ash Stark's HALF PINT is now HALF PINT III; No. 387, Dr. W. H. Winchester's KILDEER; No. 395, H. M. Eckert's RIBA; No. 430, Lt. Robert Leonard's QUITTINGTIME; No. 427, John Wilbank's HI-HO; No. 463, J. L. Lohrke's INTER-MEZZO; No. 487, Charles Crall's GINGER; No. 515, Albert Perkin's PERKY; No. 578, Frank Cosgrove's KATY-DID; No. 582, Charles Dore's ALIBI; No. 585, Dr. O. J. McCormack's RED SWOOSE; No. 601, Harry Bonck's ESQUIRE; No. 604, Miguel Tegtmeyer's SIXOFOR; No. 621, F. L. Shackelford's KITTY II; No. 653, Durker and Jean Braggins' SCUD; No. 677, Harry E. Leckemby's AVIS II; No. 691, W. F. Chapell's and Dr. E. M. Eichorn's THE DUSTER; No. 716, Charles Marshall's AFTERFOUR; No. 752, Franklyn Winter's WHIZZERBOO; No. 763, Harold E. Thompson's MARTY JANE; No. 809, Walter Crocker's CALYPO, should be CALYPSO; No. 867, H. E. Fellows' CENTURY PINE; No. 893, James Long's ALJIMAR is ALJIMAR II; No. 896, Paul Root's BONIE is BONNIE; No. 909, Edward and Mildred Neal's FRISKY; No. 960, E. W. Hansen's DAME; No. 1035, P. F. Pedersen's EIGHT BALL; No. 1007, Charles Rosasco's THE JOLLY JINX; No. 1059, Robert Trost's WAHOO; No. 1082, A. D. Redner's FU-FU II; No. 1060, John Squire's DAISY MAE II; No. 1071, William Schaffhirt's WINDJAMMER; No. 1078, Roy Belanger's CAROLYN ELIZABETH; No. 1083, Frank Drake's FLASH; No. 1085, Joseph Gutowski's GUNGA DIN.



## DAVE CLUETT SAGA

Dave Cluett, 1942 national champion, is preparing for Civil Service Exams for appointment to the Naval Academy at Annapolis and must forego sailing for most of the Summer. However, he hopes to qualify and represent his fleet at the Nationals. Incidentally, early this Spring, Dave, with two friends, cruised around Long Island (except New York Harbor and Hell Gate which are restricted areas) in "Linnet". From Cedarhurst via the inland shore waters he sailed through Plum Gut, thence along the North Shore to Execution Light and Port Washington. There follows in Dave's own words, the story of this cruise:

### LOG OF THE LINNET

Long Island South Shore to North Shore trip from Cedarhurst Yacht Club near East Rockaway Inlet to Port Washington via the Great South Bay, Shinnecock Canal, the Great Peconic Bays, Plum Gut and Long Island Sound. Distance 183 nautical miles or more than three-fourths way around Long Island.

#### Departure:

- 0930 May 30—Light wind—alto cumulus—very good weather. Crew—D. Cluett, O. W. Roosevelt, R. Francklyn.
- 0942:50 Zephyrs increasing. Gentle wind. Beaufort Scale 1.0.
- 0950 Logging 2 knots (with tide). Wind SW.
- 0955 First beer.
- 1030 First two bridges—Flg. "13"—watched C. G. target practice.
- 1130 Approaching bridge three. Took pictures. Off Long Meadow Island. Going through Jones Inlet.
- 1230 Went through bridge three and four. Laborious tacking at bridge three. Too cold for sunbath. Lunch. Off Jones Beach Water Tower. Logging four knots. Good breeze. Breeze 2.5B.
- 1330 Went through last bridge. Broke center board pendant tacking up State Channel. Broke jury rig a while later. Wind freshening—3.0B. Logging 5.6 knots. Working on center board.
- 1430 Proceeding normally. Off west-end Cedar Island. Wind 3.3B. Logging 6 knots.
- 1530 Head of State Channel. Off Fire Island Light. Wind 3.3. Logging 6 knots. Light chop. Spray.
- 1630 Picked up red run off Point O'Woods. Compass course—E by N 3/4 N. Trying to pick up Fl-Red "32". Wind 3.8B. Hazy to W and NW. Everything going well. Expected arrival Bellport 1815. Wind still SW.
- 1730 Off Blue Point. Have not as yet fetched up Fl-Red "32". Wind 4B prevailing. Hazy overcast. Increasing. Picked up Howell Pt. by glass. Whitecaps. Spindrift. Sun 20° off horizon. Getting cool and damp. Have not yet picked up buoy through glasses.
- 1830 Arrival. Bellport. Missed Fl-Red "32". Ran aground and at end of shoal picked up our red nun. Ran in to Fl-R "34". Continued to (FL6 "1"). Bellport Harbor. Rounded buoy and came in under spinnaker. Moored for night at east side of pier with stern anchor. Set up bunks for the night. Thus ended our first days run of 43 nautical miles in 9 hours.

#### Departure:

- 1030 May 31—Left Bellport—after good night at pier—all well provisioned—very good weather. No clouds. Wind 3.0B SW. Shooting practice at Buoy No. 3. 4 knots. Picked up Red Nun "4". Bellport Bay. Heading for Shinnecock. Expected arrival 1700.

- 1130 Off Forge River C. G. Station. Have set spinnaker. Carrying beautifully. Have jibed three times in last hour. Proceeding down State Channel to Shinnecock. Clocking 4.5 knots. Wind 3.5B. Still good weather. Fairly hot. Wind direction more westerly.
- 1230 Off Westhampton Beach. Planing with spinnaker. Averaging 10 or 11 knots. Still good weather. Breeze increasing 18—20 M.P.H. Channel fairly narrow. Tricky sailing. Everybody fairly well sunburned.
- 1330 Entering head of Shinnecock Bay. Baby what a run. Three hours out of Bellport. Flew under first bridge with parachute. Spinnaker really pulling. Sailed under other two. Passing Red Nun 12. Logging easy 6 knots. Breeze 18—20 M.P.H. A little puffy. Beautiful cloudless weather. Sailing under jib and spinnaker since first bridge. Excellent bridge service—they open without our blowing.
- 1430 Went through last bridge. Almost went hard aground due to bad chart reading. Off Comorant Point. Approaching Shinnecock Canal.
- 1445 Entered Shinnecock Canal at head. Tied up. Discussed proceeding on cruise.
- 1530 After telephoning C. G. (Greenport), we decided to continue through Peconic to Long Island Sound.
- 1600 Dropped off W. Roosevelt (he was to proceed to Greenport by bus not having Identification Card). Unstepped mast on No. 131.
- 1613 Entered Lock.
- 1630 Departure for Greenport.
- 1730 Entering tide rips—Land speed 4 M.P.H. 8 knots through water. Wind WSW.
- 1830 Off Cutchoque Pt. in Great Peconic Bay. Spinnaker set. Fine water, weather and breeze. Navigating by road map donated by Canoe Place Inn having run off chart.
- 1930 Off Shelter Island. Doing nicely. Estimated ten minutes out of Greenport. Dropped spinnaker coming in under mainsail and jib.
- 1940 Arrival south end of Greenport. Met Roosevelt. Made up bunks for night in small sheltered cove. Thus ended the day's run.

#### Departure:

- 1210 June 1—Left Greenport after securing departure and identification papers for Roosevelt. Clearance Hoist—William, Love, Victor. Immediate destination Plum Gut. Had comfortable night except mosquito attack at 0430. Woke up 0830. Finished C. G. (Greenport) business and bought lunch. Very warm and humid. Slight overcast. Looks foreboding.
- 1230 Fitful airs. Proceeding out to Plum Gut. Proceeding under spinnaker and mainsail. Straightening mess in cockpit.
- 1330 Boarded by Long Branch C. G. Security Boat. All papers in order. Doused spinnaker. Sailing under mainsail and jib.
- 1430 Arrived head of Plum Gut. Boarded by C. G. Guard Boat. All papers and hoists in order. Are proceeding through Plum Gut under storm jib and regular mainsail. Light squalls.
- 1530 Through Plum Gut and in Long Island Sound. Very poor weather. Very light airs. Light chop. Still rainy. Wind WSW fitful.
- 1630 Becalmed. Raining. Being carried by tide along shore at 1.5 knots.



- 1730 Still becalmed. Raining. Still being carried by 1.5 knots tide along shore.
- 1830 Still becalmed. Heading for Rocky Point C. G. Station. Fog closing in. Still 600 yards to paddle in. Then—beautiful God-saving light breeze carrying us along shore and in. Current has just changed.
- 1900 Landfall 200 yards west of Rocky Pt. C. G. Station. Desolate. End of bad day's run!

#### Departure:

- 1110 June 2—First departure after morning of terrible calm. Comfortable night on shore. Provisioned by trip (hitch hike from a mute and a soldier) to Greenport last night. Went swimming and washed. Fog rolling in. Breakfast (bottle of milk).
- 1130 Three and four knot current. Anchored in calm off Rocky Pt. Hazy fog.
- 1200 Departure. Gained one mile southwest. Hazy.
- 1220 Anchored again in calm. Terrible heat!
- 1300 Drifted, while sleeping, one mile back to original 1200 anchorage. Anchored. Went back to sleep. Lunch—half sandwich apiece and H<sub>2</sub>O.
- 1400 Departure. Sighted porpoises and submarine. Haze lifted. Oppressive heat and humidity. Cat-paws of wind from SW.
- 1430 Sighted destroyer through glass. Sailed on very light airs, increasing wind steadied down without breaks.
- 1530 Tide slack. Expected changed. Good breeze. Destination Mattituck or beyond.
- 1630 Sighted porpoises. Took pictures. Wind quite steady. Tide helping. Tacking. Off northeastern Horton Point. Calm spots visible so are proceeding carefully. Expected arrival at Mattituck between 1830—1900.
- 1845 Arrived at Mattituck. Got provisions.
- 1915 Made half dozen phone calls. Francklyn left for the station. Exit Regito.
- 2030 Paddled out. Darkness falling. Gentle breeze. Clear moon.
- 2130 Becalmed for few minutes. Then fitful breezes.
- 2230 Again becalmed. Anchored in 10 fathoms for few minutes, then fresh wind.
- 2330 Shipping sprays over entire cockpit. Rig spray mat. Spray up to first batten. Moon off and on hazy. Believe we sighted light. Everything getting sloppy and wet. Wind increasing SW.
- 2430 Headed for shore. Very dark and wet. Eerie.
- 0030 Gambled with rocks and landed on beach aside "two pigs and old sow"—three large wrecks, we think. Watch may have stopped. Thus ended the fourth day's and night's run.

#### Departure:

- June 3—Time uncertain, since watch may be inaccurately reset.
- 0820 Shoved off and paddled out. Tide uncertain. During night built fire and dried selves and clothing. Woke up with no wind. Investigated large old wooden freighter.
- 0830 Picked up steamers. Day clear.
- 0900 Steady light breeze develops. Destination Port Jefferson.
- 1000 Wind slackens a bit. Ate breakfast—one sandwich.
- 1100 Three planes zoom around 800 yards from us.
- 1300 Brisk breeze sprung up. Chop getting heavy. On-shore NW wind.
- 1400 Wind reaches around 20 M.P.H. Rollers forming with whitecaps.

- 1500 Outhaul broke, hove to. Veered inshore on jib to make repairs. Large 6 foot waves rolling the boat. Both getting a bit ill from pitching and yawing at anchor 400 yards off shore. Bailed boat. Reefed mainsail, cleared mess.
- 1530 Weighed anchor; headed for Port Jefferson. Bow plowing underwater at times. Spray covering entire boat halfway up mast. Shipping water rapidly. Very wet. Very cold. Very hungry.
- 1630 Arrived at Port Jefferson. Water over floorboards. Duffle soaking, not to mention ourselves. Both done out and not too happy about the whole thing. Having great difficulty finding a suitable place to land. First attempt ends on rocky, hilly shore. Floated down to steel pier but made fair berth at its end. Thus ended the fifth day's run.

#### Departure:

- 0900 June 4—Spent enjoyable evening—duck dinner, movies, phone calls. First civilization in three days. Feeling much better about the whole thing. Got up 0630, stowed duffie, ate breakfast at town, shoved off. Much hacking with spinnaker halyard. Reefed mainsail. Seas running high. God-sent east wind at 18 M.P.H. Running dead before. Visibility unlimited.
- 1000 Not quite half way down Smithtown Bay. Eaton's Neck about 6—7 miles off. Jib misbehaving a bit.
- 1110 Off Eaton's Neck. Set spinnaker.
- 1300 Off Oyster Bay. Port Washington, here we come! Sight New York City (Empire State).
- 1400 Plane lands near by—patrol boat. Begin to see races—Internationals, Atlantics, off Larchmont. Sight Larchmont.
- 1500 Approach Execution Light. Wind steadied down to beautiful sailing breeze.
- 1530 Passing Execution Light, wind dies out dead. Steamer bearing down on us so we paddle clear. Tricky west wind springs up.
- 1600 Enter harbor entrance.
- 1640 Tied up at Port Washington Yacht Club. End of sixth day's run. End of cruise.

Average speed—3.43 knots.

Distance traveled—183 nautical miles or 210 land miles.

Best days run—43 miles.

Best days speed—5.6 knots average.

Total sailing time—53 hours.

## JIB DOWN HAULS

Walter Wellman of Madison, Wisconsin, with his customary clear sightedness, puts his finger on a possible trouble maker. Walter points out that the luff of the jib, through the use of a down haul, might be pulled so tight that the set of the jib stay would be changed. This would be contrary to Article XIV. Also that sufficient tension on the down haul might put a hook in the mast—already the subject of considerable argument. Chief Measurer Webb feels that unless and until rules are changed, a jib down haul is permissible, provided it is not used to change the set of the standing rigging or to bend the mast. Looks to us like a good argument is building up for the annual meeting.

## MEASURED BOATS FOR REGATTAS

Only officially measured Lightnings may be used in the various Districts and Sectional Regattas as well as the Nationals.



## FLEET 56 SUFFERS LOSSES

A severe storm early in June dismasted three Lightnings in this fleet and there was a prompt scramble to obtain new sticks at once. John J. Burke, Jr., was recently elected Fleet Captain, and Mitlon M. Blink, Fleet Secretary. Three new boats have joined the fleet, Charles N. Crall, No. 487; Jack Jans, No. 408, and Lionel J. Berc, No. 333.

## LADENBURGER WINS LAKE MICHIGAN DISTRICT CROWN

Sailing against 16 competitors furnishing the tightest kind of opposition, Len Ladenburger of the South Haven, Michigan, came through to win the Lake Michigan District Championship Regatta at the Toledo Yacht Club, Toledo, Ohio, on July 15th and 16th. Barney Crittenden of Devils Lake, Michigan, finished second, only  $\frac{1}{4}$  of a point behind. Art Burtscher of Toledo, Ohio, was third, and Alton Gray of Pontiac, Michigan, fourth.

This was the largest Regatta ever held in the District with 17 entries representing 12 fleets. For the first time skippers drew for different boats for each race. The course was a three mile triangular one set well out in Maumee Bay, twice around.

The first race, sailed in a brisk breeze, saw Ladenburger home first with C. N. Crall, a new skipper from the new Burnham Park Fleet in Chicago, close behind. F. H. Pfefferle of the new Cincinnati Fleet was third, with President Ted Siferd, fourth.

Sunday morning brought bright clear weather and a spanking northeast wind. Walt Swindeman, who deserves a big bouquet for arranging and carrying out such a top notch regatta, worked out a slight lead in the second race, with Carl Schuller of Cleveland a close second. These two skippers fought it out for the entire six miles with Swindeman nosing out Schuller in a thrilling finish. Alton Gray was a close third and Barney Crittenden, fourth.

At least six skippers had a chance for the crown at the start of the third race. Art Burtscher stepped out to lead the fleet with Leo Mauerer of Chicago and F. H. Pfefferle close behind. On the second lap Barney Crittenden worked up to third and at the finish was close behind Mauerer in a grilling race. Walt Swindeman finished fourth ahead of Alton Gray.

The points were so close and mixed that no one knew the winner until the results were posted by the judges, as follows:

Name	Home	Fleet No.	Sail No.	1st Race Pts.	2nd Race Pts.	3rd Race Pts.	Total Pts.
L. Ladenburger	South Haven	30	753	17 $\frac{1}{4}$	11	12	40 $\frac{1}{4}$
Barney Crittenden	Devils Lake	31	22	11	14	15	40
Art Burtscher	Toledo	42	961	12	9	17 $\frac{1}{4}$	38 $\frac{1}{4}$
Alton Gray	Pontiac	54	839	9	15	13	37
W. E. Swindeman, Jr.	Toledo	42	800	5	17 $\frac{1}{4}$	14	36 $\frac{1}{4}$
C. N. Crall	Chicago	56	408	16	10	7	33
Carl G. Schuller	Cleveland	45	291	10	16	5	31
F. H. Pfefferle	Cincinnati	57	380	15	1	11	27
Ted Siferd	Lima	23	120	14	4	6	24
R. O. Luchtenberg	Columbus	43	953	2	13	9	24
Leo Mauerer	Chicago	5	418	DNF	7	16	23
C. F. Overton	South Haven	30	577	13	2	8	23
Howard Rankin	Devils Lake	31	772	8	12	1	21
G. C. Johnson	Canton	33	554	7	3	10	20
Carlton J. Lauer	Flint	53	367	6	5	3	14
E. DeMerritt	Devils Lake	31	775	4	6	4	14
Ed. McCain	Canton	33	558	3	8	2	13

Believing it will be of interest to all, there follows a summary based upon the finishes of the boats:

	First Race Finish	Second Race Finish	Third Race Finish
YANKEE DOODLE .....	3	2	1
RAMBLER TOO .....	5	3	3
PINNOCHIO .....	DNF	4	8
ARROW III .....	6	1	11
KAY III .....	4	13	2
JIMINY CRICKET .....	11	7	4
RANKIN .....	2	11	10
NICKI TOO .....	1	12	13
JEAN S .....	8	10	7
STORMY WEATHER .....	12	6	6
DE MERRITT .....	16	9	5
WAHOO .....	10	5	16
ZIG ZAG .....	15	8	12
MAVIDO .....	7	15	14
MILDRED .....	9	14	15
LUCKY STAR .....	14	17	9
BETTY .....	13	16	17

This goes some of the way towards proving it isn't the boat but the skipper. The new champion sailed in NICKI TOO, JIMINY CRICKET and STORMY WEATHER and the runner-up in MAVIDO, PINNOCHIO and RAMBLER TOO.

Ladenburger received the customary dunking after being awarded the trophy. Barometers and weather indicators were awarded the first three skippers and plaques were given to all contestants.

Our thanks go out to Walt Swindeman and the officers and members of the Toledo Yacht Club for a grand affair and to members of the Toledo, Devils Lake, Pontiac and Lima Fleets for permitting the use of their boats.

## BUCK BEHLER OF BARNEGAT WINS ATLANTIC COAST CHAMPIONSHIP

J. Carl Behler, of Shore Acres, New Jersey, Fleet No. 3, scored 31 points over three races to 30 for Andy Scholtz of the home fleet at Riverside, Connecticut, to win the crown. Jack Webb, also of Riverside (Western Connecticut Fleet 7) was third with 27 points. Behler came from behind during the last third of the last race when the fleet of 12 entries ran into a flat spot and positions changed with great rapidity. Alexander Dougan of the new Hewlett Bay Fleet No. 58 was a close fourth with 26 points.

Sailing triangular six mile courses in Great Captain Harbor, Long Island Sound, off Riverside Yacht Club, 12 entries from 9 fleets fought it out on July 22nd and 23rd for the Atlantic Coast Championship. Albert Moore of the Centerboard fleet No. 14, Portland, Maine, held the record for distance traveled to the regatta with P. N. Ross of Washington, D. C., fleet No. 50, next. The week end schedule of events and parties, worked out by Russell J. Nall, Chairman of the Riverside Yacht Club Race Committee, and his committee, clicked to perfection and contestants and guests were unanimous in their praise of the hospitality shown by the local fleet.

Andy Scholtz won the first race by two minutes, fifteen seconds over Buck Behler with Jack Webb finishing third only 46 seconds later. There was plenty of windward work in a variable westerly. Positions changed rapidly after the first round with Al Moore moving up from seventh to fifth and Webb from fifth to third.



The second race Sunday morning was sailed in a moderate southerly in a few seconds under two hours. Andy Scholtz again led the fleet in, winning over Buck Behler by three minutes and thirteen seconds. Luther Beck of Little Neck Bay No. 55 was third forty seconds behind Behler and Aubrey Cummings of Tri-State No. 18 was fourth, one minute and twenty six seconds after Behler.

Sunday afternoon found the wind still south but moderating rapidly and becoming variable with tantalizing cat-paws appearing all over the harbor. Carver Dumke of Chelsea No. 39 won by forty eight seconds over Jack Webb with Alex Dougan forty seven seconds behind. With Behler fourth and Scholtz seventh, Jack Orelup and Aubrey Cummings being fifth and sixth respectively, the lead passed from Scholtz to Behler who had been trailing by only two points.

It is interesting to note that the first three skippers in the series, Behler, Scholtz and Webb, and Dumke who had won the third race, are all boys in their teens. Stephen Carr, fourteen years old, of Larchmont was by far the youngest skipper and had the youngest crew, (both 12), in the race. Young Steve's willingness to go out and compete with his seniors won the admiration of everyone. Both J. L. Jova of Chelsea and P. N. Ross of Washington found sailing on the Sound a new experience for them, both being confined to river sailing in their home waters, but with this experience behind them, better results will be obtained in the next sectional event.

### SUMMARY

Skipper	Fleet No.	Sail No.	1st Race Points	2nd Race Points	3rd Race Points	Total Points	Boat Sailed
J. Carl Behler.....	3	383	11	11	9	31	Blue Wing
Andy Scholtz.....	7	256	12	12	6	30	Phantom
Jack Webb.....	7	249	10	6	11	27	Jebarbe
Alexander Dougan.....	58	432	9	7	10	26	Triton
Carver Dumke.....	39	568	7	4	12	23	Rufus II
L. B. Beck.....	55	35	5	10	5	20	Yehudi
John W. Orelup.....	3	882	4	8	8	20	Tam
Aubrey G. Cummings..	18	546	3	9	7	19	Frolic
Albert Moore.....	14	1054	8	5	2	15	Ajax
J. L. Jova.....	39	82	6	2	3	11	Gee Jay
Stephen Carr.....	32	253	1	3	4	8	Lord Jeff
P. N. Ross.....	50	36	2	1	1	4	Zig Zag

After being awarded first prize, a sterling silver plate appropriately engraved, Buck Behler and crew received the usual dunking in the harbor. Prizes were also awarded Scholtz and Webb but they escaped a wetting.

Guests of the visiting entries watched the races from Vision, a sixty-five foot schooner owned by Carlos Von Dexter of the Riverside Yacht Club. Local folks followed the races in craft all sizes and shapes. De Haven Ross, Captain of the Lightning Fleet 7, was in charge of patrolling the course. He experienced plenty of trouble in keeping the enthusiasts from boring in, but managed to keep the way clear.

Two officers of the National Association are going around with red faces. Jack Orelup, runner-up in the Nationals last year, could do no better than seventh place in the regatta. In the boat drawing, Jack drew Secretary Jim Trenary's boat Tam. While Jack insists his showing wasn't due to the boat, Jim thinks it must have been, since otherwise how could Jack be way down in the middle of the fleet. IT MUST BE THE BOAT!

The Association was well represented, with Chief Measurer Webb, Vice Presidents Orelup and Dumke, Trenary, and District Secretaries, Bruce Hegeman and Granville Dyer, all present.

## CREW MEMBERS AT ATLANTIC COAST REGATTA

Sail No.	Crewmen
35 .....	Doug Kunzler Al Kiester
36 .....	Bill Welch George Sausele
82 .....	Idda Jova Henry Jova
249 .....	Jane Webb A. J. Webb
253 .....	Paul Forsman Albert O'Neal
256 .....	Fred Scholtz J. Henry Scholtz
383 .....	Don Turner Norman Ottley
432 .....	Frank Fisher Robert Grimmig
546 .....	J. Baylie Tompkins H. E. Geissinger
568 .....	William Menzler Vincent Tevnain
882 .....	W. W. Sproul Richard Orelup
1035 .....	Granville Dyer Lt. C om. O. Faulkenham, U.S.C.G.

Saturday morning, after the boat drawing, the dock was the scene of great activity. Rigging was changed on practically every boat. Jib leads were altered, lucky tillers put in place, mast steps varied, new running rigging installed, etc., etc. Russ Nall, whose boat was sailed by Behler, now claims he will shoot the man who so much as changes a turnbuckle one thread.

### A LIGHTNING IN ENGLAND

Frank M. Cowper, No. 118, writes from Surrey, "It is interesting to know you have been able to continue sailing and racing during these troublesome times. Here it is out of the question and my boat has been under cover indoors since August, 1939. I have only had the chance of competing with craft of various types up to 23 feet overall and in each case have given a clear view of my stern!"

### DEAN OF YACHTSMEN

Mr. W. P. Stephens, who will be ninety years of age on August 5, 1944, is well known in all yachting circles as the Dean of American Yachtsmen. A fine biographical sketch of Mr. Stephens appeared in the Feb. 1944 issue of Yachting.

We are proud to report that this grand man of yachting attended the Atlantic Coast Lightning Championship Regatta and served as an honorary member of the Race Committee.



**CUT OUT**

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**FILL IN  
REVERSE SIDE**

---

**MAIL TODAY**

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**NATIONAL  
REGATTA  
BUFFALO CANOE CLUB**

**SEPT. 8-9-10**

**1944**

## **ANNUAL MEETING**

At the annual meeting at the Buffalo Canoe Club on September 8th the following questions will be presented for discussion and possible action:

1. Should the weight restriction on spinnaker cloth be removed from specifications so as to permit the use of nylon or other similar material?
2. What change if any should be made in the "Straight Line Mast Rule" and use of "jib down haul."

There will undoubtedly be other questions of this nature brought up for discussion at the meeting. Reports of officers will be received and officers for the 1944-1945 season will be elected.

## **CASEY FROM SOUTH HAVEN**

After three races, the standings in Fleet 30 show CHIP in the lead with CASSIE second and JOY and BUTCH TOO tied for third. According to stories out of South Haven last year JOY was reported to be the fastest boat in the fleet. She was purchased near the end of the season by certain prominent skippers living on Cass Street. If you must have the names see the Fleet 30 report in the 1944 Year Book. Her present standing prompted someone (a friend no doubt) to publish the following poem in the South Haven log.

Somewhere men are laughing  
And somewhere children shout  
But there is no joy on Cass Street  
The mighty JOY has been struck out.

NOTE: HOW DOES THE AUTHOR OF THIS LITTLE POEM FEEL NOW, AFTER THE SKIPPER OF JOY WON AT TOLEDO!

# **ARE WE GROWING?**

# **INDEED WE ARE!**

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**NUMBER OF REGISTERED LIGHTNINGS – 1195**

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**NUMBER OF PAID ASSOCIATION MEMBERS – 725**



# NATIONAL CHAMPIONSHIP WAR TIME REGATTA BUFFALO CANOE CLUB

September 8-9-10th

## PROGRAM

Friday, September 8th:

10	a.m.	— Sail measuring
		— Boat drawing
12	noon—2 p.m.	— Lunch
3:30	p.m.	— First race
6	p.m.	— Cocktails
7	p.m.	— Dinner
8:30	p.m.	— Annual meeting

Saturday, September 9th:

10:30	a.m.	— Second race
12	noon	— Lunch
3	p.m.	— Third race
Evening		— Dinner and Dance
		— Award of prizes

Sunday, September 10th:

To be held open in event any races are postponed.

## INSTRUCTIONS

Read pages 20 to 22 of the 1944 year book for directions and description of housing facilities. Note the restrictions on obtaining alcoholic beverages. No open bottles may be transported. For one dollar a liquor permit may be obtained to purchase liquor in Canada but it is rationed and scarce. One Canadian quart may be purchased at one time, a two month's allowance. If a license is desired, write Mr. Ed. M. Scheu, 1510 Rand Building, Buffalo 3, N. Y. for instructions.

Because of the limited number of boats available, it is necessary for the Buffalo Canoe Club officials to plan ahead and have in their possession only bona fide entries. It has therefore been decided that an entry fee of \$5 must accompany each entry which will later be applied against meals, etc. Entries must be in the hands of the Buffalo officials (Mr. Scheu) by August 21st. Mail your entry today.

Directions for transportation, housing, etc., will be mailed to all individuals requiring reservations.

# ENTRY BLANK National Championship Closing Date Aug. 21st

Mr. Ed. M. Scheu  
1510 Rand Building  
Buffalo 3, New York

Date.....

Dear Sir:

Please accept my entry in the Lightning Class 1944 National Championship War Time Regatta. My entry fee of \$5 is enclosed and the information you need is given below.

Number of persons in party—Male..... Female..... Total.....

Approximate time of arrival.....

Room accommodations desired—No. of single rooms.....

—No. of double rooms.....

Remarks (give full details of party, i.e. male, female, single, couples, etc.)

Name of Skipper.....

Names of Crew.....

Names of Guests.....

Address of Skipper.....

Boat Number..... Representing the.....Fleet

Very truly yours,

## INVITATION TO AUTHORS

The Association will welcome articles written by Lightning Skippers on any subject pertaining to tuning, handling, racing, or maintaining a Lightning, as well on any subjects dealing with Association affairs. Publication will be made in Flashes; or if sufficient material is obtained it may be possible to put another "Lightning Thoughts" book out next year.

FROM  
THE LIGHTNING CLASS ASSOCIATION  
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