



# LIGHTNING *Flashes*

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**From INTERNATIONAL LIGHTNING CLASS ASSOCIATION**

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808 High Street, Worthington, Ohio 43085, Phone: 614-885-0475

## Ron Blair On Spinnakers

I think the most sensible way to analyze maximum spinnaker efficiency is to break the use of a spinnaker into four categories:

1. Light Air Running
2. Light Air Reaching
3. Heavy Air Running
4. Heavy Air Reaching

### Light Air Running

On light air runs I prefer, if possible, to use an exceptionally full spinnaker. If a fuller chute is not practical due to the following leg being a reach I use a spinnaker with somewhat tighter leeches which in effect takes the strain off the body of the spinnaker and allows it to float up. On a run we hoist the chute halyard full up and place the pole in the lower pole ring. One-eighth inch spinnaker sheets are a must. I find that a slight heel to windward reduces wetted surface and causes the chute to float out from behind the disturbances of main making the chute considerably more efficient.

### Light Air Reaching

On light air reaches we ease the halyard off until the chute is free of the jumpers. The pole is now moved to the upper pole ring. The effect of raising the pole and lowering the halyard eases the luff of the chute allowing the chute to flatten out a bit from its previous fuller configuration as mentioned above while running.

One very important indicator we use to eye ball the efficiency of the chute is to try at all times to keep the clew and tack of the sail flying as nearly as possible the same height as each other, i.e., if the clew is sagging well below the tack lower the pole slightly, head the boat up slightly as soon as the clew and tack are at equal height you will

*(Continued on Page 8)*

## Quantico Frostbite

by Lt. Col. Paul R. Hines

Maybe it was no coincidence that the U. S. Marine Corps chose Halloween weekend to host the 18th Annual Frostbite Regatta at Quantico. As it happened, things got a little topsy-turvy.

For example, the skipper who finished in the middle of the pack went home with a trophy just about as impressive as the first-place winner. And a couple of skippers who finished first in individual heats found themselves in the middle of the pack in other races.

But the last gun, as it usually does, settled things.

R. W. Hallagan of Newark, N. Y., went home loaded with silver. Lt. Gen. Raymond G. Davis, commanding general of the Marine Corps Development and Education Command, handed Hallagan (1) first place silver for this year's race, (2) the MCDEC perpetual trophy, and (3) the Barney Mead trophy, since Hallagan the week before had taken the Frigid Digit at Baltimore.

Also taking home silver (bowls and pitchers for the skippers and mugs for the crewmen) were Bob Seidelmann, second; Jim Carson, third; Turner Hastings, fourth, and Don Allen, fifth.

It isn't usual for the mid-place skip-

*(Continued on Page 7)*

## Bruce Goldsmith On Spinnakers

I don't have it in front of me but Bill Benson did an article for Flashes about six months ago (July 1970) on how we handle the mechanics of setting and flying our spinnaker on "Snoopy." So I will take this opportunity to give a few more theoretical thoughts in hopes that a deeper understanding of the inter-action between the wind and the spinnaker itself will help more people to fly their spinnakers.

Moving the two clews of the spinnaker closer to the head, tends to make the spinnaker flatter in draft, wider in profile side to side—but shorter in profile up and down. Raising the pole is the normal way of accomplishing this, therefore, with a normal design of 'chute, we think in terms of raising the pole to flatten the spinnaker for reaches and strong winds and lowering the pole for lighter winds and runs.

I normally fly the halyard just off the end of the jumpers so it does not cause any distortion to the head of the 'chute. In very steady medium air you might try it 6" further off the mast and in very light air you will find you

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*The boat at the extreme left, the "Flying Fuzzy" skippered by Jim Carson, is headed for the finish line.*  
(Official U. S. Marine Corps Photo by Sgt. Mike Allen)

## From the Chartroom of President Jim Carson

Although I have been intimately involved with the inner workings of the ILCA over a period of a number of years I had not realized until very recently that the amount of leadership and coordination required of the President is so deceptively complex. Unlike most businesses whose corporate officers are usually centered in well defined areas, ILCA is scattered throughout the World. Communication in itself is a major logistic problem. And, while the duties of some committees are traditional and well documented, the goals and plans of others must be defined and agreed upon before fruitful considerations can be undertaken. This period of communication is well underway.

Ross Allen, our Past President from Louisiana, was kind enough to send us some reflections on the 1970 North Americans held at the Southern Yacht Club. Many of his comments will be directed to various committees for their assessments. However, two paragraphs are of general interest:

**Weather**—Very frustrating for the first few days. Finally the "clean living" of the Lightning sailors paid off and sailing conditions got better. We didn't have the wintry blast that they had at CORK this year or at Buffalo several years ago. We didn't have the 98 degree temperature, lack of electricity and rationed air-conditioning endured recently by the Eastern Establishment. We did have the early wind problems the America's Cup Race Committee had, but without the fog. We had some rain, but our countryside was not burned up like the unfortunate West Coast has been. I guess our weather wampum is as good as everybody elses!

Southern Yacht Club is still talking about the 1970 North Americans! It was a thrill for us to have it in New Orleans, and we hope someday to hold an ILCA event in the Spring of the year. Possibly some May!

We welcome another new Fleet, No. 430, based at the Ocean City Yacht Club, New Jersey, in the Central Atlantic District. Although this charter will establish a second fleet at Ocean City, the physical location and diverse desires of the members make this duplication appropriate. We hope Fleet No. 430 will grow and prosper and that Fleet No. 99 (Great Egg Harbor) will remain strong.

Our very best wishes to all the membership for happy and safe holidays and a very fine 1971.

Editor: Mrs. Helen Limbaugh

I.L.C.A. Executive Secretary

808 High Street, Worthington, Ohio 43085

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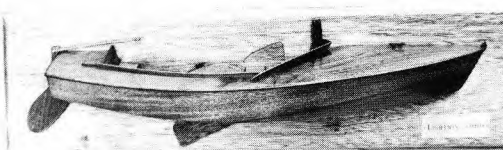
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Stuart Nickerson, first place and State of Maine Trophy; Jack Burwell, fifth place and Sesquicentennial Award for best Maine Boat; Duncan McInnes, third place; Steve Harper, fourth place; and Craig Pratt, second place.

Photo Credit Press Herald

## Stuart Nickerson Wins 1970 State of Maine Regatta Casco Bay, Fleet 14, Centerboard Yacht Club

by George Huettl

Stuart Nickerson, in one of those priceless woods, beat eleven fiberglass and seven wooden Lightnings to win the oldest (and recently rejuvenated) state championship in the ILCA. Sailing "Winsome," number 8271, Stu showed that a good wooden boat, dry sailed, and carefully maintained, can still compete for that elusive "boatspeed" formula that we spend so much time searching for. Two pretty girls as crew could only have inspired the skipper and gave meaning to his boat's name to the rest of us.

Craig Pratt beat Duncan McInnes in what was a real battle for second place. Dunc had not heard the shorten course guns on the last race and did not notice the flag flying from the committee boat. It cost him two boats and second place. Craig Pratt sailed well and had the able assistance of his father, Len Pratt, as crew. Centerboard Yacht Club was very glad to be able to say "welcome aboard" once again to this old friend and "Bon Joy."

Steve Harper and his beautiful wife sailed a consistent series in spite of her badly bruised leg and took fourth place in "Smokey." Jack Burwell took fifth by continually improving his performance climaxing it with a victory in the third race.

Two races were sailed back to back Saturday afternoon in variable 10 to 16 knot SW winds. More beautiful sailing weather could not have been imagined, with the sun bright, the water blue, the pollution hidden. But we were being set-up for Sunday. Crews were fed and coffeed by Centerboard contributors from Fleet 14. Bill Poole, borrowed from Portland Yacht Club and the Maine Yacht Racing Association to be race committee chairman, could not have given us better starting lines or better starts. Racers and members of Centerboard are grateful to him for excellently planned and run races, which is what a regatta is all about.

In the first race Stu Nickerson took a jump on the fleet at the start and on

(Continued on Page 5)





## Jet Bulletin No. 3 URGENT!! — Send Money Quick!

Zillions of Lightning buffs—and travel bugs—have personally indicated to me that they are going on the great trip to Finlandia—stopover both ways Copenhagen, or maybe Amsterdam.

But—as of the date of this appeal—November 19th—deposits have been received for only 117 seats. People are procrastinating—and this is always bad.

So we must immediately have many more deposits for a number of reasons, some of these being:

1. We wish to study our passenger list to determine whether a take off from New York or Niagara Falls is best. Of the first 117 passengers to officially register for this great trip, it appears that 28 would prefer New York and 89 Niagara Falls. But this is only a fraction of the total number of passengers we expect to eventually get.
2. So far we have received favorable quotations from six different airlines with plane capacity varying all the way from 150 passengers up to 250 passengers. Suppose, for instance, we should end up with 400 passengers? Maybe we could per-

sue some airline to use the new deluxe 747's. Or, maybe, we would need one 250-passenger aircraft and one 150-passenger aircraft.

So, we must know absolutely as soon as possible . . . approximately how many passengers we are going to get . . . and from where they wish to embark.

Furthermore, it is expected that 18 American and Canadian Lightnings will actually compete. Only seven of these eighteen have sent in their initial deposits so far.

So—a sense of urgency has developed.

### THE DEAL

It is believed at this time that the maximum round trip fare—super deluxe throughout—will be \$300.00. Tentative take-off date is Tuesday, July 20, 1971 and return is Tuesday, August 10, 1971—plus or minus a day or so. Consequently, we must pay some airline fifty, sixty—or more thousands of dollars by May 20, 1971 . . . or maybe sooner.

That isn't so far off, is it? So we must now plan on the second and third payments. Therefore, the second payment of:

\$150.00 per seat is due February 1, 1971

and

\$100.00 per seat is due on April 1, 1971 (the third payment).

New passengers will gain the undying gratitude of Tom Fallon if they send him \$300.00 per seat in one lump sum—saves red tape and time. . .

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Since the last bulletin, the following passengers have sent in their deposits:  
38, 39—Mr. and Mrs. Stu Anderson  
40, 41—Mr. and Mrs. Gaines N. Houston  
42, 43—Mr. and Mrs. Jay Limbaugh

- 44, 45—Mr. and Mrs. Howard Limes  
46, 47, 48—Dr. and Mrs. Allen W. Siegner and Hugh  
49, 50—Jim Carson and Crew  
51—Gary A. Cameron  
52, 53—Mr. and Mrs. Adam F. Eby  
54-59—Brazilian Yachting Association  
60-63—Mr. and Mrs. Arnold Schwartz, Jim and Jan  
64-67—Mr. and Mrs. Jon R. Ruhlman, Rob and Randy  
68, 69—Dr. and Mrs. Frank M. Healey, Jr.  
70, 71—Mr. and Mrs. John A. Mintz  
72, 73—Mr. and Mrs. Laverne Ehinger  
74, 75—Mr. and Mrs. Karl Smither  
76, 77—R. Garrett Demarest III and Crew No. 2  
78, 79—Mr. and Mrs. R. J. Robson  
80, 81—Robson Crew No. 1 and No. 2  
82, 83—Dr. and Mrs. Donald F. Delorme  
84—Delorme Crew No. 2  
85-88—Mr. and Mrs. Bernard R. Kornhaber, Marda and Peter  
89, 90—Mr. and Mrs. John Mueller  
91, 92—Jack and Nancy Mueller  
93, 94—Steve and Alix Mueller  
95, 96—Bob and Molly Coulton  
97, 100—Bill and Bobbie Rudge—Scott and Stacie  
101—Marguerite O'Roark  
102—Cora Bailey  
103-106—Carl and Dimi Eichenlaub—Betty Sue and Brian  
107-110—Mr. and Mrs. Kenneth C. Wesel—Stephanie and Mark  
111, 112—Dr. and Mrs. Louis A. Pocharski  
113—Miss Margaret Hall  
114—Mrs. Martha Costsworth  
115, 116—Mr. and Mrs. Stanley E. Schneider  
117—Alan E. Ruiter

## Frigid Digit Regatta

by George Allison

The Frigid Digit Regatta was held in beautifully warm weather on October 24 and 25 at the Baltimore Yacht Club. On Saturday the hoist was slow, the skippers were even slower in getting started, and the wind was very light so that it was difficult to get to the starting line on time. The Committee took pity on the visiting skippers and postponed the start of the first race of the regatta. The wind was about 4 to 7 mph from the north, which is out of Seneca Creek and that is always bad news.

The race started with the wind oscillating back and forth. Some skippers stayed on starboard, some on port, and some went up the middle. Two of those who expected a clockwise shift and worked their way out on port tack toward the expected layline were Don Allen and John Schneider, with Tom Allen as one of his crew. When the shift came it looked as though they had it made, however Don was closest to the new layline and was able to pull out ahead of Schneider and round the first mark with about 125 yards lead.

The wind then died entirely for those going up the center and then spinners started to pop in the tail end of the fleet as the wind came in from the south. Even though Don continued to widen his lead, the race was cancelled as the time limit was exceeded by about

(Continued on Page 8)

## Holiday Greetings

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## Ruiter Fall Series Winner

by Jim Carson

Sailing consistently, staying out of trouble, and avoiding races which "shook up the troops," Normandy Beach Fleet's Alan Ruiter easily won Metedeconk River's 1970 Barnegat Bay Fall Series. Alan, with two firsts, three seconds, and a third easily coasted to victory after the Carson-Heacock-Scott crew, who eventually won five of the ten races, slipped to an unbelievable eleventh in the third race.

Second in the series was the Cramer-Cramer-Newman combine who had to win a final Intrepid-Gretel type match race to halt a Carson-Heacock-Scott comeback. With all other places settled, the entire remainder of the Fleet sat out the final race to watch the maneuverings of these two. Despite forcing Cramer to windward of the starting marker to get away winging, Carson was unable to hold the advantage as 30 knot blasts kept both boats on the brink of disaster. In the heavy going "Cramer was braver," setting chute on the downward legs to careen past Carson.

Warm weather, albeit at times wet, tempted a record fleet to the Metedeconk River for the 1970 series, fast becoming a popular fall sailing location for many Barnegat Bay sailors in several one-design classes. Following the final series races Metedeconk River Yacht Club Past Commodore Carson and incoming Commodore Thomas treat-

ed the participants and Race Committee to a champagne party.

The complete results follow:

11103	Alan Ruiter	Normandy Beach	93%
10374	Bill Cramer, III	Metedeconk River	86
	Bill Cramer, Jr.		
	Bill Newman		
11484	Jim Carson	Metedeconk River	84
	Alan Heacock		
	John Scott		
9629	Joan Bird	Metedeconk River	76
11411	Dick Thomas	Metedeconk River	65
10988	Jim Daley	Metedeconk River	51
10458	Bob Adams	Bay Head	44
11543	Dave Brown	Mantoloking	43
10847	Rotenhaus	Mantoloking	38
9605	John Edwards	Metedeconk River	24
9006	Mike Coscia	Metedeconk River	4

## Champagne Regatta

by George Kalinich

Eighteen visiting boats came to Keuka Lake's Fleet No. 252 annual Champagne Regatta. With the home fleet's twelve participating boats, a total of thirty hit the starting line for a three race series.

With a stationary high predominating, and light variable winds expected, skippers were instructed of the possibility of shortened courses, especially during the morning races. The wind seemed to have the habit of daily diminishing around noon every day all that week with the same tendencies during the regatta. The courses were set and run by the yacht club's race committee as prescribed by the Association.

The first race saw the fleet starting off down the lake into a predominately south wind but shifting at times to the southeast. It was light and showed signs of letting up, so the course was shortened after a triangular and windward-leeward run. This race saw D. Penfield finishing first, R. Hallagan, second, and Dr. J. Penfield, third. Chief District Measurer, K. Warren finished fourth.

With the breeze coming up a bit in the afternoon, the whole course, con-

sisting of two triangles and windward-leeward legs was completed. Finishes were Dr. J. Penfield, first. D. White and crew, who traveled up from Nyack on the Hudson, second. Third, was R. Hallagan. W. Finn finished fourth and D. Penfield, fifth.

Saturday evening a champagne fountain party was held on the yacht club lawn and was topped off with a stuffed pork chop dinner.

Still somewhat concerned about the wind, the race committee started Sunday morning's race an hour earlier, although the wind was stronger and seemed to gain in intensity as the race progressed. Again, D. Penfield captured a first, D. White second, R. Hallagan third, Dr. J. Penfield fourth, Dr. J. McIntosh fifth, and K. Warren sixth.

Final results and trophy presentation took place about noon with the first three finishers receiving awards. District Commodore W. Morton introduced Dr. J. McIntosh who donated the Blue Jacket Trophy and presented it to D. Penfield the highest scorer in three regattas, specified at the spring meeting, within the district.

Top ten positions were:

Boat	Skipper	Race	Results	Final
9813	D. Penfield	1	5	1
9886	J. Penfield	3	1	4
11355	R. Hallagan	2	3	3
10555	D. White	5	2	2
10679	J. McIntosh	6	7	5
10386	K. Warren	4	8	6
9635	W. Finn	11	4	7
9557	K. Reynolds	10	6	9
9429	W. Smith	12	11	10
9386	W. Morton	15	10	8

## Bluenose Regatta

by Don Sherburne

When the starting cannon boomed at 10:00 a.m. Saturday, November 7th for the sixth annual Bluenose Regatta at the Harbor Island Yacht Club in Nashville, Tennessee, Jack Mueller was defending champion for the second straight year and only thirty other boats and four races stood between him and permanent possession of the beautiful Bluenose Cup.

One of those thirty boats made it clear right off early that Jack was going to have to work for it; Bill Buckles wisely choose the right bank, hit the weathermark in the lead and coasted in for the win. But he saw pink in his rear-view mirror all the way, as Jack's "Pickled Fink" finished second closely followed by father John's "Tickled Pink" in third. Jay Stevens, off to a bad start in this one, worked up through the fleet for the fourth.

In the second race Jay moved out smartly from the beginning and kept control all the way with Buckles nailing down the second and Bob Llovet of the host fleet in third. Pink boats? Back in 5th and 7th. So the first day ended with Buckles and Stevens on top and the Muellers in third and fourth, but still in striking distance.

Sunday the airport weather bureau promised 12-18, but that must have been up where the planes were, for it was, as it had been Saturday, very light and variable down on the water. Once again Buckles and Stevens found the

(Continued on Page 6)

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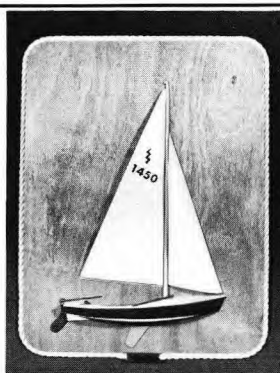
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## DON'T MISS —

what the Lightning skipper sailmakers have to say in reply to an inquiry from an I.L.C.A. member, "How do the "hot-shots" carry their spinnakers."

All known active Lightning sailmaker skippers have been asked to explain how they set their spinnakers under what conditions. Where they carry the pole—the halyard, etc.

It is hoped that all of those contacted will respond (Any other Lightning skipper turned sailmaker or vice versa is hereby also requested to contribute).

These articles will be printed in this and subsequent issues of Flashes.

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## Stuart Nickerson Wins

(Continued from Page 2)

the first windward leg and with amazing boat speed against a foul tide sailed to a relatively easy victory followed by Dunc McInnes and Craig Pratt. The second race was won by Craig Pratt followed by Stu and Steve Harper, Dunc dropping to fourth. Jack Burwell, who did only seventh in the first race, moved up to fifth in race two. This writer was too far back to explain the action in more detail.

Sunday, in Centerboard Yacht Club's attempt to always make the third race memorable, we raced in a day-long downpour with winds varying between 4 and 25 knots from the SW, but veering to the South. Wet before we started we could only say, "but we have wind." This is not the most enthusiastic statement heard by these ears, but nobody suggested cancelling, and the race was sailed partially on top of the water and partially under it. Jack Burwell had been moaning how anything over 400 pounds of crew weight was sure death and threatened drastic surgery. His 600 pounds of crew paid for itself Sunday, however, and Jack had no trouble holding the boat down to windward in the heavy winds and went on to win the soggy third race of the State of Maine Regatta and a special Sesquicentennial Award for the best Maine boat. I would bet a bottle of gin he keeps his crew.

A wind shift after the first leg eliminated any more windward work and Bill Poole shortened course. Dunc McInnes lost second by not noting the flag and before he recovered Stu and Steve Harper finished. Dunc, a former Centerboard sailor and a good sport, took the third place cup with a smile.

The winning crew, much to the chagrin of Centerboard hosts, had spent the night sleeping on the Yacht Club front lawn when their accommodations in York, Maine evaporated about two AM Saturday night. Centerboard members knew of empty beds. Accommodations had been provided a number of crews and more were readily available. Luckily, the night air did not turn liquid until morning and "Winsome" showed no ill effects of her crew's attentions.

Following the last race and "haul-outs" the traditional Centerboard feed was held thanks as always to the many good cooks who provided dishes and served in the kitchen. It was truly essential this year that the food and drink be hot, since never had so many felt so cold and wet and in need of sustenance in the history of this regatta. Trophies were presented again outside in the rain for the photographer, whose flash would not work. But the outside picture seems proper—five winners—soaking wet! A special award was

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made to Gran Dyer of the host Centerboard club for placing highest of the older boats. The award was Bavier's book, *The New Yacht Racing Rules*, which seemed appropriate since Gran fouled out of the third race.

In this year of "Women's Liberation" may we also give tribute to the many women who crewed with their husbands, sons, boy friends, or whatever. Most could probably tell stories of how man becomes an inhuman monster at the tiller from time to time. I know mine could. More than half the boats were graced with feminine crews. Two boats were skippered by women and we would welcome more. Men have and should have no monopoly on this our favorite sport.

Centerboard had 19 boats in the regatta this year, some were repeaters from last year or the year before. Some were new. More than one indicated an intent to return in future years. We look forward to building the regatta to 25 or 30 boats next year and hope to see more of you.

As for the two Centerboard fiberglass boats, which excuse do you want?—We've thought of them all. We also have thought of getting out to as many of New England's regattas as we can next year, however, since only by sailing in this kind of competition all of the time can one sail well against this kind of competition. See you at Centerboard and the other New England District regattas in 1971.

		TOP TEN			Total	Place
		1st	2nd	3rd		
8271	Nickerson	3/4	2	2	4 3/4	1
11288	Pratt	3	3/4	5	8 3/4	2
11600	McInnes	2	4	4	10	3
10613	Harper	5	3	3	11	4
10416	Burwell	7	5	3/4	12 3/4	5
10704	Bischoff	4	8	8	20	6
8978	Kregling	6	7	9	22	7
10696	Clark	11	6	6	23	8
10133	Liller, W.	9	9	7	25	9
9875	Huettl	8	10	10	28	10

# CHALLENGER

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## Bluenose Regatta

(Continued from Page 4)

soft going to their liking and finished one-two, but Jack Mueller held himself in contention by edging out Steve Thomas to take the third.

For the fourth race it was real light and flukey with Arnold Nye and his committee deciding on a simple windward-leeward course. The boats that were slow at the start died on the line while the bulk of the fleet inched down the lake and plopped into a big hole of their own 200 yards shy of the flag. At

that point the weatherman was vindicated as a nice breeze began to work up the lake. The boats on the line caught it first with chutes up and came barrelling down on the stalled main fleet with Ronnie Blair, in the van, whooping something about superior skill and seamanship as he blew through half the fleet. It suddenly seemed as though all the Lightnings in North America were converging on one flag simultaneously with what had been the windward boats blanketed by the Johnny-come-latelys.

But somehow, in all that chaos, the regatta leaders stayed out front and

sped to the line with Buckles back in the pack a short ways and a pink boat out in front all the way. But it was father John's "Tickled Pink" out front—"Pickled Fink" could only muster an eighth, so Jack Mueller's hopes were dashed and Bill Buckles snatched the Bluenose Cup out of his hands by posting a third, which, in the final Regatta standings, put him four points ahead of runner-up Jay Stevens. John Mueller earned the third place trophy in virtue of his victory in the last race, Jack Mueller had to settle for fourth, and Bob Llovet won fifth place silver.

The top dozen were as follows:

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Boat No.	Skipper	1st Race	2nd Race	3rd Race	4th Race	Pts.	Final Pos.
11125	B. Buckles	1	2	1	3	121	1
11455	J. Stevens	4	1	2	4	117	2
11491	John Mueller	3	5	6	1	113	3
11511	Jack Mueller	2	7	3	8	108	4
10711	B. Llovet	7	3	15	6	97	5
7962	S. Thomas	5	18	4	5	96	6
10980	C. Breazeale	11	4	17	17	88	7
11452	C. Holman	14	15	11	9	79	8
10640	R. Freeman	10	8	16	16	78	9
11332	W. Baltimore	9	10	10	22	77	10
11330	R. Blair	6	12	22	13	75	11T
11394	G. Demarest	15	26	5	7	75	11T





R. W. Hallagan receives the first place trophy from General Davis, MCDEC commanding general.

(Official U. S. Marine Corps Photo by Sgt. Mike Allen)

## Quantico Frostbite

(Continued from Page 1)

per to get a trophy. But John Schneider took home (for a year) an extremely handsome cup donated by Fred Slovak. The Marie Slovak Memorial Trophy, in memory of Fred's late wife, is a perpetual award and will go each year to the skipper who finishes in the middle of the fleet.

Seventy-one boats crossed the starting line in the first heat Saturday under gray skies in light and variable winds. Fortunately, a drizzling rain which had fallen all day Friday was tailing off into no more than light mist.

Most of the skippers favored the flag end of the line, although a strong ebb tide made it a toss-up (in the race committee's opinion). Carl Eichenlaub, in "Tickled Pink," was first around the weather mark and off on a tight spinnaker reach for the second buoy. But Carl, like a couple of the other leaders, played it safe and held high against the current, popping his chute about halfway across the leg. Hallagan and Allen dogged him all the way down the long leeward leg and the second time

around the course, but Carl kept his pink boat footing nicely and took the gun, with Hallagan, Allen, Don Delorme and Turner Hastings behind him, in that order.

After a lunch break, it was back to business. The second starting gun came about 3:30, and with dark coming on, the race committee decided on one lap. D. Ingram got off to a good lead and held it around the windward and reaching legs, with Hallagan's "Shadow" close behind and Eichenlaub in a solid third at the jibe. But Eichenlaub's chute collapsed and the hungry pack swallowed him. About that time, Seidelmann broke away and, with three other boats chasing him, sailed high on the downwind leg while Don Delorme hugged the Virginia shore. The move paid off—although Seidelmann couldn't quite catch Ingram and Hallagan, he came across the finish line with a third to go with his seventh-place finish in the first race.

When the clan gathered for the traditional Saturday night dinner-dance to resail Saturday's two races, it was Hallagan with two second-place finishes; Seidelmann with a seventh and third; Allen with a third and eighth; Hastings with a fifth and seventh, and Delorme with a fourth and ninth.

Since Ingram had finished 25th in the first race and Eichenlaub 17th in the second, the gents with the two first-place finishes were out of the top five at this point.

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The sun came out Sunday, but the race committee had its problems. The committee boat, a 45-foot launch on loan from the Navy, was dragging anchor steadily and the flag end of the line was obviously the place to be, with the result that a general recall followed what some of the Maryland and Delaware skippers call a "New Jersey start." Even after the committee boat was repositioned, the flag end was still favored, and when the cannon went off all but a handful of boats broke from the high end on port tack in a beautiful start.

Carson, who had a ninth and fifth and was standing sixth at this point, was first around the weather mark. The wind, although holding steady at around 12 knots, had shifted a little more northerly and the reaching leg was strictly a jib-and-main affair. With Seidelmann chasing him, Carson rounded the second mark and popped his chute for the downwind leg. Seidelmann chose to stay with him rather than holding high, as he had done in the second race.

At the end of the first lap, it was Carson, Seidelmann, Hastings, Eichenlaub and Hallagan. Ahead on points, Hallagan chose to stay clear of the four boats in front of him and went wide at the leeward mark.

Carson widened his lead well on the second reaching leg, and although Seidelmann gained on the spinnaker run, he couldn't quite catch "Flying Fuzzy." Only one position changed the second time around—Hallagan passed Eichenlaub.

Carson took the gun, followed by Seidelmann, Hastings, Hallagan and Eichenlaub. Don Delorme, who had been in the running until the third race, finished 15th for a final placing of seventh, and Don Allen had fallen to 11th for a fifth place overall.

All that was left was to hoist out the boats, and Harold Stevens, harbor-master at the MCDEC basin, was his usual efficient self—within an hour the hoist was clear.

### TOP 10

Final Pos.	Yacht No.	Skipper	1st Race		2nd Race		3rd Race	
			Finish	Pts.	Finish	Pts.	Finish	Pts.
1	11355	R. W. Hallagan	2	2	2	2	4	4
2	11550	R. Seidelmann	7	7	3	3	2	2
3	11484	J. Carson	9	9	5	5	1	3/4
4	10336	T. Hastings	5	5	7	7	3	3
5	11685	D. Allen	3	3	8	8	11	11
6	11491	C. Eichenlaub	1	3/4	17	17	5	5
7	11412	D. Delorme	4	4	9	9	15	15
8	11501	W. Shore	14	14	15	15	6	6
9	11103	A. Ruiter	11	11	4	4	25	25
10	7962	S. Thomas	15	15	12	12	19	19

## Blair on Spinnakers

(Continued from Page 1)

be getting the most out of your sail. On light reaches we prefer a heel of about 10%.

### Heavy Air Running

I believe even a relatively inexperienced sailor can experience a real thrill sailing a Lightning in a breeze with the wind fairly far aft. We have never been able to detect much difference in boat speed on dead runs between the experienced and those who are new. The survival factor is something else again. We have seen as many capsizes to windward as we have to leeward. The following suggestion should keep you right side up for the entire high speed down wind leg. Keep your weight aft, this keeps the rudder in the water for better control. Lower the centerboard about 14 inches thus adding considerable additional stability. Lay off in the puffs. Under no circumstances release the pole guy, if you have to spill air release the spinnaker sheet **ONLY**. Last but not least, do not allow the spinnaker to oscillate to windward, as this will after two oscillations force you to the point where you are forced to sail by the lee and at this point is usually where the self-rescuing qualities of a Lightning and aquatic capabilities of the crew take over. Should your crew prefer to abstain from aquatics, the spinnaker oscillation can be stopped by easing the pole forward and momentarily overtrimming the chute, this must be done at the first sign of oscillation.

### Heavy Air Reaching

Ah! this is most thrilling of all points of sailing. Boat speed differences on a heavy air reach are tremendous. The secret to power reach is, flat sail, flat boat, weight aft, and above all anticipate the puff before it overpowers you. The best way to flatten the chute as discussed previously is to ease the halyard and hoist the pole slightly. Once the sail shape is correct concentrate on the wind ten boat lengths or so abeam of you.

When you see a blast of air off your quarter do not wait for it to reach you, bear off before it reaches you. Anticipate lest you lose control and capsize. For many years I preferred to handle my own spinnaker sheet under extreme power reaching conditions, as the pull on the spinnaker sheet increased we laid the boat off into a flat driving plane, as the pull on the sheet decreased we brought the boat back on her normal course, accelerating as I trimmed in the sheet. Do not hesitate to bear off, provided your boat is flat, the faster you go the better control you will have. Intermittent adjustments on the centerboard will prove invaluable on a power reach, but each boat differs in the best point of balances.

A Lightning without a spinnaker would, I feel, be just another comfortable daysailer, add a chute, however, and the door opens to high speed sailing at its best. The suggestions above are just that, suggestion, they work for us, we hope they will for you.

**ADVERTISE IN FLASHES**

## Frigid Digit Regatta

(Continued from Page 3)

15 minutes and he was not near the leeward mark.

During lunch, at the club, the new wind continued to improve until it was a nice steady 10 mph. The Committee fired a cannon from the RC Boat and started for the race course, followed by the entire fleet of 43 Lightnings.

Both Don Delorme and Don Allen made good starts and then onto port tack with clear air. They worked their way out almost to the lay line. Fairly close to the windward mark, Delorme was just barely able to cross ahead of Stu Anderson, Bill Shore and Schneider.

Bob Seidelmann, who had apparently made a long starboard tack and was quite far back, was busily picking off boat after boat as he approached the first mark, but he had a long way to go.

On the 3rd leg the fleet started to string out because the wind velocity decreased and then decreased some more and those who were behind got further behind and . . .

Marb Fox (Life Member and head of our Race Committee) shortened the race as the leaders approached the leeward mark. Both Shore and Allen seemed to be picking up on Delorme and Anderson during the last beat to windward. The finishes were: Delorme, 1st; Anderson, 2nd; Shore, 3rd; Allen, 4th; and Dick Hallagan, 5th.

However, the middle and tail end of the fleet slowed to a mere crawl and by the end of the race it was a broad reach to the finish line, with a bare whisper of air or even less. Fortunately, enough stake and patrolling auxiliary boats were near the finish line so that they could take all of the racing boats in tow back to the club.

After the boats were taken care of, there was time for racing talk, cocktails, dips and cannibal sandwiches. A chicken dinner was served in the Island View Room until the Halloween Masquerade Party started and was enjoyed by many of the Lightning Fleet, Committee Members and other sailboat types.

Some of the sailors who still had energy and verve after a day of racing entered the party competition. Janet and Ralph Messersmith won the prize for the most original costume and made all of us feel great.

Sunday was another warm, bright day, with the wind about 12 to 14 mph from the northeast, which is generally a more reliable wind than the one from Seneca Creek. The starting line was set and at the ten minute gun, Herm Henschen (Life Member and head of our Mark Laying Committee) checked the wind direction and proceeded to lay out

the race course with the first mark directly to windward.

Fred Hamblet was first at the spinnaker jibing mark and completed his jibe just the way that it is supposed to be done. Herm tells me that all of the jibes he saw at this mark were flawless.

There was a shift of wind so that the last spinnaker leg was nearly a dead run. The race was shortened at the leeward mark. During this last or 2nd spinnaker leg and the beat to the finish Hamblet lost his lead. Jim Carson, with good boat speed, was able to work his way into the lead and the finishes were: Carson, 1st; Hallagan, 2nd; Allen, 3rd; Jack Elfman, 4th; and Seidelmann, 5th.

At the beginning of the final race, Hallagan and Allen were tied for 1st with 7 points each and Shore and Anderson were tied for 3rd with 11 points each. There were so many excellent skippers and so many Lightnings in the fleet that this 4 point differential between the top 4 boats was anything but a safe margin.

The wind was still about 12 mph and again the Mark Laying Committee checked the wind at the ten minute gun and the course was laid out accordingly.

Hallagan made a good start and was able to work out a lead during the 1st leg that he was able to maintain for the entire race. At the first mark he was followed by Carson, Bill Uhl and Allen.

The race was shortened again—this time to five legs resulting in the finish line being at the mark closest to the club and just east of Bowley's Quarters. During the last beat Delorme and Seidelmann were able to work their way up in the fleet. The finish was a memorable sight from the spectator and Race Committee boats. The finishes were: Hallagan, 1st; Delorme, 2nd; Seidelmann, 3rd; Carson, 4th; and Shore, 5th.

The final standings for the Frigid Digit Regatta were:

Dick Hallagan in 1st place,  
Don Allen in 2nd place, and  
Bill Shore in 3rd place.

Our Frigid Digit Regatta has been held for more than 20 years at the Baltimore Yacht Club by Fleet 87. We have looked forward to it each year because of the caliber of the competition and the enjoyment of a good regatta. Next year this regatta will be passed on to another fleet in the Dixie District and we hope they will enjoy sponsoring the regatta as much as we have.

It was still light after the last contestants had left the club and it was a fitting end to this sailing season to be able to see 18 to 20 highly competitive Lightnings on their trailers, near the steward's house, waiting for the next regatta to be held on the next weekend at Quantico.

### TOP 10

Final Pos.	Racing No.	Skipper	1st	2nd	3rd	Points
1	11355	Dick Hallagan	5	2	1	7 $\frac{3}{4}$
2	11685	Don Allen	4	3	7	14
3	11288	Bill Shore	3	8	5	16
4	11550	Bob Seidelmann	10	5	3	18
5	11611	Stu Anderson	2	9	8	19
6	11484	Jim Carson	19	1	4	23 $\frac{3}{4}$
7	11608	Bill Uhl	16	6	6	28
8	11667	John Collins	6	13	11	30
9	11103	Alan Ruiter	7	15	13	35
10	11505	John Schneider/Tom Allen	8	11	16	35



## Trophy Deeded to Marine Corps and I.L.C.A.



John Schneider, right, happily receives the Marie Slovak Memorial Trophy from Fred Slovak, the donor of this trophy.

(Official U. S. Marine Corps Photo by Sgt. Mike Allen)

Fred Slovak has donated a perpetual trophy cup in memory of his late wife to the U. S. Marine Corps Development and Educational Command for the Annual Marine Corps Frost Bite Regatta.

The cup to be known as the Marie A. Slovak Memorial Trophy and its awarding is unusual. No one in the first five boats can win it. The winner is the boat whose score is exactly in the middle.

Fred says, "I have done it this way, to make it interesting for the sailors who come out very enthusiastically and race with never a chance to get in the first five. We need these people, and they are the ones that make a regatta a success. (Marie and I generally finished in the middle.)"

Of the first awarding of the cup Fred said, "This week's Regatta was quite a success. Everyone was interested in the idea of a middle position trophy, and the hot skippers tried to figure how they could fall behind and win this trophy. We had 73 boats registered, three boats through D.N.S. or D.N.F. did not qualify, therefore it made 70 boats. John Schneider was the lucky one in 35th position. Arnie Schwartz remarked that he had seen John leave 20 boats go by him to try to get the trophy. Well, he did get it."

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## Seidelmann Sweeps Paupack Invitational Regatta

by Stan Moldawsky

On September 19th and 20th, Lightning Fleet No. 16, on beautiful Lake Wallenpaupack in the Pennsylvania Poconos, played host to 17 Lightnings. Guests came from: Monmouth Boat Club in Red Bank, N. J.; Red Dragon Canoe Club in Edgewater, N. J.; Awosting Yacht Squadron in Hewitt, N. J.; Lake Mohawk Yacht Club of New Jersey and Baltimore Yacht Club, to test each other. The weather cooperated with 12 mile breezes. The races were run over the usual triangular course with the finish on the 7th leg at the windward mark. The Race Committee (Ed Engborg) set a fine race course with the windward mark in the eye of the wind so there were good tacking duels to the mark. Fretz battled Seidelmann in the 1st race with Huntsman jockeying for his place in the sun. Seidelmann was not to be denied, however, as is evident from the standings. The winds had picked up even more and one boat capsized. Skipper of the capsized boat (Gerry Gelber from Awosting) had requested permission before the race to dry sail his boat throughout the weekend (this was optional), so we helped him "dry out" his boat and he joined the fleet for the next two races. After lunch, Seidelmann repeated his performance; this time Henschen joined Fretz in pressing Bob but the pressure didn't produce any mis-

(Continued on Page 13)

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735	Bernard Riskin, 22 Royal Oak Road, Trenton, N. J.		8643	Shirley B. McCanse, 1232 W. 60th Terrace, Kansas City, MO	296
1174	J. M. Preston, 6606 Holford Lane, Springfield, Va.		8655	Lauri Korpinen, Rantakartanontie 5.H.134, Helsinki 91, Finland	166
1356	J. B. Williamson, 14 St. Andrews Crossover, Severna Park, MD		8660	Calvin King, 5 Bosworth St., Beverly, Mass.	
1900	Richard W. Dammann, 11 Howard Street, Reading, PA		8678	Milton S. Perrott, c/o The Kleinhans Co., 411 Main St., Buffalo, NY	12
2987	Robert Anderson, 18 Linwood Ave., Olean, NY	115	8691	Richard A. Payne, 1221 Christine Circle, Scotch Plains, NJ	
2988	George Page, Jr., 575 McKinley Parkway, Buffalo, NY		8695	Bruce Wally, 54 Timberline Dr., Poughkeepsie, NY	
3440	Carter Fillebrown, Jr., 99 Bow Street, Portsmouth, N. H.		8715	Lester and Barbara Fant, 818 G Street SE, Washington, DC	50
3766	Walter B. Noble, Jr., 10043 Panama Court, Largo, FL		8935	Dr. Louis Damiano, 8501 Woodside Ct., Lanham, MD	
3978	Courtney Trotter, P.O. Drawer 150, Gulf Shores, Ala.		8950	Donald G. Roberts, 4626 S.E. 20th Ave., Cape Coral, Fla.	
4047	Eero Sinkko, Vasamantie 11, Kuopio, Finland	395	8975	Robert J. Hoover, 1403 West 13th St. S., Newton, Iowa	
4074	Kevin J. Kenny, 35 Victory Drive, New Haven, Conn.		8982	Robert J. Larbes, 5441 Vonderhaar Court, Fairfield, Ohio	
4090	Keith Kester, Cedarville, Mich.		8994	Matti Tulonen, Vaarankoivunkuja 4, Valkeakoski, Finland	394
4153	David W. Gifford, 23 Wolf Road, Croton-On-Hudson, NY		9012	Glynn Sutton, 407, Apartment D, Southgate House Drive, Metairie, LA	
4205	David L. Florkey, 8225 Westlake, Taylor, Mich.		9021	Harvey McCormick, 1028 Cummings Circle, Mt. Pleasant, SC	429
4285	E. Schraner, Chilerain, 8602 Wangen, Zurich, Switzerland	219	9059	William W. Wagner, 264 Springbrook Trail, Sparta, NJ	25
4653	Terry Schmidt, 4701 Cedar Springs, Apt. 209, Dallas, TX		9076	William D. Spiegel, 4 Gina Drive, Centerport, NY	
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4758	Jim Gasque, 25 Woodbine Rd., Greenville, SC and James Hudson, Rt. No. 4, Bushy Creek Rd., Taylors, SC	391	9098	Capt. James R. Upson, Jr., 3310 Winston Blvd., No. 201, Wilmington, N. C.	
4844	Frank Del Gaudio, 52 Lynnway, Point of Pines, Revere, Mass.	189	9159	Donald George Andersen, 6109 Tamilynn St., San Diego, CA	
4881	John D. Ferguson, 2800 Woods Blvd., Lincoln, Neb.		9163	Yrjo Lehtinen, As. Oy. Haukiranta C. 9, Haukilahti, Finland	166
4888	Dick Lestock, 2194 N. Parkway Drive, Columbus, Ohio		9203	Mike Gilliland, 5320 Chadwick, Mission, Kansas	296
5031	Richard Sinn, Waitsfield, VT	227	9288	John A. Oates, M.D., 6440 Brownlee Dr., Nashville, Tenn.	
5187	John K. McGinnis, 3237 Pebble Lane, Birmingham, Mich.		9379	William M. McGovern, USS Sellers DDG-11, FPO, New York	
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5617	Gilbert Jacobson, 93 Springbrook Trail, Sparta, NJ	25	9477	W. S. Martin, Q. C., 305 Kelvin Blvd., Tuxedo 29, Manitoba, Canada	
5707	Lawrence Corrado, 440 E. Reed, Apt. 6, Manitowoc, Wis.	393	9516	James P. Black, 643 Wantoot Blvd., Charleston, S. C.	429
5743	Roland Harding, 142 Busti-Sugar Grove Rd., Route 3, Box 184, Jamestown, NY	19	9560	Gerry Gibson, 2362 Rebecca St., Oakville, Ontario, Canada	
5883	Robert F. Troutman, 1132 Westover Rd., Fort Wayne, Indiana	154	9615	F. Lloyd Kieran, 5 Amy Court, Amityville, NY	178
6107	Dr. Alvaro Vargas R., Cra. 15 No. 50-27, Bogota, Colombia	352	9777	Dr. Charles M. Burns, 500 Park Blvd., Winnipeg 29, Manitoba, Canada	
6201	Daniel J. Koretz, M.D., 728 Carter St., Apt. 1, Rochester, NY		9782	Dick Bazett, No. 4 Hobson Road, Kelowna, B. C., Canada	
6278	John P. Crowley, 27 S. Main St., Rutland, VT	243	9879	David W. Loysen, 9401 W. 82nd Terrace, Shawnee Mission, Kansas	296
6360	Frederick W. Buckman, 308 Van Buren St., Apt. 140D, Jackson, Mich.		9880	Richard Nelson, 10328 Mohawk Lane, Leawood, Kansas	
6457	J. A. Flanagan, 4 Selwyn Dr., Greenville, SC		9955	Thomas E. Roehm, Jr., 316 Telford Ave., Dayton, Ohio	23
6543	Mark D. Patty, 7634 Constock No. B, Whittier, Calif.		9968	I. W. Steele, 56 W. Lake St., Skaneateles, NY	
6614	Peter D. Arrowsmith, 5906 Devonshire Dr., Washington, DC	50	9974	Steve Thomas, 812 Cherry St., Perrysburg, Ohio	42
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6708	William F. Dowling, Otter Rock Drive, Greenwich, Conn.		10025	Ed Kennedy, 235 Yacht Club Dr., Rocky River, Ohio	71
6750	Albert E. Schober, 42 Dydo Dr., Uncasville, Conn.		10181	Lawrence M. Stein, 28 Pine Knoll Dr., Trenton, NJ	422
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6805	Robert N. Bartlett, 18 Lakeview Avenue, Jamestown, NY	19	10254	W. J. Snow, Jr., 6 River Bank Lane, Ipswich, Mass.	
6895	Robert S. Ellinger, 922 Coolidge Ave., Kalamazoo, Mich.	137	10371	Williamson U. Vreeland, 75 Prince St., Elizabeth, NJ	335
6906	Richard Knilans, 892 South Chesterfield, Columbus, Ohio	43	10382	Charles H. Dorsey, Jr. and III, 29 Plymouth Rd., Darien, Conn.	134
6950	Dr. Donald Spencer, 501 Blue Ridge Tower, 4240 Blue Ridge Blvd., Kansas City, MO	296	10385	William H. Coon, P.O. Box 106, Hudson, Quebec, Canada	
7001	Dr. Tarlton and Lillian Morrow, 235 Woodlawn, Topeka, KS		10399	Stephen Benjamin, 140 Duck Pond Road, Glen Cove, N. Y.	
7048	Archie MacGillivray, c/o Ray MacGillivray, Motor Sales, Inc., Vassar, Mich.		10606	Dustin H. Griffin, 20 N. Kingshighway, St. Louis, MO	340
7062	G. J. Parent, Sterling Drugs Ltd., Aurora, Ontario, Canada		10619	Richard Gilliam, 3017 Dumbarton Dr., Memphis, TN	274
7126	Edward E. Werley, 7 Penhurst Road, Pittsburgh, PA	36	10669	Peter Schuring, Club Nautico del Muna, Bogota, Colombia, SA	73
7299	James W. Morrison, 81 Magnolia Rd., Manchester, NH		10689	Kathy Frisch, Holly Lane, Rye, NY	32
7309	Herbert C. Crandell, Jr., 605 S. Leroy St., Fenton, MI		10853	Robert F. Leahy, 2074 Fox Creek Road, Berwyn, PA	16
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7541	Murilo Borges, Av. Quintino Bacauiva 225, Apt. 404, Niteroi, RJ, Brazil	351	10951	Guy Richards, 102 Lake Lane, Lake Charles, LA	
7732	W. R. Messic, 6915 Rosser Dr., Evansville, Indiana		11033	Glenn R. Smith, 3515 MacNichol Trail, Orchard Lake, Mich.	54
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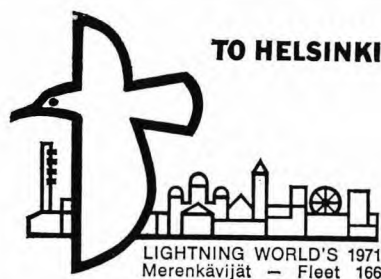
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## This Is Finland

(This short introduction of Finland has been prepared for Flashes to popularize and heighten interest in the 1971 I.L.C.A. World Championship.)

Finland (Suomi in Finnish) is bounded in the west by Sweden and Norway and in the east by the Soviet Union. In Finland there lives a nation which has been influenced by west and east in developing its own distinctive culture, and this is well represented today in architecture,

design, the character of the people and their customs. In 1968 Finland held great celebrations in honour of the 50th anniversary of independence. Although the history of Finland has been a continual tale of wars and difficulties, over the last 50 years Finland has been able to lead its own life as an independent nation.

Finland offers the tourist a unique opportunity to enjoy the superb beauty of its scenery and the peace which is to be found there, while at the same time having all the modern conveniences he could require. In Lapland it is possible to wander for weeks without meeting a soul.

Finland is known as the land of thousands of lakes and light summer nights. There are in fact about 60,000 lakes, counting only the largest. The lake labyrinth of Central Finland is unrivalled for its beauty. The traveller arriving in Finland should undertake at least one journey in the lake district, either by boat or plane, in order to see himself the wonderful natural gift which Finland has in her lakes.

## SITUATION

Finland (in Finnish, Suomi), situated between the 60th and 70th degrees of latitude, is one of the Scandinavian countries. She is bounded on the west by Sweden, on the north by Norway and on the east by the Soviet Union. In area Finland is larger than England, Scotland, Wales and Ireland together. The total area — 130,085 square miles (337,009 square kilometres) — includes 10% cultivated land, about 9% water, 30% marshland and 38% forest. Finland's greatest length is 721 miles (1,160 kms) and greatest width 336 miles (540 kms).

## CLIMATE

Owing to the vicinity of the Atlantic Ocean and the Gulf Stream, the climate of Finland is temperate. Summer in Finland is warm, bright and exhilarating. The warmest month is July, averaging about 59° F (16° C), the coldest February. Even in Lapland, the mercury rises on the warmest days to 90° F (32° C). The Midnight Sun is visible at the 70th degree of latitude from the beginning of June to the end of July.

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and a  
Happy  
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**LIGHTNING FLASHES**

December, 1970

Page Fourteen

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No. 9736 Newport fiberglass, 1969 main and jib, 1965 spinnaker. 3 yr. old trailer and deck cover. Good condition. \$2,000. Bill Canniff, 10 Leonard's Circle, Camden, S. C. 803-432-2547.

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1969 Newport Lightning — No. 11170 — white hull, blue boot top, mist blue deck—fiberglass and teak trim. Proven self-rescue capability. Complete with all deluxe racing gear, including special aluminum spinnaker pole, Harken blocks on main, Harken ratchet blocks on spinnaker sheets, Cunningham controls, two bailers, dacron cover, Murphy Nye sails, trailer dolly, mast and boom covers. Replacement cost, \$3900—now \$2650. R. G. Harrison, 7456 Cadle Avenue, Mentor, Ohio 44060.

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## Goldsmith on Spinnakers

(Continued from Page 1)

will have to pull it up almost into the halyard block to keep it out of the water. In general, pull it up to just off the end of the jumpers and forget that end of it.

For our latest design of 'chute, a spinnaker pole fitting on the mast from 2½' to 3' above the black line in the mast seems to be about right. With the spinnaker pole fitting in this position, you can then fly the spinnaker pole a few degrees either way from horizontal depending upon the wind conditions. It is, of course only important as far as the spinnaker set where the outboard end of the pole is positioned—not where the mast fitting is placed. However, it is important to have the mast fitting somewhere near where the pole can be kept horizontal so that you get the maximum extension away from the boat.

Many times, the spinnaker will look quite a bit different in identical conditions from one day to another. This is due in fact that the nylon does shrink and stretch to much greater degree than your working sails. This might be particularly true if the sail had been wet for a period of time. In this case, the spinnaker would tend to be fuller in the middle and tight on the edges requiring the pole to be raised to flatten the 'chute out. It is possible that at the end of two good reaches the spinnaker leeches will then be stretched back to their normal shape and without any wind change at all the pole should be lowered somewhat again.

Many of you I think have the impression that the higher the spinnaker flies, the better. It is possible that in the days before NO LEAK type spinnaker cloth, this was somewhat true, due to the fact that you never could seem to get the spinnaker to lift enough. The new zero porosity material that we are using today in spinnakers tends to want to lift almost too much and you want to constantly be thinking in terms of harnessing the chute with a lower pole and slightly tighter trim. The above is particularly true on broad reaches and runs.

The magnitude of the adjustments that we are discussing in all cases except drifters is no more than one foot either direction from horizontal on the pole. You will find that 4" differences in the position of the outboard end of the pole can make enough of a change to alter the handling characteristic of the spinnaker.

In a complete drifter, of course, the technique is almost completely one of just getting some air into the spinnaker and it is usually necessary to drop the pole down to the point where the two clews are as level as possible. As a puff comes along and fills the spinnaker, the pole should be raised to the lower end of normal pole position.

Best of luck and see you all on the downwind legs.

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## Potomac Fleet 50 Hosts 49 Lightnings On Two Straight Weekends

Wonderful warm Indian summer weather greeted 49 Lightning skippers who raced in the Walter Collier and President's Cup Regattas. The annual events were held on September 12th and 13th and 19th and 20th off Haines Point in sight of the Jefferson Memorial in the Nation's Capitol. Blue skies, sunshine and moderate northerly breezes were the conditions for both weekends as a high pressure dominated the weather system.

### COLLIER REGATTA

Twenty-four skippers crowded the short starting line in the first race of the Collier Regatta. Two boats were over early and forced to continue toward the windward mark as the rest of the fleet shot by to the right and left. Nichols rounded the windward mark first. Gatenby took over the lead and positions changed several times with Bob Purnell finishing first, Gatenby second, and Bunney third.

In the second race the light and variable winds increased to 12 mph and grew puffy. Leatherneck II from Quantico Marine Base was first to the windward mark, followed by Leefer, Allison, and Gilbert. Pyle was fifth around and proceeded to pass four boats on the downward leg only to be overtaken by Bunney, Richardson and Purnell during the second lap. Bob Purnell posted his second win followed by Allison and Jay Richardson.

In the final race on Sunday, the winds were 8-10 mph from the South. Dr. Bunney reached the windward mark first followed by Gallagher and Pyle. On the downwind leg Purnell and Allison had a hard fought duel but could not catch Dr. Bunney, his wife and two children who led the whole way, twice around.

Saturday evening "Doc" and Nancy Gilbert hosted a "Sail-In" party. Fifty sunburned skippers wives and crew members feasted on hors d'oeuvre, roast beef, cocktails, potato salad, and other goodies arranged by John Symons and Ann Anders (to be confused with Landers). The skippers told tall tales while the deck rolled beneath their feet and the moon glowed and wives feigned patient interest. After supper, we watched

the "Year of Lightning 10,000" about the 1966 North Americans at Buffalo won by Bob Seidelmann.

### PRESIDENT'S CUP

Twenty-five Lightning skippers, including 15 from Fleet 50, competed.

**First Race:** Saturday AM during the race, a cold front passed through causing puffy, shifty 10-15 mph winds from the NNW. Delorme led at the windward mark followed by Jay Richardson and Dave Pyle. Bob Purnell sailed into a hole over near the airport while others tacked on each wind shift. One minute the boats were standing on their beam ends, the next minute they were flat. Delorme set his spinnaker and carried it on the tight short reach. Richardson and Pyle followed with their chutes but inside of a minute the wind veered and increased dragging them to leeward of the mark near capsizing. Several boats slipped by while Pyle and Richardson were forced to retrieve their chutes prior to rounding the jibing mark. Places changed rapidly as the fleet moved up on the leaders. The "Green Marine" took a course in close to Haines Point while most of the Fleet headed down the Washington Channel. We noticed the Green Marine, McInnis and the others who moved over to the shore did well. Unfortunately a Cougar Cat luffed them all up as they were nearing the jibing mark. Several boats collided and there were cries of protest. Places changed rapidly during the second lap. Delorme finished first by about three minutes due to a nice lift. Allison was second followed by Little Mary Sunshine.

**Second Race:** The winds decreased to 8-12 mph. McInnis, sailing "Doc" Gilbert's, Lord Jim, reached the windward mark first followed by Jay Richardson. Gentile had a good start and was well to windward looking good with his new jib. The current pushed him on the mark and after re-rounding, he was 10th. Dudley Gill played his own spinnaker while his son Skipper, piloted AJAC to a sixth place finish. Delorme breezed to his second first place, followed by Little Mary Sunshine and Jay Richardson.

(Continued on Page 13)

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## Potomac Fleet 50

(Continued from Page 12)

**Third Race:** On Sunday AM the Potomac was like glass. The race was delayed until 12 pm when a light breeze sprung out of the Southeast. The Gentile family was lounging at Haines Point. As the boats headed for the starting line, Frank noticed his halyard up the mast. They tipped Lady Chadwick on her beam ends to retrieve the halyard only to fill her with water. With less than 10 minutes to go they were frantically bailing on their way to the starting line. At the start Fleet Captain, Art Gatenby, charged up between Delorme and the Committee Boat. Art escaped Don's slow luff and barged the line as he was early only to be forced over ahead of the gun. Luckily he spotted a hole near the Committee Boat, came about and then jibed and recrossed the starting line. Delorme and Purnell layed the mark and were at the windward mark first. McInnis and Pyle were next. These positions held until we entered the final windward leg of the one lap race. Purnell found the best tack in near the airport and finished ahead of

Delorme. Pyle failed to cover, stayed on a headed tack a few minutes too long and dropped from 4th to 12th. McInnis, who finished fourth, was subsequently protested out for barging at the start, a mistake that cost him fourth place for the series.

Fleet Captain, Art Gatenby, and Ellie invited all the skippers, wives and crew to their home for a covered dish supper and cocktails. About 60 came and enjoyed a lovely outdoor setting on a warm evening.

TOP TEN COLLIER REGATTA			
Place	Boat No.	Skipper	Points*
1	9527	Purnell	71½
2	10199	Bunney	67¼
3	8585	Allison	63
4	9007	Jay Richardson	62
5	9003	Tom Nichols	54
6	10063	Pyle	53
7	10258	Gatenby	52
8	11226	Mydrall	51
9	10188	Peter	50
10	10544	Marine	49

TOP TEN PRESIDENT'S CUP			
Place	Boat No.	Skipper	Points**
1	11412	Delorme	3½
2	9007	Jay Richardson	10
3	9527	Purnell	13¾
4	11284	Wilkinson	16
5	10817	Dillard	18
6	8585	Allison	21
7	11333	Gill	28
8	11226	Mydrall	29
9	9155	Gentile	31
10	10063	Pyle	32

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## Seidelmann Sweeps Paupack

(Continued from Page 9)

takes. He sailed the favored tacks and came home the winner. Later, cocktails in the club house soothed the losers and dinner and dancing and sailor talk made the Skippers loose and friendly again.

Sunday came with a fog so thick that on my way down to the club in the motor launch, I turned around completely and headed the opposite way. My 14 year old son, and able spinnaker man, told me I was going the wrong way, but I told him to shut up—the Skipper couldn't be wrong. Somehow, reason prevailed and he convinced me to reverse course. Eventually, after creeping along the shore lines, we found the Yacht Club. The fog began to lift and a new race course was set with the windward mark to the NW. After one-half hour postponement, the boats hit the starting line into a 7 knot wind, and it was with glee that the boats out front saw Henschen (who got the best port start) and Seidelmann sail into a hole with most of the Fleet along with them. Mark, Sengstacken, and Thomasseti had caught the wind in the middle of the lake and were long gone—with spinnakers flying. But how could that be? This was the windward leg, no? No! An 180 degree wind reversal occurred and the SE was now to windward. Seidelmann wasn't caught napping like others were—up went his chute and he sailed through the middle of the Fleet and caught the leaders on the next two legs. The wind increased and the race ended on the 6th leg. The alert Race Committee shortened the course one leg so that it was a windward finish.

Prizes were awarded for the first four places and the Paupack Fleet closed out a very successful racing season. This invitational regatta is a seasonal race always occurring on the 3rd weekend in September. We hope many more of you will join us next year to share the fun.

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Fretz	LWYC	2	3	6	3
Huntsman	MBC	3	7	3	4
Sengstacken	AYS	10	4	2	5
Emery	RDCC	7	6	7	6
Reis	RDCC	8	8	5	7
Mark	LWYC	9	5	9	8
Thomasseti	MYC	6	10	10	9
Howell	AYS	5	9	DNS	10