

LIGHTNING *Class*



ASSOCIATION

YEARBOOK

1944

803 HIGH STREET
WORTHINGTON, OHIO
43085

Lightning Class Association

1944 Year Book



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Honor Roll

LIGHTNING SKIPPERS AND CREW MEMBERS IN THE SERVICE OF OUR COUNTRY

(From information furnished the Association up to March 1, 1944)

Abrams, Roy Jr., S.1/c, U.S.C.G.
Accettella, Ramon, Cox., U.S.C.G.
Ackerman, Carl J., 1st Lt., U.S.A.
Anthony, J. G., Lt., U.S.N.R.

Bachman, John E., CBM, U.S.M.S.
Bailey, Wm. G., U.S.A.
Benson, Edgar, S.2/c, U.S.N.R.
Benson, Richard S., Ensign, U.S.N.R.
Block, Harold, Corp.
Boecheinstein, Wm., U.S.A.
Brennan, Francis H., Lt., U.S.N.R.
Britton, C. H., Jr., U.S.N.R.
Bruce, Edmond
Buscher, George J., SF 3/c, U.S.N.
Butler, John G., 2nd Lt., AAF, LTD
Class 6
Byrns, Harold, U.S.A.

Callaghan, James
Callaghan, John
Carlisle, R. L., U.S.C.G.
Childs, Maynard, Lt. (j.g.) U.S.N.R.
Corey, Ruth, S.2/c, U.S.N.R.
Cox, H. William
Crate, John J., A.S. V12, U.S.N.R.
Crate, James H., A.S. V12, U.S.N.R.
Crawford, Clayton H., Ensign, U.S.N.R.

Danielson, Arthur D., Coast Artill.
Davies, Richard, Ensign, U.S.N.R.
Deiphus, Dr. Bert
Dial, Harrell, U.S.N.

Faulkingham, O. C., Lt., U.S.C.G.
Fitler, Ralston B.
Foley, Edward, Lt., U.S.N.R.

Garson, Euclid, BM 2/c, U.S.N.
Girkins, William, Ensign, U.S.N.R.
Graham, Mortimer E., Lt., U.S.N.R.
Griggs, Robert C., U.S.N.

Harrison, Edward L., Lt., U.S.A.
Hildebrandt, John B., Ensign, U.S.N.R.
Hobbie, George E., Lt., U.S.N.R.
Hosler, Richard M., Major, USAAF
Humphreys, Cecil, Lt., U.S.C.G.R.

Jacobsen, Waldemar
Jewell, Edmund F., Capt., U.S.N.R.
Johnson, Bradley, Ph.Mate 2/c, U.S.N.
Johnson, Norris P.

Koehne, John L. Jr., A.E.R.C.
Koehne, Richard S., Corp.

Lehleitner, George, Lt., U.S.N.R.

Manning, Conant, Lt.
McGrattan, Francis L.
McWilliams, Alden, Sgt., U.S.A.
Morris, Stephen C., T/5, U.S.A.
Moynihan, Fred, A/S, U.S.N.R.
Murphy, J. K., Lt. (j.g.) U.S.C.G.R.

Parker, A. H., Lt. Col., CAC Adj, U.S.A.
Partridge, Winfield Jr., U.S.A.
Pauly, Ralph A., Lt., U.S.A.
Pearson, Frank, Ensign, U.S.N.R.
Pearson, Charles, CM 3/c, U.S.N.
Pearson, Paul N., U.S.N., ROTC
Pearson, Tom Brown, U.S.N.
Pedersen, C. A., Capt.
Peterson, Ira R., Major
Phillips, Charles, Lt., U.S.A.
Pilloni, Dr. Louis
Pond, H. Kenneth, A/C U.S.N.A.T.C.

Reif, Allan F., Col.
Reynolds, A. S., Lt.
Ringdahl, Eskil B., Ensign, U.S.N.R.
Roper, George, U.S.A.

Sammis, Donald S., Major
Savage, Philips S. Jr., A.S.T.P.
Smith, Baldwin, Lt. (j.g.) U.S.N.R.
Smithwick, A. K., Lt., U.S.C.G.R.
Solum, Carl V., U.S.A.
Speidel, Peter W., A/C, U.S.A.A.F.
Spindler, G. M. Jr., A/C, U.S.N.R.
Stahl, Harry E., Jr.
Stokes, Wm. E. Jr., CCM, U.S.N.R.
Sypher, Wm. H., Lt., U.S.A.

Tevander, O. N.
Thompson, A. Chase, Y.3/c, U.S.N.
Thompson, Ben., Lt., U.S.N.R.
Thorn, John H., Lt., U.S.N.R.
Tinkess, Donald E., Major, U.S.A.
Trantum, Donald D., Capt.
Tuthill, Arthur F.

Van Duyne, Gardner, Lt., U.S.A.
Van Duyne, Philip R. Jr., Capt., U.S.A.

Waite, Glenn, Lt., U.S.N.R.
Walvoord, R. A., U.S.C.G.R.
Webster, Warren E. Jr., Major, U.S.A.
Werkman, Eugene, U.S.A.A.F.
Wilson, David H. Jr., V. 12, U.S.N.R.
Wood, Howard O. III, Ensign, U.S.N.R.
Wycoff, Clinton R. Jr., S.2/c, U.S.N.

Young, Nathan, Lt. Comdr., U.S.N.R.
(Ret.)

Keep 'em Sailing

As this Year Book reaches the hands of Association members, Spring will have arrived, bringing with it a new sailing season. Sandpaper, paint buckets and elbow grease will be much in evidence as skippers and their families hasten to put their boats in shape and launch them for a summer of enjoyment, rest and relaxation.

1944 is a War Year, one in which bitter fighting will occur with its attendant and horrible casualties. One may well wonder whether it is proper, in the midst of such sorrow and anguish, to sail a Lightning.

Many Lightning Skippers are in service. The remaining ones are either engaged in war work or are doing many times more work than in peace time, in an attempt to fill the gap in civilian endeavors. The strain of doing two men's work in the daytime and helping out on War Drives, Civilian Defense or Red Cross work at other odd times, while not comparable to the sacrifices being made by our service men, is nevertheless beginning to show in a great many people. Consequently, getting away from these responsibilities becomes not only desirable, but actually a necessity if we want to maintain our health and continue to meet our obligations. A day on the water in a Lightning can do more to restore lost energy and mental calmness than almost anything we can think of. Nature furnishes the motive power, we can get along without essential materials and we contribute rather than detract from the total war effort of our Country.

The response to Association publications and the continued interest shown by Lightning Skippers in service is astonishing. All are anxious to step aboard their boats at the very earliest opportunity. Those who sold their boats upon entering service now write that they will most certainly own another Lightning. We who are at home can only humbly join in their prayers for an early and safe return AND give all we have to our particular job on the home front, including keeping the Lightning Class Association active so that these men may come back to an organization of which they will be proud.

Let's keep 'em sailing.

TED SIFERD

Spring and Opening Day



Your Officers

Lightnings have an unusually wide appeal, spreading out into all parts of the country and enriching the lives of men and women in nearly every business and profession. The butcher, the baker and the candlestick maker are brothers under the skin when it comes to owning and sailing a Lightning. The following sketches of the Association officers proves this clearly.

PRESIDENT—Ted Siferd
712 South Main St., Lima, Ohio

Yes, it's just Ted Siferd and that's exactly the kind of a fellow he is. Everyone likes him at first meeting; as a result he has everyone working his head off to please him. That's the kind of a leader to have heading this Association.



On the competitive side, Ted started with a self built boat which had a habit of looking at other boats' transoms and he egged her on to winning the Lake Michigan District Championship in 1942 and raising hob with the three leading boats in the 1942 Nationals at South Haven. He has been champion of his fleet for the past three years. Look out in 1944—Ted and "Jean S." are real competitors.

Professionally we have never been quite sure what he does. We first understood he was an undertaker, and owned and operated the largest funeral parlor in Lima (like Frank Campbell, owner of "Rascal" of Star boat fame), but we then saw some newspaper items to the effect that he had established a record in 1943 of handling six emergency baby deliveries in his ambulances while en route to hospitals—all successful. We have concluded he is good at everything, which is what the doctor ordered for the Lightning Class Association. We recommend that you plan to attend the Annual Meeting in September to meet him. You will enjoy his company.

VICE PRESIDENT AND CHIEF MEASURER

Alfonso J. Webb
Terrace Ave., Riverside, Conn.

His picture may not indicate it, but he's a tough hombre with the ability to say "no" and mean it. That's just the temperament needed for a Chief Measurer who daily must turn down all sorts of ideas to redesign the Lightning and spoil its unique one design feature.

He is "Al" to everyone, in sailing and out. Competitively he is always on the alert and a constant threat. In his own fleet at Riverside he has finished second for several years and has sailed in the 1941 and 1943 National Regattas. Al blushes when he thinks of how he finished in these Regattas, but he never



gives up. He lost his rudder in the last race of the 1943 Regatta and continued with a paddle until that broke. Finding it a little difficult to steer with a floor board, he finally but reluctantly withdrew.

He calls himself a cracker-barrel merchant, but actually owns the Renown Market in Greenwich, Conn. which supplies Fairfield Co. with plain and fancy groceries. Besides Lightnings, his side lines are Chief Air Raid Warden of Greenwich and Vice Commodore of Riverside Yacht Club. He has served as Fleet Captain and Alternate Secretary of Western Conn. District.



SECRETARY-TREASURER—James M. Trenary
45 Wall St., New York 5, N. Y.

Here we have one of the worst examples of a Lightning sailor. How the Association ever let a Wall Street banker into the inner sanctum is indeed a puzzle. We have always understood that this breed is to be treated in the same category as leprosy. It seems though that through the common ground of a Lightning, contact can be made without harmful effect.

Competitively, Jim (better known locally as "Tip") is awful. If there are ten boats in a race, he will be tenth or so close to it that it isn't even funny. He maintains, however, that there is just as much fun in trying to keep out of last place as there is in trying to

be first. And then too, like golf, next year is going to be different. We have a sneaking suspicion that "Lightning Thoughts by Lightning Skip-pers" was written for his special benefit.

While some of the other officers have been heard to say that Jim does a lot of work for the Association, there is considerable truth to the rumor that his wife handles the work while he galivants around taking the credit.

VICE PRESIDENT—John W. Orelup

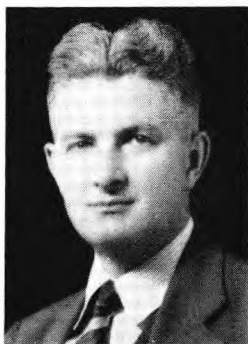
1 Crossgates, Short Hills, N. J.

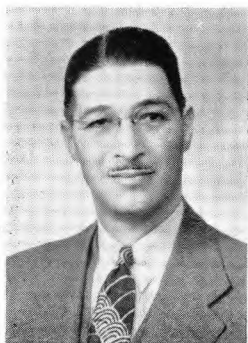
Here we have the engineering and technical mind of the official family. Ye Editor made a bland statement one day about centerboards corroding and promptly discovered that Jack had studied corrosion problems professionally for several years and spoke with authority on the subject.

Runner up in the 1943 Nationals, after tying the Champion on points, is answer enough to Jack's competitive ability. He is a thorough student of sailing and racing, as he is of every other thing he tackles. We have never seen a more enthusiastic Lightning sailor, nor a more thorough one. Jack constantly watches the performance of his boat and puts the little things he learns to the best possible use.

In his customarily responsible way, he took over, at Ted's request, the handling of Lightning magazine publicity. He never fails to make the deadline and the results have been very gratifying. When the Officers hit technical problems, they just hand them over to Jack for answer.

Professionally, Jack owns and manages a chemical company in New Jersey and is busy at research problems when he isn't working for the Lightning Association.





VICE PRESIDENT—Leonard Ladenburger
37 Cass St., South Haven, Mich.

If you can find a man with more energy and more willingness to put the energy to work, just let us know. We don't believe you can. As Ted and the other officers have found out, you just ask Len to do something and before you know it, the mails and wires are cluttered with his messages. Things really get done.

Len was one of the prime movers in establishing the South Haven Yacht Club and South Haven Lightning Fleet. Since then, South Haven has been a rabid Lightning center and constantly in the news. No small part of this is due to this officer's work.

As for Len's racing ability, we are open-minded. A great deal of kidding is coming out of South Haven to the effect that Len donated the Commodore Ladenburger Trophy, then bought the fastest Lightning in the Fleet and proceeded to win his own trophy. We are willing to believe the boat had nothing to do with it.

His apprenticeship in Lightning affairs was served as Fleet Captain of the South Haven Fleet, Lake Michigan District Secretary and member of the 1942 National Race Committee. In business he helps Russ Overton manage the S. E. Overton Co. of South Haven, makers of all things wooden; specifically, he sales-manages the photo frame division. Does a nice job of selling Lightning enthusiasm also.

VICE PRESIDENT—Dr. A. C. Dumke
403 Main St., Beacon, N. Y.

After surveying his home town, we can say with assurance that Doc (or Al) is the kind of a dentist who says, "this is going to hurt a little" and it does—it hurts like ——! The fact is, though, that he carries his habit of understatement over into Lightning affairs and when he says he doesn't know much about a certain topic, the truth is that he knows much more than he admits, unless it's necessary for business.

Competitively, Al won't give us a chance to check him. He puts his son, Carver, at the tiller when the competition is tough so we just can't say anything about him. Carver, on the other hand, is good, as you will see by checking the 1943 Nationals.

Al is a great Lightning enthusiast and you will find him present at all Lightning affairs. He acted as District Secretary for the Western Conn. District in 1943, served on the 1943 National Race Committee and in general keeps the interest up all along the lower Hudson River valley.



HONORARY OFFICERS

C. L. NICHOLSON II—Honorary Commodore



Nick was the real daddy of the Lightning Class Association. Through his efforts the Class Association was formed and started on its role of being a great yachting organization. In recognition of his work, he was unanimously elected Honorary Commodore and a Life Member of the Association. Nick still owns No. 42 and gets a great deal of pleasure out of sailing her.

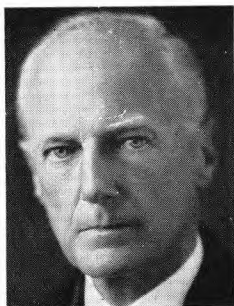


E. GORDON CRONK—Honorary Vice Commodore

Gordon was the original Secretary-Treasurer of the Class and he can claim credit for much of the splendid publicity Lightnings received in their infancy. He was unanimously elected Honorary Vice Commodore and a Life Member in recognition of his efforts. As skipper of "Blitzen"—Lightning No. 1—Gordon continues his active interest in the Class.



HON. L. STAUFFER OLIVER—Honorary Vice Commodore



Judge Oliver served for two years as the first Chief Measurer of the Class and had much to do with the setting up of the high Lightning standards. He followed C. L. Nicholson II as Class President and served two years in this top post. His excellent work and long period of service prompted the members present at the Annual Meeting last fall to unanimously elect him Honorary Vice Commodore and a Life Member of the Association. While the Judge no longer owns No. 383 and has turned from yachting to farming, his interest in the Class continues unabated and he is always on call in matters where his experience is valuable.

Report of A. J. Webb,

VICE PRESIDENT AND CHIEF MEASURER,
LIGHTNING CLASS ASSOCIATION

The Lightning Class was originated to provide a one design racing yacht, comfortable day sailing sloop and all around family boat at a moderate price. The soundness of this idea is best confirmed by the fact that nearly 1100 Lightnings have been built in five years, more than two of which have been war years. In a true one design class, the first boat built should be able to compete on even terms with the last boat built, assuming proper maintenance. To keep a one design class strictly one design requires constant adherence to all rules and specifications.

For the past two years builders have been experiencing difficulty in obtaining certain materials. While the Chief Measurer was granted authority by the Association, in conjunction with other Officers, to permit some substitution of materials for the duration, this authority has been used very sparingly so as not to harm the one design idea in any way. On the other hand, the Chief Measurer is always anxious to help builders with their material problems and inquiries along this line will be welcomed by him.

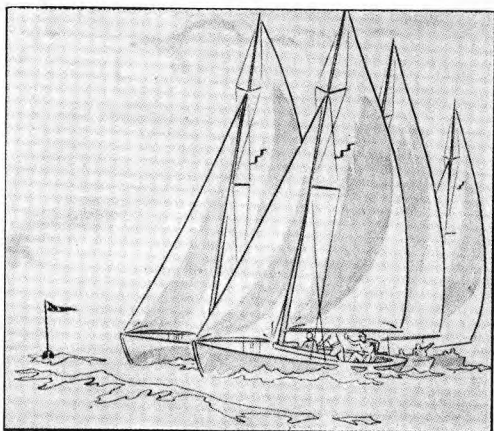
To maintain a one design class, the most important rule of all is standard measurements. Every Lightning should be officially measured and every owner should have in his possession an Offi-



The First Mark



*Courtesy of "Yachting"
and
Sgt. Alden McWilliams*



cial Measurement Certificate, signed by the Chief Measurer. Not only is this a prerequisite to sailing in any sanctioned event, but it is a real protection to the Lightning one design class. Also the resale value of Lightnings with Measurement Certificates is generally higher since the purchaser is protected from buying an illegal boat. Many owners of non-measured boats have experienced difficulty in selling them. In buying a used Lightning, the purchaser should be sure to obtain the original Measurement Certificate with the "affidavit of no alterations" thereon, executed by the seller. The Certificate should then be sent to the Chief Measurer for registration and the change of ownership should also be recorded with the Association Secretary. It should be noted that most professional builders furnish a Measurement Certificate with each boat they build.

Despite the necessity for having a Measurement Certificate, the fact is that a number of boats have never been officially measured. The reason for this is not entirely the fault of the owners. Some owners have asked to have their boats measured, but have not been able to accomplish their purpose because Official Measures have not been available in their neighborhoods. With nearly 1100 boats scattered all over North America and some boats in remote foreign countries, it has been impossible to find competent measurers to cover the field. The job of measuring a Lightning, particularly the hull, is a complicated piece of work and requires knowledge and experience.

The Officers of the Association are acutely aware of this unfortunate situation and have been working together for several months in an attempt to find the answer and provide some means for readily obtaining Official Measurement Certificates. While no announcement can be made at this time, the Officers have every hope of presenting some simplified method of obtaining measurement certificates at the Annual Meeting in September.

Pending any change in method, the procedure for having your boat measured is to get in touch with the Official Measurer, as shown on the list which follows, nearest to the location of your boat, and make your own arrangements with him. The Measurer will make a charge for his services, depending upon the time involved and distance traveled. If there is no Measurer near you,

then write to the Chief Measurer, telling him where your boat will be available for measurement and how many other Lightnings, awaiting measurement, are in or near your location. If it is found impossible to send a Measurer immediately, a record will be kept of each case and the necessary arrangements will be made at the earliest opportunity.



OFFICIAL MEASURERS

CALIFORNIA	JOHN DE POLO, 627 Eff St., Petaluma or 56 Alameda de Las Pulgas, Redwood City
CANADA	MALCOLM ELLIOTT, Herd Road, Maple Bay, B. C. J. LAFONTAINE, Valley Field, P. Q.
CONNECTICUT	OLE M. AMUNDSEN, Riverside Ave., Riverside J. STANLEY SECORA, 92 School St., New London
FLORIDA	PEMBROKE HUCKINS, Fr. Forest St., Jacksonville WIRTH M. MUNROE, Main Highway, Coconut Grove G. A. STILLSON, 2229 20th Ave., S., St. Petersburg
LOUISIANA	EDWARD POLASEK, 127 Camp St., New Orleans
MAINE.....	JOHN ROSS CAMERON, P. O. Box 125, Portland
MICHIGAN.....	FLOYD M. BEVINS, 314 Odette St., Flint
MISSOURI.....	HAROLD E. EILERMANN, 111 Chestnut St., St. Louis
NEW JERSEY.....	FLOYD P. AYRES, Bay Head NICHOLAS FERRARO, 79 Central Ave., Red Bank
NEW YORK—	ROBERT BROW, Brockway Motor Co., Cortland OSCAR MARTH, 768 Grand Ave., Rochester WILLIAM A. STRAUB, 43 Seneca Rd., Rochester HORACE C. MONTGOMERY, JR., 1291 Arsenal St., Watertown WARREN PERKINS, Skaneateles DUNCAN C. ARNOLD, Montauk Highway, West Islip
OHIO	ARTHUR J. BURTSCHER, 3525 Harley Rd., Toledo
PENNSYLVANIA—	CLAYTON E. JENKINS, 913 E. Girard Ave., Philadelphia
RHODE ISLAND.....	E. L. ARNOLD, 66 Lincoln Ave., Riverside
TEXAS.....	EDWARD B. HINKLEY, Port Isabel J. LEWIS FOSTER, P. O. Box 1005, Wichita Falls
WISCONSIN	EDWARD BRISMASTER, Oshkosh Y. C., Oshkosh
WASHINGTON, D. C.—	KENNETH M. PERRY, Div. of Eng., U. S. Natl. Museum

Lightning National Championspih Regattas

With the Lightning Class less than eight months old, the first National Regatta was held at the Bay Head Yacht Club on Barnegat Bay, New Jersey, in 1939. It seemed fitting and proper that the Fifth National Regatta should also be held at Bay Head.

The 1943 Championship was won by *Karl Smither* of the Buffalo Canoe Club, with *John W. Orelup* of the Barnegat Fleet runner-up in such a tightly contested series that the Champion and runner-up tied in points at the end of three races. Since Karl Smither had beaten Jack Orelup two out of three times, Smither was declared the Champion under Class rules.



Karl Smither, 1943 National Lightning Class Champion, holding the Lightning Class Championship Cup, with crewmen par excellence—bareback Bob Crane and smiling Reg. Pegrum

OUR CHAMPIONS

1939—BAY HEAD YACHT CLUB—Barnegat Bay—Bay Head, N. J.

Champion—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in Ay-Ay-Ay No. 35.
Runner-Up—John C. Hirst of Mantoloking, N. J. (Fleet 3) in Anyhoo No. 102.

1940—RIVERSIDE YACHT CLUB—Long Island Sound—Riverside, Conn.

Champion—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in Ay-Ay-Ay No. 35.
Runner-Up—Carl Dixon of Riverside, Conn. (Fleet 7) in Feather No. 242.

1941—SKANEATELES COUNTRY CLUB—Skaneateles Lake, N. Y.

Champion—John M. Stern of Buffalo, N. Y. (Fleet 12) in Thunderbolt No. 680.
Runner-Up—David G. Cluett of Lawrence, Long Island (Fleet 2) in Linnet No. 131.

1942—SOUTH HAVEN YACHT CLUB—Lake Michigan at South Haven, Mich.

(First Special War Time Regatta)

Champion—David G. Cluett of Lawrence, Long Island, N. Y. (Fleet 2) in a local boat drawn by lot.

Runner-Up—Walt E. Swindeman Jr. of Toledo, Ohio (Fleet 42) in Yankee Doodle No. 800.

1943—BAY HEAD YACHT CLUB—Barnegat Bay—Bay Head, N. J.

(Second Special War Time Regatta)

Champion—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.
Runner-Up—John W. Orelup of Short Hills, N. J. (Fleet 3) in a local boat drawn by lot.

1944—BUFFALO CANOE CLUB—Lake Erie, Port Abino, Ontario, Canada

(Third Special War Time Regatta)

September 8, 9 and 10, 1944

Champion—?

Runner-Up—?

WAR TIME REGATTAS

Because of transportation difficulties, it was evident that skippers eligible for the National Regattas could not transport their own boats any great distance. Rather than interrupt these National events, it was decided to permit visiting skippers to use local boats. In 1942 this was done for the first time, although in that event those near to the scene of action used their own boats. While a visitor, *David G. Cluett*, won this Championship in a strange boat, still it was evident that the skippers were not competing on an entirely even basis. Therefore the Association decided that while transportation difficulties continued, National Regattas (and all other sanctioned events) must be sailed in boats drawn by lot with no skipper sailing his own boat. This was carried out for the first time in the 1943 Regatta.

FIFTH NATIONAL REGATTA

10:30 a.m., Saturday, September 11, 1943, marked the start of the Fifth National Championship in the waters of Barnegat Bay, off Bay Head Yacht Club. On the previous afternoon, skippers had drawn their boats by lot and had a few hours in which to retune to their own desires. Skippers used their own sails, after having had them measured by the Barnegat Committee.

SMITHER, CHAMPION

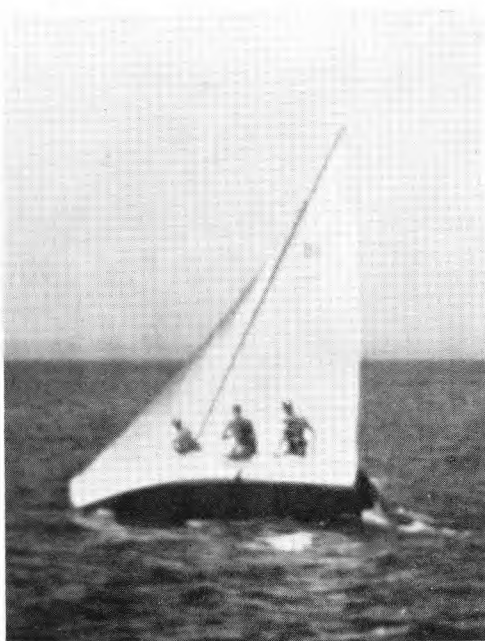
After a grueling series of three races averaging a little over 6 miles in length, *Karl Smither* of the Buffalo Canoe Club, Buffalo, N. Y., won the Championship by tying *John W. Orelup* of Bay Head Yacht Club on points and beating him in two out of three races.

SUMMARY

Sail No.	Skipper	Crew	Fleet	Points			
				1st Race	2nd Race	3rd Race	Total
588	Karl Smither	Robert L. Crane	12	15	13	16	44
882	John W. Orelup	Reginald H. Pegrum	3	14	16	14	44
		Ensign John Pflug					
79	William A. Straub	Richard Orelup {	46	13	15	15	43
		Wm. Spofford, Jr. }					
131	David G. Cluett	Dr. J. S. McIntosh	2	16	12	9	37
		Herbert Sinnhoffer					
256	Andy Scholtz	Walcott Roosevelt	7	9	8	12	29
		John J. Ryan, Jr.					
446	A. A. LaFountain, Jr.	Fred Scholtz	3	7	11	11	29
		J. H. Scholtz, Jr.					
568	Carver Dumke	Lt. Nathaniel Duval USN	39	5	10	13	28
		C. Malcolm Gilman, Jr.					
786	William E. Seaman, Jr.	Thomas Plimley	3	11	14	Disq.	25
		Wm. Menzler III					
829	E. Wm. Place, Jr.	Wm. Sproul	44	8	7	10	25
		W. E. Seaman, Sr.					
62	Harold W. Post	Harold G. Hutchens	29	12	9	Disq.	21
		Cortland J. Newcomb					
221	Girard B. Ruddick	Harold Z. Martin	25	10	4	7	21
		Mrs. Janet Martin					
890	William Menzler II	Robert T. Crane	39	3	2	8	13
		Mrs. G. B. Ruddick }					
162	James A. Bentley	Mrs. R. T. Crane }					
		Jack McCarty					
544	Charles T. Jones, Jr.	Jake Baylor {	1	DNF	6	6	12
		Willis Thorn }					
249	A. J. Webb	Gwendolyn Bentley	18	4	3	5	12
		Helen Ragsdale					
558	Edwin W. McCain	G. B. Tompkins	7	6	5	Disab.	11
		H. E. Geissinger					
	Canton, Ohio	Jack Webb	33	2	1	4	7
		O. M. Ragsdale					
		Thomas J. Newman					
		Grover C. Johnston					



Karl Smither in "Thermis Twice" weathering a blow on Lake Erie. This looks like No. 882, the number of Jack Orelup's 1943 runner-up, but is actually No. 588. The lucky number seems to be eight



FIRST RACE

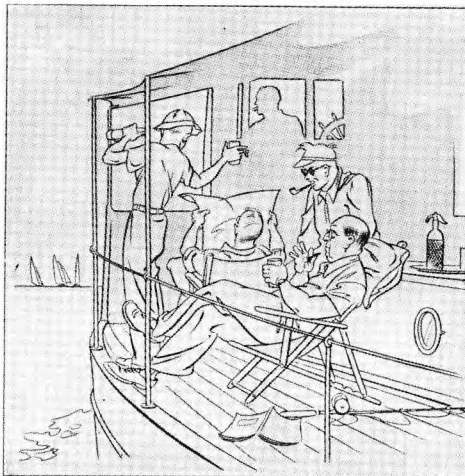
The first race started in very light northerly airs. The course set, 6.5 miles, called for a spinnaker start, but between the warning gun and the start, the wind, previously light, went almost to nothing. Some of the boats, well back of the line, planning to start with spinnakers set, took almost fifteen minutes to get over the line. Those playing close to the line crossed in three or four minutes. Before the first mark could be reached, the fleet had scattered all over, as small spots of wind carried them a short distance. Booms were swung to one side and the other hoping to catch the variable traces of air. *Dave Cluett* of Cedarhurst, L. I., went wind hunting, managed to get well down to the west of the mark in what looked like a bad position, but his hunch on the new wind direction paid as the first breath of the new wind came in from the southwest. As the wind freshened, *Cluett* worked out a nice lead, closely followed by *Karl Smither* of Buffalo Canoe Club. On the last windward leg, *Smither* split tacks many times in an attempt to pass *Cluett*, but each move was covered smartly. *Cluett* won a well-deserved first with *Smither* only a few seconds behind. *John W. Orelup*, Chairman of the Bay Head Lightning Committee, won a neat third in spite of his crew losing his spinnaker halliard at a most inopportune time.

SECOND RACE

The wind remained steady for the second race in the afternoon, which was sailed over a triangular course twice around. *William E. Seaman, Jr.*, fourteen years old, of Shore Acres, N. J., was off to a fine start and maintained his lead for the first lap, but *Jack Orelup* moved into the lead at the beginning of the second circuit with *Dave Cluett* a close third. On the beat during the second lap, *Dave Cluett* appeared to have difficulty in making his boat point and dropped behind. On the other hand, *William A. Straub* of Rochester, N. Y., was getting the most he could out of his boat and passed *Cluett*, fighting it out with *Seaman* coming into the finish. The finishes were *Orelup*, first; *Straub*, second; and *Seaman*, third.

☆
One conception of a
Race Committee

☆
Courtesy of "Yachting"
and Sgt. Alden McWilliams



FINAL RACE

The results of the first two races left the Championship wide open. *Jack Orelup* was first with 30 points, with *Cluett*, *Smither* and *Straub* tied for second place with 28 points. Several other skippers were also in range of first place. A stiff, shifty, northerly wind of around 15 knots greeted the contestants as they arrived for the start on Sunday morning. The line was arranged for a windward start and laid out so that the windward end had the advantage. Most of the fleet endeavored to cash in on this advantage, resulting in several exciting close squeezes and subsequent protests. The course was triangular, three times around. At the end of the first lap, *Karl Smither* had worked into a good lead never to be headed. *Cluett* had the misfortune of having his jib rigging part, but continued to fight it out after sending one of his crew aloft to improvise repairs. He finished eighth. *Jack Orelup*, who was near the tail end of the fleet at the beginning of the second lap, as a result of having to bear away to avoid a collision at the first mark, handled his boat beautifully on the windward legs and arrived home in third place. *Seaman* maintained a consistent second place throughout.

PROTESTS

Protests were filed after the third race by *Cluett*, *Webb* and *Scholtz* against *Post*, *Seaman* and *Orelup* for alleged "barging" at the start. After hearing testimony from both sides, and taking into consideration its own observations, the National Race Committee sustained the protests against *Post* and *Seaman*, but disallowed the protest against *Orelup*. The results of these protests have been taken into consideration in compiling the final standings. Good sportsmanship was exhibited throughout the hearing on a difficult question which always presents honest opposing views.

SMITHER HIGHLIGHTS

Karl Smither used his own good luck tiller with its hiking stick made from the fire-blackened ruins of the original "Thermis"—Scraping bottom in the second race dropped No. 588 from first to ninth right after the start—Scraping bottom was a common occurrence with many skippers—*Karl* said he had a normal "Thermis Twice" start in the third race (fourteenth). Maybe so, but it didn't take him long to lead the fleet—A sum up of the thought in No. 588 during the early part of the first race would read something like this: "*Crane* and *Pegrum* wondered why in hell *Smither* didn't go where there weren't so many boats—*Smither* wondered why in hell *Crane* and *Pegrum* couldn't fill the spinnaker." A better breeze settled both questions—The final beat home during the first race, in a tacking battle with *Dave Cluett*, was accomplished with a spinnaker wound around the halliards in as tight a bundle as possible; a spring snap had fastened itself to a jumper stay, thus preventing its lowering—The crew of No. 588 were all Buffalonians, all Buffalo Canoe Club members and all members of the USCGR(T)—*Dr. Reginald H. Pegrum*, Professor and Head of the Department of Geology at the University of Buffalo, was jibsheet tender—*Robert L. Crane, Jr.*, owner of the R. L. Crane Machinery Co., handled the mainsheet—*Bob* never wears a shirt when sailing; maybe he feels the breezes better—Champion *Smither* is the owner of a chain of drug stores.

APPEAL FROM RACE COMMITTEE DECISION

Some weeks after the close of the 1943 Regatta, *William E. Seaman, Jr.*, skipper of No. 786, appealed to the Governing Board of the Lightning Class Association for a review of the decision of the National Race Committee disqualifying boats No. 62 and No. 786 in the third and final race of the Regatta. After careful consideration, the Governing Board declined to reverse the Race Committee decision, but did unanimously decide to grant an Appeal to the North American Yacht Racing Union, whose Appeals Committee is the "Supreme Court" for the interpretation of yacht racing rules in the United States.

Immediately following this decision of the Governing Board, the written findings of fact, charts and decision of the Race Committee, the written summary of the testimony taken by the Committee at an open hearing, the written appeal of *William E. Seaman, Jr.*, with charts and a copy of the Official Race Circular, were forwarded to the N. A. Y. R. U. for review. The decision of the Appeals Committee of the Union follows:

NORTH AMERICAN YACHT RACING UNION

APPEAL No. 19

LIGHTNING CLASS

This case comes to us on appeal from a decision of the National Race Committee of the Lightning Class Association.

The pertinent facts found by the Race Committee are as follows:

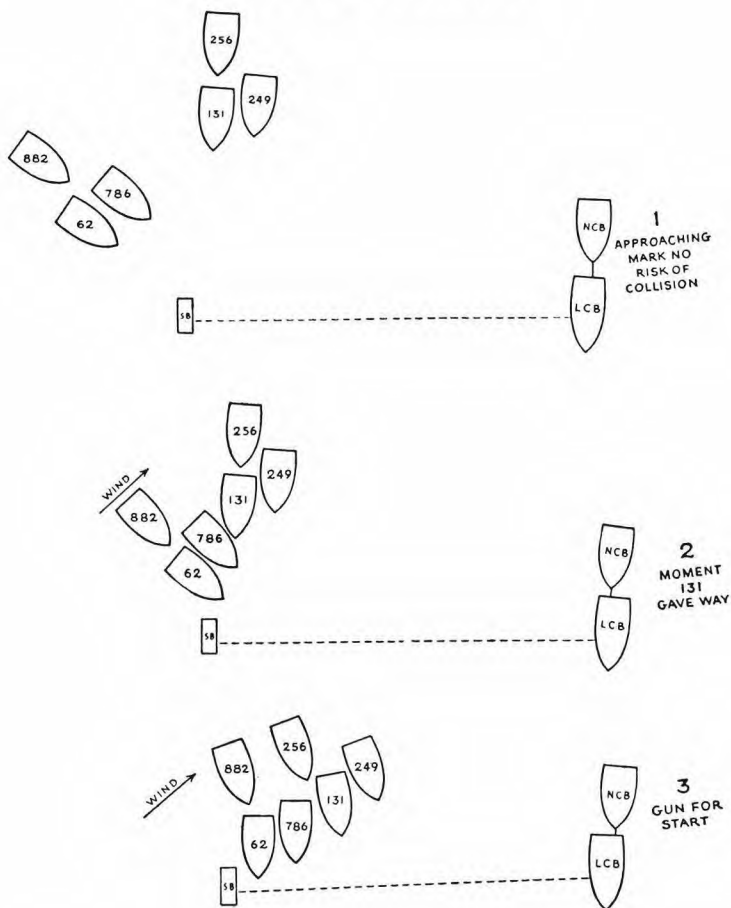
Numbers 131 and 256 were sailing close hauled, on the starboard tack, on a course laid directly for the inside corner of the stake boat marking the windward end of the line, with Number 131 in the lead and Number 256 directly behind Number 131. Number 249 was immediately to the leeward of Number 131, with its bow only a few feet behind the bow of Number 131. These boats had held this course for approximately 80 yards when they were forced to give way to leeward.

While these three boats were sailing as above stated, the three protested boats, Numbers 62, 786 and 882, were approaching the windward starting mark from off to windward, all of them sailing free, at first on a broad reach and then on a close reach. Numbers 62 and 786 were sailing approximately abreast of each other, with Number 62 to windward and on a course closer to the starting mark. Number 882 was behind them.

Before the starting signal was made and before any of the boats involved had reached the starting line, Numbers 131, 256 and 249 were forced by Numbers 62 and 786 to bear away to avoid a collision.

The Race Committee disqualified Numbers 62 and 786 on the ground that when they forced Numbers 131, 256 and 249 to alter course in order to avoid a collision. The latter named yachts were sailing close hauled while Numbers 62 and 786 were sailing free and were required under the provisions of Rule 30, Clause D, to keep out of the way. The Race Committee also placed their decision upon the further ground that Numbers 62 and 786 "were barging in at the start and Rule 1

Diagram of Boat Positions



In the above diagram, note that:

SB—Stake Boat

LCB—Local Committee Boat

NCB—National Race Committee Boat

requires a Race Committee to discourage all attempts to win a race by other means than fair sailing" and that "Barging comes within this prohibition."

The appeal taken by Number 786 to this Committee is based first upon the ground that the protest against her was improperly accepted by the Race Committee because it was not in writing and was made "after the one hour had elapsed," and second upon the ground that the findings of fact of the Race Committee were not justified by the evidence.

As to the first ground of appeal, it is evidently based upon special instructions in regard to the race in question and not upon the rules of the N.A.Y.R.U. since there is no provision in those rules limiting to one hour the making of protests.

Since the jurisdiction of this Committee is limited by Rule 49 to "Appeals involving solely the interpretation of the racing rules," we do not feel called upon to pass on the first ground of appeal if indeed we have jurisdiction to do so.

As to the second ground of appeal based upon the contention that the evidence in the case does not support the facts found by the Race Committee, Rule 48 provides that "the determination of the Race Committee as to the facts involved in any protest shall be final." This Committee is accordingly required to accept the facts found by the Race Committee and its jurisdiction is confined to interpreting the racing rules as applied to the facts so found.

Upon the facts found by the Race Committee, it is clear that yachts Numbers 62 and 786 while having the wind free were converging upon yachts Numbers 131, 256 and 249 which were sailing close hauled and that the last named yachts were forced to bear away to avoid a collision. This constituted a clear violation of Rule 30, Clause D, which provides that:

"A yacht which has the wind free shall keep out of the way of one which is close hauled."

At the time when such forced bearing away occurred the starting signal had not been made and yachts Numbers 62 and 786 were therefore not entitled under Rule 31 to room at the mark since there is no required side of a mark of the starting line until after the starting signal has been made (Rule 34).

The decision of the Race Committee also placed its disqualification of yachts Numbers 62 and 786 upon the further ground that they had violated the provisions of Rule 1.

In our opinion Rule 1 has no application to the case we are considering. The situation here presented is clearly covered by Rule 30 (D), and Rule 1 specifically provides that "The decisions of the Race Committee shall be based upon these Rules, so far as they apply." Where the racing rules do not cover a given situation and "as no rules can be devised capable of meeting every incident and accident of sailing" (Rule 1) then and then only should Rule 1 be invoked for purposes of disqualification.

The decision of the Race Committee is affirmed on the ground that yachts Numbers 62 and 786 violated the provisions of Rule 30, Clause D.

W. A. W. STEWART,
Chairman

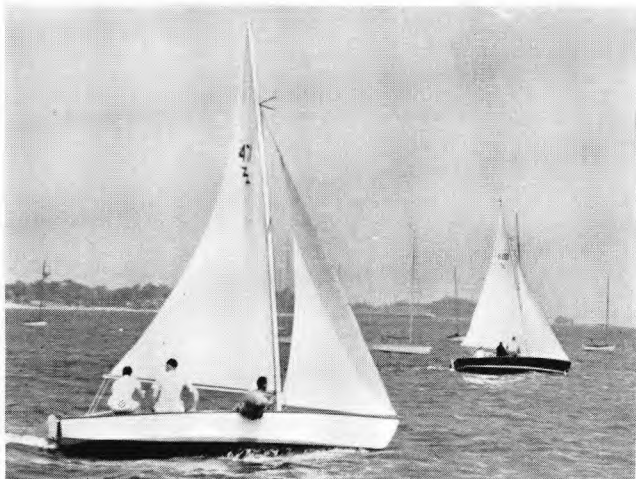
21 January 1944

CHARLES FRANCIS ADAMS
CLINTON H. CRANE
J. AMORY JEFFRIES
GEORGE NICHOLS
J. LEWIS STACKPOLE
HAROLD S. VANDERBILT
ERNEST STAVEY, *Secretary*
Appeals Committee, North
American Yacht Racing Union

This decision settles the protests in the 1943 National Regatta and becomes a part of the official interpretations of Yacht Racing Rules.

The members of the National Race Committee who were present at the start of the race, at the hearings held after the race and who made the original unanimous decision were Chairman, *Hon. L. Stauffer-Oliver*, *A. C. Dumke* and *J. M. Trenary*.

Lightning Class Association Annual Meeting
Buffalo Canoe Club
September 8, 1944



Abino Bay, Lake Erie, where the 1944 National Regatta will be held. Looking east towards Crystal Beach and Buffalo, the Canadian shoreline is visible in the background. "Slalom" in the foreground and "Thunderbolt" to leeward, finished third and first respectively in the 1941 Nationals

SPECIAL WARTIME REGATTA for the 1944 NATIONAL LIGHTNING CHAMPIONSHIP

It gives us great pleasure to announce that the Buffalo Canoe Club, sailing base of *Karl Smither*, the 1943 National Champion and *John M. Stern*, 1941 National Champion, will hold the 1944 Regatta on Friday, Saturday and Sunday, September 8, 9 and 10th, 1944. *Dwain E. (Buck) Weaver*, Treasurer of the Buffalo Canoe Club and founder of Lightning Fleet 12, has been appointed Chairman of the Special National Regatta Committee by *Commodore Sheldon Thompson, Jr.* With *Buck* heading the Committee (the members of which have not yet been selected) and supported enthusiastically by *Commodore Thompson*, *Vice Commodore Gilbert R. Blehdon*, *Fleet Captain Edward M. Scheu*, and *George E. Washburn*, Secretary, an outstanding Regatta is assured.

Buck Weaver is already at work on plans for the housing and feeding of all guests right on the Club grounds. Tentatively, the plans are to house men in the Clubhouse and two other large dormitories. Couples may be put up in Lansing Lodge, the winter quarters of the Club. Should these facilities prove to be inadequate, there remain available nearby two tourist camps and a number of homes at Crystal Beach, where quarters may be obtained if necessary.

The site of the 1944 National Championships is located on the Canadian Shore of Lake Erie in the shelter of Point Abino, twelve miles west of Buffalo, N. Y. There is an excellent highway leading across the Peace Bridge from Buffalo along the Canadian shore to the Club.

Although located in Canada, it is easily reached from Buffalo. The only requirement for the passage of American citizens is that the driver of an automobile deposit his State automobile license with the customs at the Peace Bridge until returning. Boat, baggage, gear and equipment which will be returned to the United States are permitted to tourists without duty or restriction. (Limit for baggage containing alcohol: 1 unopened quart per person. The Club sells wine and beer only.)

Other means of transportation are available to Crystal Beach, a summer resort about a mile from the Canoe Club. A bus line from downtown Buffalo terminates there. The Crystal Beach Company runs a large excursion steamer from Buffalo to Crystal Beach, the trip taking slightly less than an hour. Trips are made at intervals of two to four hours. This service may terminate on Labor Day but alternatives will be provided.

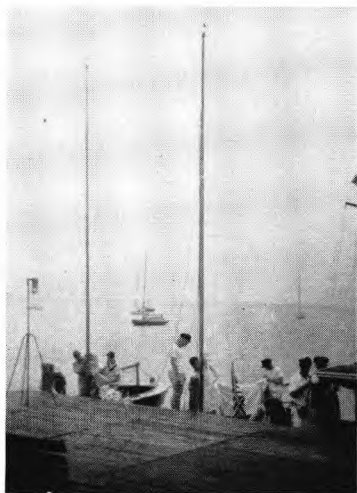
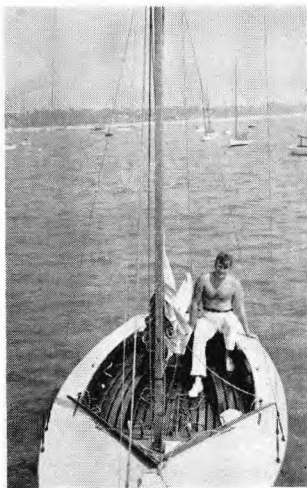
In considering the history of this Club, it may be noted that it was organized just before the turn of the century by a group of Buffalonians who had a little canoe hangar on the shore of the canal at Buffalo. The members frequently took over-night cruises (via paddle) to the beautiful shores of Abino Bay. They camped there, enjoying the excellent sand beach for which much of the Canadian shore of Lake Erie is noted. After a time they purchased their camp site and eventually built a clubhouse.

Improvements made through the years have resulted in a large boat house on piers in the Bay, clubhouse and apartment house. Three years ago a disastrous fire burned the building in which about twenty of the one-design Canoe Club Knockabouts were stored, on shore for the winter; with the final result that the following summer many new Skaneateles Lightnings were purchased. A new concrete winter storage building was erected with accommodations for 30 boats. The interest in Lightnings has constantly increased, and they are now the dominant racing class of the club.

Many of the top skippers have gone into the Armed Forces, but at the present writing there are fifteen Lightnings in the fleet.

The Bay out in front of the Club upon which races are sailed is

Looking northeast from Buffalo Canoe Club dock. Ed Roseberry with "Judith"



End of Buffalo Canoe Club dock



Trying out the new baby of the Buffalo Canoe Club Fleet. Buck Weaver, daddy of Fleet 12, at the helm



protected from the prevailing S.W. winds by the hook of Point Abino. Optional courses are laid out so that races out into Lake Erie can be run if conditions are favorable.

The bay is moderately shallow—from six to twenty feet in depth for the most part—with a sand bottom. The boats are moored to individual moorings, and not left tied at the dock overnight, because of the danger of an east wind. The Bay opens to the southeast and can develop an uncomfortable chop around the dock if the wind is fresh from an easterly or southerly direction.

A loft, excellent for measuring sails, occupies the second floor of the boat house. It was originally designed as a dance floor, but the new dining room in the club house has taken over this function of late.

Tennis courts, baseball field and swimming absorb the time of many club members, but all are looking forward with pleasure and anticipation to the Friday, Saturday and Sunday after Labor Day which will bring the National Lightning Championships to the Buffalo Canoe Club.

Lightnings will be furnished by the Buffalo Canoe Club Fleet and by members of nearby fleets. Contestants are to bring their own sails, with spinnaker guys and sheets and it is suggested that they also bring their own spinnaker poles and running rigging as a precaution. Tentatively the schedule calls for sail measurements and boat drawings on Friday morning, September 8th, with the first race scheduled for Friday afternoon. The Annual Meeting will be held Friday night, two races on Saturday and a dance Saturday night, when the prizes will be awarded. This will leave Sunday open for races in the event weather conditions necessitate any postponements.

Attention is called to the rules governing National Championship Regattas which appear in the recently printed booklet. Particular attention is directed to the methods of qualifying for the privilege of being a participant in a National Regatta. Fleets should arrange to hold qualifying races early in the season so that entries may be filed by August 15th. We urge all fleet members and non-fleet members who are unable to qualify for this event to make plans nevertheless to attend the Regatta. They will have a wonderful time and will see how to make Lightnings go faster than *lightning*. We can assure you the competition is going to be tough.

Complete final details and entry blanks will be mailed during the summer.

WAR TIME REGATTAS

There is one feature of War Time Regattas which has been overlooked when credit is being handed out and that is the willingness of owners to loan their boats for use by visiting skippers. The complete unselfishness of Lightning owners in donating the use of their boats has been very marked, not only in the National Regattas at South Haven (1942) and Barnegat (1943), but also in District Regattas at South Haven (1942) and Riverside (1942). In 1944, the Buffalo fleet is turning its fleet over entirely to the National Regatta, the Toledo owners are donating their Lightnings to the Lake Michigan District Regatta and the Riverside, Conn., skippers have agreed to loan their boats for the Atlantic Coast Lightning Championship. Undoubtedly there will be other district or special regattas sailed in 1944 under the same circumstances.

In Buffalo this fall, an unprecedented entry list is expected and since there are only 15 Lightnings available in Fleet 12, all nearby fleets are being asked to lend their support by contributing the use of three boats each. Due recognition of the cooperation and generosity of these Lightning owners will be recorded in future publications.

District Organization of the Lightning Class Association

District Organizations have been established embracing all fleet activities within certain geographical areas. While the boundaries of the Districts are not yet perfect, they have been found to be workable under present conditions. District areas will undoubtedly be redefined after the war.

The District Secretary is in charge of and responsible for all inter-fleet activities within his District and for the organization of new fleets within his territory.

Listed geographically from east to west, the Districts follow:

NORTHERN NEW ENGLAND (DOWN EAST) DISTRICT

District Secretary—Granville H. Dyer, 17 Highland Rd., South Portland, Me.

Fleets—Centerboard (14) and Piscataqua River (22).

Activities—The war prevented any District activities during 1943. In 1944 the District plans to send entries to the Atlantic Coast Championship Regatta at Riverside, Conn.

SOUTHERN NEW YORK AND NEW ENGLAND DISTRICT

District Secretary—Bruce Hegeman, Box 71, Fishkill, N. Y.

Fleets—Cedarhurst (2); Housatonic (6); Western Connecticut (7); Black Rock (17); Western Long Island Sound (32); Sheephead Bay (38); Chelsea (39); High Tor (41); Columbia Lake (49); Little Neck Bay (55); Hewlett Bay (58).

Activities—While a District Regatta was held in 1942 at Riverside, Conn., won by *J. H. Scholtz, Jr.* of Riverside, with *Carver Dumke* of the Chelsea fleet runner-up, no District races were held in 1943. The highlight of 1943 activities was the annual dinner held on Feb. 11, 1944 at the New York Athletic Club. Invitations were issued to all fleet officers, but on the day of the dinner a violent snowstorm came up which cut down attendance. The Chelsea fleet sent a fine representation and the dinner had the further distinction of having four of the six National officers present—namely, *Al Webb*, *Jack Orelup*, *Al Dumke* and *Jim Trenary*.

ATLANTIC COAST CHAMPIONSHIP

The surprise of the evening was the announcement by *Russell J. Nall*, Chairman of the Riverside Yacht Club Race Committee, and former Vice President of the Association, that his Club would sponsor an Atlantic Coast Lightning Class Championship Regatta during the summer. Details of this Regatta will be announced later. Fleet members in the Northern New England, Southern New York and New England and Central Atlantic Districts will be eligible after winning the usual qualifying series of local fleet races.

CENTRAL ATLANTIC DISTRICT

District Secretary—William R. Spofford, 1035 Land Title Bldg., Philadelphia, Pa.

Fleets—Barnegat (3); Delaware River (8); North Shrewsbury (11); Paupack (16); Tri State (18); Lake Mohawk (25); Little Egg Harbor (26); Lake Hopatcong (29); Metedeconk River (34); Washington (50).

Activities—There were no District activities in 1943 because all energies were directed toward holding the 1943 National Championship. In 1944 the District will send several entries to the Atlantic Coast Championship Regatta and to the Nationals at Buffalo.

CENTRAL NEW YORK DISTRICT

District Secretary—Ernest J. Hamilton, 35 Adrian Drive, Point Pleasant, N. Y.

Fleets—Skaneateles (1); Lake Delta (4); Crescent (9); Onondaga (10); Mayfield (13); Fair Haven (15); Canandaigua (44); Irondequoit (46); Silver Lake (47); Rochester (52).

Activities—There were no District activities in 1943. Plans are being seriously considered for a 1944 District Regatta to be held on Irondequoit Bay on a date in early August. Developments of these plans will be announced later.

LAKE ERIE DISTRICT

District Secretary—Karl Smither, 170 Greenaway Rd., Eggertsville, N.Y.

Fleets—Buffalo Canoe Club (12); Chautauqua Lake (19); Erie Yacht Club (24); Novice (28); Turkey Foot (33); Pymatuning (36); Mentor Harbor (37); Buckeye Lake (43).

Activities—There were no District activities in 1943. All energies in 1944 will be directed toward making the National Championship Regatta at Buffalo Canoe Club one of the best ever held.

LAKE MICHIGAN DISTRICT

District Secretary—Walt E. Swindeman, Jr., 2801 - 124th St., Toledo, Ohio.

Fleets—Chicago Corinthian (5); Michigan City (20); Maple City (21); Indian Lake (23); Leatherlips (27); South Haven (30); Devil's Lake (31); Toledo-Bay View (42); Edgewater (45); Crescent Sail (51); Lake Fenton (53); Pontiac (54); Burnham Park (56); Cincinnati (57).

Activities—Lake Michigan District is unquestionably the most active District in the whole Lightning organization. District Regattas are regular annual events in this District and the fiercest sort of competition is always encountered.

Ted Siferd, winner of the 1942 Regatta, was unable to hold the Championship due to war conditions, but instead designated the South Haven Yacht Club as hosts. The Regatta was held on Sept. 4, 5 and 6, 1943. True to form, the South Haven boys ran off a perfect event with plenty of excitement. Contestants had the option of bringing their own Lightnings or using South Haven boats. Skippers sailing borrowed boats really mixed things up by drawing for a different boat each race. *Walt E. Swindeman, Jr.*, of the Toledo-Bayview Fleet, Toledo, Ohio, sailing his own boat, won this year's Regatta with three firsts.

The following is a summary of all contestants:

<i>Sail No.</i>	<i>Skipper</i>	<i>Home Port</i>	<i>Points</i>
800	Walt E. Swindeman, Jr.	Toledo, Ohio	27
691	Dr. M. W. Buckborough	South Haven	21
291	Carl J. Schuller	Cleveland, Ohio	17
753	George Joslyn	South Haven	17
460	Al Labz	South Haven	15
885	Wilbur Walton	South Haven	12
204	Herbert J. Krase	Dayton, Ohio	11
577	C. F. Overton	South Haven	9
120	Ted Siferd	Lima, Ohio (2 races)	6

All three races were fast and exciting. For the first race, Saturday, 3:00 p.m., the weatherman provided fairly moderate winds and overcast skies and a little rain at the finish. The second race, Sunday a.m., was sailed in a strong southwest wind with heavy seas. The Sunday afternoon race was postponed to Monday morning because of lack of wind. *Ted Siferd* was unable to stay over for the final race because of the call of business. Monday morning's race was run off in 1 hour and 19 minutes which was a District record for the six mile course. A line squall hit during the last half of the race but all contestants finished without mishap, many under jib only. This last race proved again the ability of a Lightning with proper handling to really take it.

PLANS FOR 1944

Continuing true to form, the District held a mid-winter meeting on Jan. 23, 1944 at the Toledo Yacht Club, with sixty-five persons present. The Toledo Yacht Club Commodore welcomed all and turned the Club over to the visitors for the day. There were six skippers present from the new Pontiac Fleet, three from Grosse Point, four from South Haven, four from Devil's Lake, and one each from Flint, Cleveland and Lima.

President Siferd was in good form and brought everyone up to date on Association affairs. *Walt E. Swindeman, Jr.* was duly elected District Secretary for the ensuing year, to succeed *Len Ladenburger*.

The offer of the Toledo Yacht Club to hold the 1944 District Regatta was gladly accepted and the dates set were July 15th and 16th. The meeting decided that no skipper would be allowed to sail the same boat twice during the Regatta. Complete details will be issued at a later date. If you have not received your invitation write to *Walt Swindeman, Jr.* or to *Commodore E. S. Ensign* of the Toledo Yacht Club.

At the suggestion of *Len Ladenburger*, the meeting voted to discontinue District dues and turned over the \$20.00 balance in the Treasury to the National Association.

Russ Overton of the South Haven Yacht Club announced a Special Regatta at his Club in August and invited all members to participate. The District has been happy to receive the new Pontiac, Lake Fenton, Burnham Park and Cincinnati Fleets into their midst.

TEXAS DISTRICT

District Secretary—*Milton E. Price*, 1708 Republic Bank Bldg., Dallas, Texas.

Fleets—Dallas Corinthian (35); Southmost (40).

Activities—There were no District activities in 1943. Distance is always a problem in Texas. For example, some 500 miles separates the two fleets in the District. So we fear a District Regatta is probably out of the question during these times. *Milton Price* is going to do all he can, however, and if it's possible, it will be done.



No officer of the Association has any financial interest directly or indirectly in any firm or corporation building boats, manufacturing boat fittings or supplies or making sails. All officers serve without compensation.

Fleet Directory



Mammy of them all—E.
Gordon Cronk's "Blitzen"
on Skaneateles Lake, N. Y.



SKANEATELES COUNTRY CLUB FLEET (1)

Based on Skaneateles Lake, N. Y.

Fleet Captain..... E. Gordon Cronk

Fleet Secretary..... Burke N. Carson

Fleet Champion..... } See next page
Runner Up..... }

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
1	Blitzen	E. Gordon Cronk
42	.....	C. L. Nicholson II
162	Neutopia	James A. Bentley
176	.....	Miss D. L. & H. A. Monnoyer
245	.....	Burke N. Carson
356	.....	Dr. Robert D. Johnson
453	.....	Dr. Wm. R. Dolan
510	.....	George W. O'Hara, Jr.
556	Yare	Lt. A. S. Reynolds*
585	.....	Dr. O. J. McCormack
717	Alice	Robert Brow
754	.....	Bruce Gregory
755	.....	Dr. W. J. McNerey
874	Sea Bee	B. R. Johnson

* In the Armed Forces

Fleet No. One, birthplace of the Lightning Association, enjoyed a very successful '43 season in spite of the dark outlook in the spring. The Club

was opened through persistent and ingenious effort on the part of the officials. *Gordon Cronk* graciously accepted the office of Commodore for another year.

The race course was moved north of the course which competitors and visitors to the '41 Nationals will remember. This made patrolling easier in the outboard which was the only power boat regularly available.

The Juniors sailed in the Senior races as well as their own, and ably demonstrated that deadweight and age are not necessary adjuncts to winning Lightning races. The regular series were held with races Saturday and Sunday afternoons. The winners and runners-up in each series were as follows:

Saturday series

1st Don Dolan
2nd Bonnie Brockway
3rd Dan Hunt

Sunday series

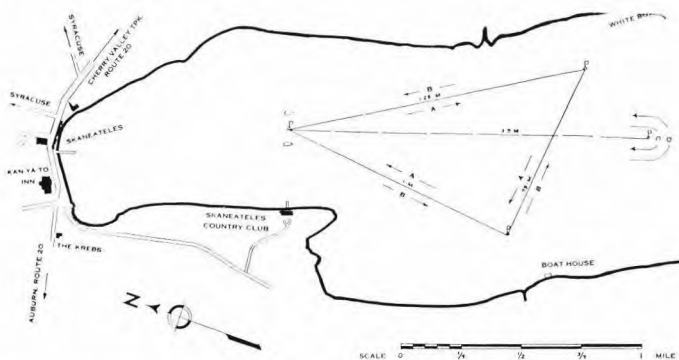
Bill Dolan
Deborah Brockway
Dan Hunt

In fairness to some of the older skippers, it must be said that their scores would have been higher if the press of work had not kept them from competing regularly.

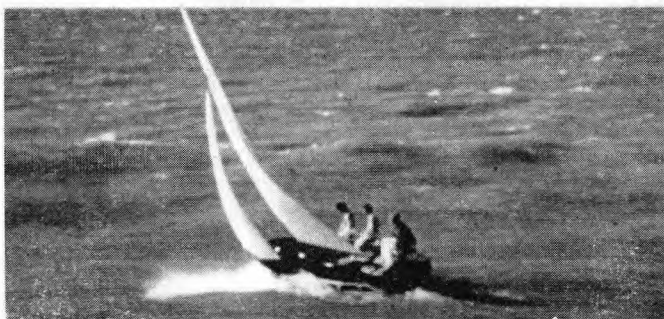
A new feature here was a long distance—20-mile—windward-leeward race held after the regular season closed. Half-models of the competing classes were put up by club members as trophies. *Dr. O. J. McCormack* donated the Lightning Trophy. The fleet hit just the kind of a fall day you dream about with warm sunshine, and just enough breeze to make racing fast and interesting. The race resolved into a real battle between *Lt. A. S. Reynolds* and *Commodore Cronk* (sailing Lightning No. 1). Perhaps they are thinking only of that perfect day, but the fleet would recommend this to other clubs who have not tried it.

Prospects for the coming season are good, and a full racing schedule is planned.

The fleet is anxious to bring back the National Championship Cup to Skaneateles and hold another National Regatta. The fleet now holds the right to run the next Central New York District Championship Regatta and considerable thought is being given to holding the event this summer.



Skaneateles Race Courses. Scene of 1941 National Championship Regatta



*Heavy weather at South Haven, Mich. in 1942 National Regatta.
Dave Cluett and crew high on weather deck*

CEDARHURST YACHT CLUB FLEET (2)

Based at Great South Bay (South Shore), Lawrence, L. I., N. Y.

Fleet Captain David G. Cluett

Fleet Secretary..... John L. Koehne, Jr.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
16	Saucy Sal II	Corp. Richard S. Koehne* and John L. Koehne
17	Vigilante	Ensign Howard O. Wood III*
18	.....	John J. Ryan Jr.
131	Linnet	David G. Cluett
135	Cuckoo	Dr. Harold Pardee
233	.....	Sigourney B. Olney and Sam Robbins
275	Nereid	John L. Koehne, Jr., A.E.R.C.*
375	Mary-Jo	Reginald Francklyn
572	Sailfish	Ensign Richard Davies*

* In the Armed Forces

Good old Fleet Number Two carried on even with many skippers in service and sent to the Nationals none other than the 1942 National Champion, *Dave Cluett*, with *Walcott Roosevelt* and *John J. Ryan, Jr.* as crew. Regular races were not possible since so many owners were away, but when, on several occasions, the skippers were all present, exciting informal races were sailed.

During the season, two very successful cruises were held. Four Lightnings were used, skippered by the Junior members of the Club. Skippers and crews lived on the boats for four days in each cruise. Many ports were visited on Great South Bay. The total distance covered on each trip was about 200 miles.

With a new fleet at Larchmont and Riverside continuing to be very active, the Cedarhurst skippers expect keen competition in the future, but will, if past performance is any criterion, give everyone a tough battle.

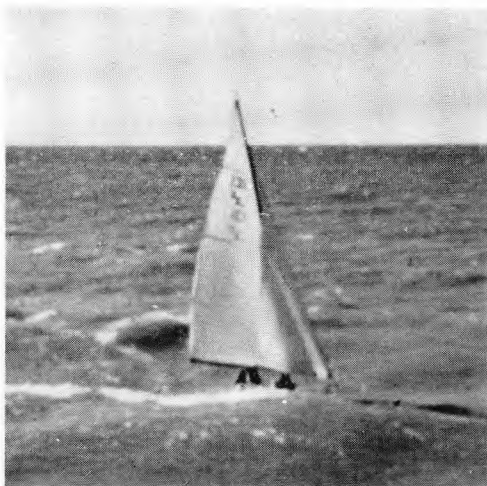
Latest word about skippers in service indicates that *Corp. Koebne* is in the Army Amphibian Corps where his knowledge of small boats will prove valuable. *Ensign Wood* is doing important work at the Brooklyn Navy Yard. *John Koebne, Jr.*, was at The Citadel in Charleston, S. C., under the A.S.T.P. plan until January 1st, but no word has been heard since.

Sailing conditions at Lawrence, Long Island, can be surprising. Great South Bay is on the shallow side, requiring knowledge of local waters. But races are often held out in the ocean, which requires some knowledge of how to ride the long waves if you want to win. Ask Riverside skippers about that. The breeze is prevailing southwest and of good strength, far better than over in Long Island Sound.

☆

Dave Cluett hiding
behind a wave. Light-
nings can take it

☆



Bulletin No. 48 of the North American Yacht Racing Union, issued Feb. 15, 1944, gives the Lightning Class some prominence. Not only is Appeal No. 19 published in this bulletin, but President Clinton H. Crane, in his annual report, makes the following comments:—

"I am sure you will be greatly interested to learn that the Eastern Yacht Club of Marblehead and the Lightning Class Association have recently become members of the Union."

Also:

"The Junior activities of many Clubs were expanded in some instances where it was possible to do so. The Juniors of a number of Clubs more or less adjacent, were entered in Inter-Club team races of three boats each. There were fifty-four Juniors receiving instruction at the Riverside Yacht Club and it is worthy of note that the Juniors of that Club won all of the four Inter-Club team races in which they took part. Their instructor was Miss Lois MacIntyre, the present National Women's Sailing Champion."

We mention this because Riverside Yacht Club will be the scene of the Lightning Class Atlantic Coast Championship Regatta and because the Juniors of the Club received their instruction from Miss MacIntyre in Lightnings.

BARNEGAT BAY FLEET (3) **Based on Barnegat Bay, N. J.**

Fleet Captain.....John W. Orelup
 Fleet Secretary.....William W. Sproul
 Fleet Champion... Alfred A. LaFontaine, Jr. in "Windward"
 Runner Up.....William W. Sproul in "Sally"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
19	.....	Louis Tranger
94	Peppy	John V. A. Cattus
100	Sally	William W. Sproul
102	Anyhoo	Lois Wettlin
177	Thunder	Philip R. Van Duyne, Lt. Gardner Van Duyne* and Capt. Philip R. Van Duyne, Jr.*
220	Beth	Allen M. K. Stephens
270	Static	John Orchard
290	Mystic	George M. Nelson
322	Drambuie	W. V. Scott
351	Vindictive	Vincent G. Bush
355	.....	Hubert Johnson
381	Natsie	William P. Norris, Jr. and Dr. John C. Hirst
383	Blitzen	J. Carl Behler VI
390	.....	Harry A. O'Mealia
446	Windward	Alfred A. LaFountain, Jr.
447	Chingtoo	J. H. Schlichting
454	.....	Frank W. Thatcher, Jr.
455	.....	Henry P. Bristol
466	Argo	John M. Young, Jr.
468	.....	Gordon McNab
485	Fantasy	Jack Wright, Jr. and Lois Daenhardt
502	.....	Chaunce M. Rogers
503	Emmy Joan	George F. Sampson
567	Bala	Harold B. Thomas
576	.....	D. C. Prince
578	.....	Frank A. Cosgrove
581	My Gal	Wm. R. Spofford & Wm. R. Spofford, Jr.
656	Howdee	Howard Hoffman, Jr.
671	Anna Marie	J. Solimine
686	.....	Graham V. Wright
702	.....	Edwin J. Schoettle
709	Thor	Frederick R. Wiedeke
724	.....	Harry E. Hill
735	.....	John J. and Frank Devlin
737	Allure	Edwin F. Whitehill
738	Jolly Roger	Wm. Dunnington
786	Midgie	Fletcher V. Youngs
833	.....	Frank A. Halloran
855	Nepenthe	Charles L. Swem
863	Skipperine	J. H. Strong
864	Bayrader	John P. Harkrader
882	Javelin	John W. Orelup
884	Eulachon	A. E. Raabe
957	Count Too	George & Elroy Hull
1013	Nancy Lee	Warren E. Engle

* In the Armed Forces

Each year the Barnegat Bay Fleet increases its membership. This year, with forty-five Lightnings, it is more than double the size of any other fleet. Its members are all enthusiastic Lightning boosters and the activities of the fleet are a real credit to the Class.

The climax of the 1943 season was the National Championship Regatta held at Bay Head Yacht Club in September, 1943. The arrangements for the Regatta were carried out by a Special Committee of Bay Head Yacht Club members:

Commodore, William H. Nimick, Jr.

Chairman, John W. Orelup

Rowland Hazard

A. A. LaFountain

Philip R. Van Dyne

Richard H. Osgood

William R. Spofford

William W. Sproul

George Slockbower

Skippers, crews and guests were unanimous in their praise of the work of the Committee and the hospitality shown by the Bay Head Yacht Club and its members. Particular thanks is extended to the members of the fleet who so generously permitted the use of their boats for the Nationals.

The fleet sails in salt water on the northern portion of Barnegat Bay, N. J., 65 miles from either New York or Philadelphia. Protected from the open ocean by a strip of beach less than a half mile wide, Barnegat Bay enjoys thruout the summer fair winds of six to twenty-five miles per hour, very little current and a tide of only 6 inches. The waters of the Bay are generally shallow and many boats sail with shortened centerboards.

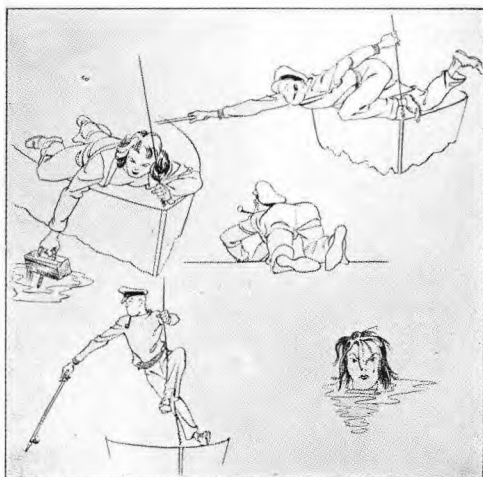
The major series of races is conducted under the Barnegat Bay Yacht Racing Association comprising eight yacht clubs: Bay Head, Mantoloking, Shore Acres, Lavallette, Island Heights, Ocean Gate, Toms River and Seaside. Affording a variety of conditions, the circuit is raced twice or more in a season in peace time, but under war conditions a race is held in turn once over each club's course. Courses for Lightnings are from seven to nine miles.

☆

Familiar poses

☆

*Courtesy of "Yachting"
and
Sgt. Alden McWilliams*



Champion (No. 446) *Alfred LaFountain, Jr.*, 81.7%, Bay Head Y. C.
Runner Up (No. 100) *William W. Sproul*, 78.7%, Bay Head Y. C.
Third (No. 882) *John Orelup*, 76.6%, Bay Head Y. C.
Fourth (No. 786) *Wm. Seaman, Jr.*, 68.4%, Shore Acres Y. C.
Fifth (No. 383) *Carl Behler*, 65.3%, Shore Acres Y. C.
Sixth (No. 709) *Fred Wiedeke*, 64.3%, Ocean Gate Y. C.

Cups awarded: California Cup: won by *John Orelup*, Bay Head Y. C.
Jack Wright Trophy: won by *Allan Stephen*, Island Heights Y. C.

In the seven races, twenty-one boats entered one or more races, thirteen qualified by sailing at least five races. Compared with last year, sixteen boats entered but only six qualified.

Ten boats entered from Bay Head Y. C.

Four boats from Island Heights Y. C.

Four boats from Shore Acres Y. C.

One each from Ocean Gate, Lavallette and Mantoloking Y. C.

Average entry, fourteen boats.

On off week-ends local races for club championship are held at Bay Head and Shore Acres. Winner of the five race series at Bay Head: (581) *Wm. Spofford, Jr.*; (446) *Alfred LaFountain, Jr.*, second; (882) *John Orelup*, third. From nine to twelve boats entered each race in this series.

The three skippers having the highest points in the elimination races selected to represent the Barnegat Fleet in the Nationals held at Bay Head: *John Orelup* (No. 882), *Alfred LaFountain, Jr.* (No. 446) and *Wm. Seaman, Jr.* (No. 786). They finished in order second, eighth and sixth.

Except in the Nationals, no spinnakers were used thruout the season, being prohibited by a regulation of the B.B.Y.R.A. this year. While predictions as to the coming season are not very reliable at this time, yet it seems certain that the increased interest in racing as shown by larger entries in the races and the holding of the Nationals at Bay Head will do much to maintain the advance. It is expected that many more of our best skippers in the armed services will not be able to race in 1944. Several were able to take advantage of short leaves and furloughs to race occasionally in 1943 but more of these will be missed. With a large backlog of at present non-racing boats and the possibilities of other members of the families racing the boats, the 1944 season should be at least as active as 1943. A preliminary schedule of the same number of races was set up by the B.B.Y.R.A. at their October meeting.

This fleet has the further distinction of having *Howard V. Siddons* available for consultation when racing tips are needed. While at present Howard does not own a Lightning, he maintains his interest and pays active membership dues.



SPECIAL LIGHTNING CLASS PUBLICATIONS

Two new books have recently been published by the Association and will be sent to Lightning class members upon the payment of membership dues.

"Lightning Thoughts by Lightning Skippers contains articles on tuning, handling and rigging a Lightning by prominent Lightning skippers, including National Champions and Association officers.

The Association *Constitution, By-Laws, Racing Rules and Specifications* with Amendments to date, have been reprinted in a separate convenient booklet containing ample room for subsequent amendments.

Skippers can ill afford to be without these two books. Send your dues to the Treasurer.

LAKE DELTA FLEET (4)

Based on Lake Delta at Rome, N. Y.

Fleet Secretary.....J. T. Goosetrey

Fleet Champion....No organized racing since 1941

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
86	Viking	Ensign Eskil B. Ringdahl *
393	Ajax	Delos A. Humphrey
696	.....	J. T. Goosetrey

* In the Armed Forces

This fleet is now down to three members, of which one, Ensign *Ringdahl*, is in the Navy and another, *Delos Humphrey* tied up in war work. Consequently there has been no organized racing since the end of the 1941 season. They are very optimistic however and expect a large increase in the fleet as soon as conditions permit.

CHICAGO CORINTHIAN YACHT CLUB FLEET (5)

Based at Montrose Harbor on Lake Michigan

Fleet Secretary.....Charles H. Kronawitter

Fleet Champion....Leo Mauerer in "Hildegard"

Runner Up.....Charles H. Kronawitter in "Stormy"

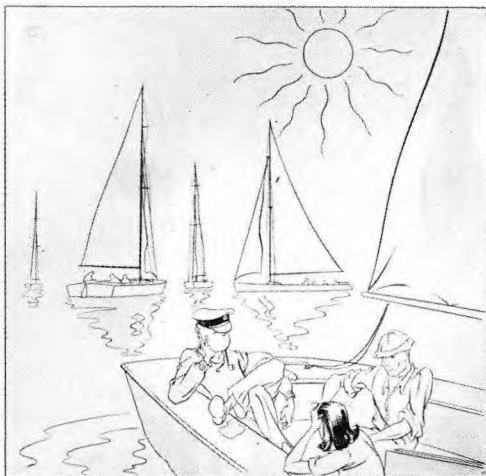
<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
66	Niad	Grant Johnson
108	.....	Robert Rapp
114	Ding How	Edward Ritholz
115	Humpit	Dickson Humphreys
346	Yocky	Fred Johnson
403	White Wings	Frank Banka
418	Hildegard	Leo Mauerer
608	Adeline M.	Corp. Harold Block, U.S.A.
639	Taio	Charles Godfrey
646	Stormy	Charles H. Kronawitter

While 1943 was not a good season at Montrose Harbor, 1944 will show a decided improvement. Keen interest has been developed and entries at District and National Regattas may be expected.

Last summer, boats changed hands so rapidly that there never seemed to be a stable fleet at any time except near the end of the season, when racing interest became active and everyone turned out for racing events and meetings.

☆
Long Island Sound
weather

☆
Courtesy of "Yachting"
and
Sgt. Alden McWilliams



HOUSATONIC BOAT CLUB FLEET (6)

Based on Housatonic River and Long Island Sound
at Stratford, Conn.

Fleet Captain.....Major Ira R. Peterson

Fleet Champion...No formal races in 1943

Boat No.	Boat Name	Skipper
137	Seabiscuit	Major Ira R. Peterson*
140	.....	Vincent J. Priebe
141	Liteneze	Ernest B. Crocker
219	Zipher	Joseph Venables
277	.....	Lucien T. Baldwin
452	.....	Walter A. Henderson
547	Eldomarodo II	Major Donald S. Sammis*

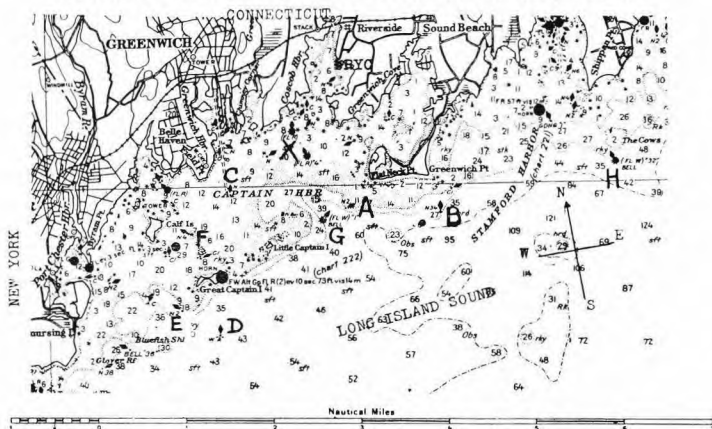
* In the Armed Forces

Formal racing schedules have been non-existent at Housatonic for the past two summers, although several more or less impromptu races have been held. For the coming season, however, better things are expected and a serious racing schedule will be worked out. There are seven Lightnings in Fleet 6, with three more boats moored just a short way up the river who are prospective fleet members. One of the most enthusiastic Lightning skippers in the fleet is *Lucien Baldwin*, son of Governor Baldwin of Connecticut.

But racing is not the only use to which a Lightning can be put. The idea of cruising is creeping in more and more in Lightning news (see *The Rudder*, Feb. 1944 and Report of Fleet 2). *Major Peterson* also reports most favorably on Lightnings as cruisers, as follows:—

"Two of my boys, a pal of theirs and I sailed a five day cruise on Long Island Sound. We started from Stratford July 1st, sailed east to the mouth of the Connecticut River, then south across the Sound to Long Island, then west to Port Jefferson, then north to Stratford—arriving at our home port on the afternoon of July 5th (all under sail). We cooked all but one meal aboard on a Serno stove. Two of us slept aboard under a double pup tent, using the boom for a ridge pole. Two slept ashore in a pup tent. We cooked one meal while under way with full sail. We made all ports on schedule and the little old Lightning No. 137 proved to be a rugged cruiser. We had a grand time. I kept a log and could write quite a story about the trip, but this note is intended only to convey my opinion that the Lightning is a comfortable little cruising boat as well as a racer. I have had my boat five years and I love it."

SAILING WATERS OF FLEET 7 AT RIVERSIDE, CONN.



X marks the starting line, with a variety of courses available through combinations of letters. XGC twice around is a standard course. XGDEF is a honey in a northeasterly. Fleet 32 of Larchmont, N. Y., is 8 miles to the west, while Fleets 6 and 17 at Bridgeport and Stratford, Conn. are over 25 miles to the east. Long Island Sound is six miles wide at this point. The 1940 Nationals were held in Captain Harbor, due to the easterly gale blowing at the time. Ordinarily such an event would be held in the Sound proper, with the start around B or G, with stake boats marking the course

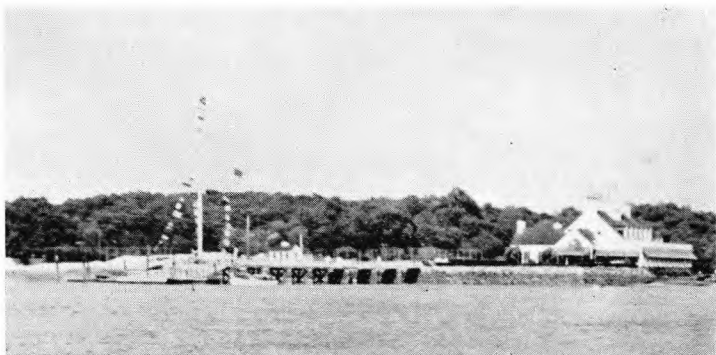
WESTERN CONNECTICUT FLEET (7)

Based at Riverside Yacht Club on Long Island Sound
at Riverside, Conn.

Fleet Captain.....De Haven Ross
Fleet Secretary.....Theodore Maher
Fleet Treasurer.....Fred H. Allen
Fleet Champion...Theodore Maher in "Slipper II"
Runner Up.....A. J. Webb in "Frolic"

Boat No.	Boat Name	Skipper
13	Gee Jay II	Fred H. Allen
21	Rufus II	Oren M. Ragsdale
241	Triton	Carroll Y. Belknap
249	Frolic	Al, Jane and Jack Webb
250	Jebbarbe	De Haven Ross
251	Blue Wing	Russell J. Nall
252	Slipper II	Theodore Maher
254	Zig Zag	Riverside Yacht Club
255	Sphere	George A. Round
256	Lord Jeff	J. H. and Andy Scholtz
257	Beb	D. M. Bellen
259	Ajax	Theodore D. Helprin
262	Trubob	Truman S. Safford and Robert Norton
264	Tinkle	Major Donald E. Tinkess*
272	Phantom	Niels Fossum
289	Tam	James M. and Marie H. Trenary
566	Sabrina	Ensign Richard S.* and S.2/c Edgar Benson*
675	Yehudi	A. Raymond Rinke

* In the Armed Forces



Riverside Yacht Club, scene of 1944 Atlantic Coast Championship Regatta

RACING INTEREST

Racing takes command at Riverside Yacht Club. While many skippers spend their vacations and week ends lolling along in their Lightnings, either day sailing or cruising, Sundays are reserved for racing. Relatives or friends who visit on Sunday are promptly told that they can entertain themselves—Papa is going racing.

Because of the tremendous interest in sailing, Riverside Yacht Club purchased a Lightning for Junior instruction use. *Miss Lois McIntyre*, National Women's Sailing Champion, as well as holder of the Long Island Sound Championship for women, took charge and had the youngsters out daily. Fine results were achieved. On Sundays, the boat was available to non boat owning Senior Club members for use in fleet racing. Needless to say, "Zig Zag" was sailed every Sunday.

SERIES EVENTS

The 1943 season was fully as active as in former years although the younger men were deeply missed, not only because of the loss of their companionship, but also because their abilities on the jib sheet and spinaker were needed.



Winter storage at Riverside Yacht Club



The racing season was divided into three series. In the first series, consisting of four races, ten boats qualified. *Ted Maher* won with 1000%, *Al Webb* was second, and *De Haven Ross* third.

Eleven boats qualified in the second series, consisting of five races. Again *Maher* finished with 1000%, with *Al Webb* second. *Andy Scholtz* moved up in this series to replace *Ross* in the third position.

NATIONAL REGATTA

The third series of six races was also the elimination series for the Nationals and tightly contested. Unfortunately *Ted Maher* was injured in an accident and did not complete the series. *Scholtz* continuing to improve, won first position, with *Al Webb* in his consistent second. *Ross* was third. *Andy Scholtz* and *Al Webb* therefore represented Riverside at Barnegat Bay. Andy had his father and brother Fred as crew, while Al sailed with his son Jack and *Oren M. Ragsdale*. Oren participated as a skipper in the first National Regatta at Barnegat in 1939, while Al raced in the 1941 Regatta at Skaneateles. This was the first National event for *Andy Scholtz* (aged sixteen), but he distinguished himself admirably by finishing fifth.

The Welsh Trophy, a perpetual cup donated by Fleet Captain *Helprin* to be awarded to the skipper with the highest average for the season, went to *Ted Maher*, who lost only two races out of fourteen. Ted is now well on the way to recovery from serious injuries received last fall in an automobile accident, and we are looking forward to seeing him out again next season.

JUNIOR ACTIVITIES

Under the direction and instruction of *Miss Lois McIntyre*, two series of races were held—one in July and one in August. *Andy Scholtz* won the July series and finished second in the August series. *Jack Webb* was second in the July series, while *Don Patton* won the August series. The season Champion turned out to be *Andy Scholtz*—a well deserved win in stiffest competition.

Besides these series, home and home team races were held with Indian Harbor Yacht Club of Greenwich, Conn., American Yacht Club of Rye, N. Y., Stamford Yacht Club of Stamford, Conn. and Pequot Yacht Club of Westport, Conn. Riverside Juniors distinguished themselves by winning every series—a record which can not be beaten.

SAILING CONDITIONS

As contestants in the 1940 Nationals will remember, occasionally Riverside offers heavy weather out of the east and north with high seas. By and large however, the winds are light out of the southwest, with a tendency to strengthen in late afternoon. This normally results in considerable wind hunting by the skippers, who must also watch a strong variable current created by a seven foot tide. Under some conditions skippers hug the shore, or go beach crawling, as it is called, but one must be careful as Connecticut shores are rocky. Many are the times when centerboards jump up and down like live animals. In Captain Harbor and in the Sound, however, the depths range from 10 to 100 feet.

PLANS FOR 1944

Three series of races will be held as usual, one being to determine the entries for Lightning Class official regattas. Race Committee Chairman Russ Nall has announced that this Fleet will be host to an Atlantic Coast Lightning Class Championship Regatta during the summer.

DELAWARE RIVER YACHT CLUB FLEET (8) **Based on the Delaware River at Torresdale, Pa.**

Fleet Captain.....J. E. Borton
 Fleet Secretary.....Gertrude M. Borton

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
226	J. E. Borton
303	Frank H. Riepen
318	Gertrude M. Borton

NO REPORT FOR 1943.

CRESCENT YACHT CLUB FLEET (9) **Based on Lake Ontario at Chaumont Bay, N. Y.**

Acting Secretary... Lyman A. Beeman
 Fleet Champion... No racing for the duration

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
84	Griffin	William Tyler
526	Schuss	Lyman A. Beeman

Bob Hart, former Fleet Champion as well as former Vice President of the Association, writes that the Crescent Fleet has been badly crippled by the war and there are only two boats left at present, although there is a buyer for a third Lightning if one can be found. It is expected that this fleet will be rapidly rebuilt after the war. *Lyman Beeman* is the only original fleet member left, but his enthusiasm is unflagging. We expect him to be the prime mover in getting activities going again, ably assisted by *William Tyler*.

Bob Hart, incidentally, while at present a non Lightning owner, still maintains his interest in the Association and pays active membership dues regularly.

ONONDAGA LAKE FLEET (10) **Based on Onondaga Lake at Liverpool, N. Y.**

Fleet Secretary.....Floyd E. Reeves
 Fleet Champion... No organized racing in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
87	Wm. Burroughs
222	L. M. Browne
300	Ronald N. Campbell
400	Sis IV	Floyd E. Reeves
555	Thomas H. Thurlow

This fleet is among those hard hit by the war—so many members have been tied up with war work and the gasoline ban has affected so many that it never seemed possible to get more than two or three together at one time, so organized racing had to be abandoned. However, there have been a great many unofficial races and Lightning interest has been kept higher than ever, which is a good indication of what to expect when conditions improve. In fact, organized racing will probably be resumed this summer.

NORTH SHREWSBURY RIVER FLEET (11)

Based at Fair Haven Yacht Club, Fair Haven, N. J.

Fleet Secretary.....Peter Bentley IV
 Fleet Champion....David H. Jr. and Martha Wilson in "Helen W. Too"
 Runner Up.....Peter Doremus in "Sela Maid"

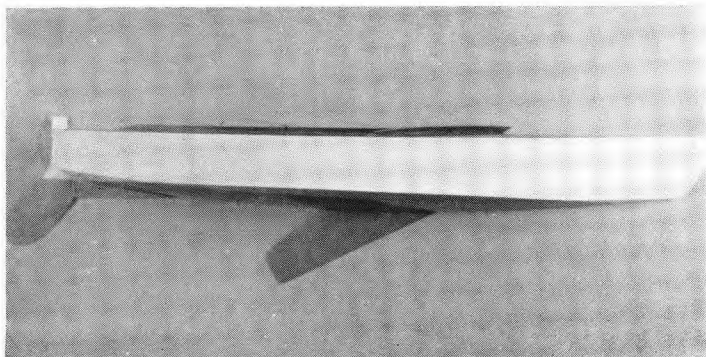
<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
10	Tarpot	Robert and Peter Bentley IV
41	Technique	Edmond Bruce*
210	Two Ten	George B. Andrews
213	Sela Maid	T. Peter Doremus, Jr.
223	.....	N. Westford Cutler
308	.....	C. F. Lewis and Dr. F. T. Bell
860	Bam	Randall Keator
883	Helen W. Too	David H. Jr.* and Martha Wilson

* In the Armed Forces

War raised havoc on the Shrewsbury as it has done everywhere. With so many skippers either in service or in war work of one type or another, racing was restricted to three boats—Tarpot, Sela Maid and Helen W. Too, who finished the season in reverse order. That can only mean one thing and that is the Lightning sailors on the Shrewsbury are right up there in top flight ability, because we know how well the *Bentleys* handled Tarpot in the first Nationals. In fact, we have heard it said by a professional that with a little more spinnaker experience, Tarpot would have been the Champion or Runner Up. So now—Helen W. Too and Sela Maid, do you feel pretty good?

We can not let *Martha Wilson* get by without special mention. Her brother *Dave*, ordinarily the Skipper, was called to Cornell in a V 12 Navy course, so she took over. Well done, we say—well done!

In spite of limited racing activity at present, there is real Lightning enthusiasm in these waters and after the war a much larger fleet is expected, or rather, assured.



Three-quarter-inch half model of a Lightning, presented to the New York Yacht Club by the Lightning Class Association. This model hangs in the famous Model Room of the Yacht Club on 44th Street in New York City

BUFFALO CANOE CLUB FLEET (12)

Based at Bay Beach, on Lake Erie, Ontario, Canada

Fleet Captain..... John M. Stern
 Fleet Secretary..... Robert L. Crane
 Fleet Treasurer..... Robert W. Graf
 Fleet Champion.... Karl Smither in "Thermis Twice"
 Runner Up..... John M. Stern in "Thunderbolt"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
32	Shine	Peter W. Speidel
354	Wildcat	Fred P. Weyler
467	Rampage	Robert W. Graf
469	Judith	Edwin C. Roseberry
471	Slalom	Sheldon Thompson III
472	Tomahawk	Philip S. Savage and Philip S. Savage, Jr.
519	Albatross	Jonathan P. A. Leopold
573	Pastime	Jack H. Betz
574	Ginger	Park S. Hedley and Adam F. Eby
588	Thermis Twice	Karl Smither and Robert L. Crane
680	Thunderbolt	Robert J. Woods and John M. Stern
693	Lively Lady	Charles Pearson III
739	Alglo II	Allan F. Reif
746	Dauntless	Carl Kolb, Hyacinth Kolb and Wm. O'Hern
750	Bucko	Dwain E. Weaver
846	Queen Mary IV	Bert F. Wertman

SKIPPERs AND FORMER SKIPPERs IN THE ARMED FORCES

Charles Pearson III—C.M. 3/c U.S.N.
 Col. Allan F. Reif
 Phillip S. Savage, Jr.—A.S.T.P.—Alabama Polytechnic
 Lt. (j.g.) Baldwin Smith—U.S.N.R.
 Peter W. Speidel—A/C U.S.A.A.F.
 Clinton R. Wycoff, Jr.—S.2/c U.S.N.

☆

Outer end of Buffalo Canoe Club dock
 with "Judith" in foreground

☆





☆
*Thermis Twice day sailing on
 Lake Erie*
 ☆

TWO NATIONAL CHAMPIONS

Beyond the distinction of being one of the largest fleets, the Buffalo Canoe Club fleet stands even with the Skaneateles Country Club fleet in having brought home the National Championship twice. In 1941, *John M. Stern* won the National cup at Skaneateles and in 1943 *Karl Smither* won at Barnegat Bay. This is a record which will be hard to beat and indicates the high calibre of racing conducted at Buffalo.

LOCAL WINNERS FOR 1943

The intensity of the racing spirit of this fleet may be judged from the fact that races are run both on Saturdays and Sundays, as well as on Wednesday evenings. *Karl Smither* in *Thermis Twice* won the June Saturday and Sunday series, the July series and the Championship series. *John M. Stern* was close behind, by placing second in the June Sunday races, the July series, the Wednesday evening series, the Championship series and tying with *Rampage* for second place in the June Saturday series. *Slalom*, *Rampage*, *Bucko* and *Albatross* fought it out for third place throughout the season with *Slalom* winning first place in the Wednesday evening races and third place in the Championship series.

TEAM RACES

For the second year, the Buffalo Canoe Club fleet defeated the Chautauqua Lake Yacht Club fleet in team races for the Hussey Trophy by amassing a total of 75 points against Chautauqua's 52½.

SPECIAL RACES

Junior racing was made a feature at Buffalo last year in order to stimulate interest in sailing among junior members. In these races, a Junior skipper was either a son or daughter of a member and must have reached his sixteenth birthday by June. A member of the Club accompanied the Junior crew in all races, but did not take an active part in the handling of the boat.

Phil Stern in *Thunderbolt* won both the July and Junior Championship series, with *Bob Smither* in *Thermis Twice*, second. (Well—seems to us this *Smither-Stern* combination is at the top all the time. Must be the advantage of having Dads as National Champions.) *Miss Reif* in *Alglo II* placed third in the July races while *Frank Pegrum* in *Wildcat* beat her out for third place in the Championship series.

CLIPPINGS

In spite of the difficulties of transportation from Buffalo to the Canoe Club, which is located in Canada about 12 miles from the Peace Bridge, 1943 was a very successful season. Lightnings are gradually replacing Knockabouts as THE boat, proven by the fact that only three Knockabouts were racing. Four Lightnings were not in the water due to the pressure of work—namely *Tomahawk*, *Pastime*, *Lively Lady* and *Queen Mary*.

While genial *Bob Crane*, Fleet Secretary, did not mention it, we note with interest that while ordinarily races were run both on Saturdays and Sundays, on Saturday, July 10th a race and Clam Bake was held, but Sunday, July 11th was an open date. We are open for an invitation to one of those Clam Bakes.



Looking southwest from Buffalo Canoe Club dock

MAYFIELD YACHT CLUB FLEET (13)

Based at Mayfield, N. Y. on Sacandaga Reservoir

Secretary.....Kendrick P. Coachman

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
96	.....	Francis L. McGrattan *
147	.....	William Stevens
362	Scamper II	C. V. Spencer
369	.....	F. C. Gerwig
394	Fire Fly	Kendrick P. Coachman

* In the Armed Forces

Just as Rip Van Winkle haunts the lower Hudson River Valley, so has the neighborhood of Fleet Thirteen an international flavor, for Theodore Dreiser chose this part of New York State for the enactment of the "Great American Tragedy." The only tragedy right now, however, is the lack of gasoline and restrictions on travel. Mayfield skippers just cannot get up to the Sacandaga Reservoir from Amsterdam and Schenectady. But that only means there has been no racing recently in fact, not in mind.

Very few boats were in the water. *Ken Coachman* put the Fire Fly in a small lake near Little Falls, N. Y. just to get her wet, but still only saw her three times during the summer. Better days are ahead. That old enthusiastic group will be right there in Mayfield again.

Ken reported there was nothing he could say of interest about the fleet, but then proceeded to interest us very much by telling something about Sacandaga waters. The Reservoir lying about due north of Amsterdam and northwest of Albany, is used to control the flow of water into the Hudson River. To accomplish this, the level of the water in the lake is deliberately allowed to drop as the dry season advances. The change in level is considerable. The lake can be characterized as shallow, so when the level goes down, much that appears on the charts as lake is too shallow for boating. But that still leaves plenty of room for Lightning races, which in normal times are run around an island at the southern end of the lake and about half way up the wide body of water. Just get your map out to see what we're talking about, since you may be competing in the Nationals there some day.

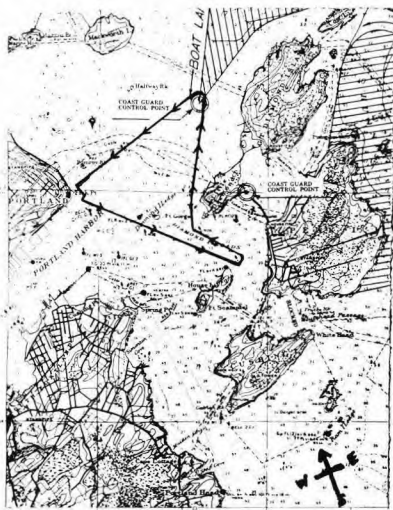


Down East District Secretary Granville H. Dyer relaxing with "Ginger" on Casco Bay



Race Course of Centerboard Fleet, Portland, Maine

While much of the water around Portland is in restricted areas, this course has been approved by the Coast Guard and has proven very satisfactory. Spectators gather on Eastern Promenade at Fish Point



CENTERBOARD CLUB FLEET (14)

Based on Casco Bay at Portland, Maine

Fleet Secretary.....Granville H. Dyer

Fleet Champion....A. E. Moore in "Jacomo"

Runner Up.....Granville H. Dyer in "Ginger"
Lt. O. C. Faulkingham in "Aeolus" } Tied

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
4	Ginger	Granville H. Dyer
103	Makai	Nancy West
109	Lilla	John C. Bryant
125	Ding Hao II	Mrs. Sherwood Picking
363	.....	Niels Knudsen
444	Whimsey	Walton C. Baker
495	Cambo	Leland S. Trefethen
563	Rascal	Ann Burgi
605	Electron	Erskine Baker
813	Boomer	A. Chace Thompson, Y.3/c U.S.N.
1053	Aeolus	Lt. O. C. Faulkingham, U.S.C.G.
1054	Jacomo	Albert Moore
1057	Hells Bells	Eldon H. Hahn
1058	Stout Fellow	James McAfee

SKIPPERs AND FORMER SKIPPERs IN THE ARMED FORCES

A. Chace Thompson, Y.3/c U.S.N.

Lt. A. K. Smithwick, U.S.C.G.R.

Lt. Ben Thompson, U.S.N.R. (495)

Lt. O. C. Faulkingham, U.S.C.G.



1943 Fleet Champion
Al Moore in "Jacomo"



The Centerboard Club sponsored a series of ten Sunday races from June 27 to August 29, 1943, over a five mile course in lower Portland Harbor. This was a new course made necessary by U. S. Coast Guard restrictions; with tides and currents, the course proved to be interesting and sporty instead of a hardship as was at first feared. Perfect weather was enjoyed in every race, with ten to twenty mile breezes and clear skies. The competition was stiff all season with *Albert Moore* taking the cup, *Lt. Faulkingham* and *Granville Dyer* tied for Runner-Up, *Ann Burgi* third and *Eldon Hahn* fourth.

Races were started and finished off the foot of Eastern Promenade, a high promontory, where hundreds of spectators gather to witness the races. The harbor is well protected by islands which prevent heavy seas.

An average of eight Lightnings competed during the 1943 season. Several owners in service sold their boats, but probably will be back as skippers after the war. The season was topped off with Trophy Night, when the kodachrome movies of the 1941 and 1942 National Regattas were shown. Prospects for 1944 are the best ever.

FAIR HAVEN YACHT RACING ASSN. (15) Based on Lake Ontario at Fair Haven Bay, N. Y.

Fleet Captain.....R. A. Downey, Jr.
Fleet Secretary.....Dr. J. M. Riley
Fleet Champion...No formal races in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
179	Little Sodus II	R. A. Downey, Jr.
180	Poppy	Dr. J. M. Riley
182	Roamer	Hon. D. P. Morehouse, Jr.
451	.....	J. V. Whitbeck
478	.....	R. A. Downey, Jr.
816	.....	Robert C. Griggs, U.S.N.
849	Malabar	Dr. Ralph M. Watkins
892	Gi-Gi	Leyden Brown
893	Aljimar	James Long
946	Dudie	Thomas Burke

No formal races were held during the 1943 season, but we hope for a different story next year.

Fleet Secretary *Riley* writes that the Bay on which this fleet sails is a little over two miles long—running north and south—with a maximum width of $\frac{3}{4}$ miles. Because of the long narrow shape of the Bay, it is often difficult to arrange a triangular course. Prevailing winds are from SW to NW and the water seldom develops more than a good chop.

PAUPACK SAILING FLEET (16) Based at Lake Wallenpaupack, Scranton, Pa.

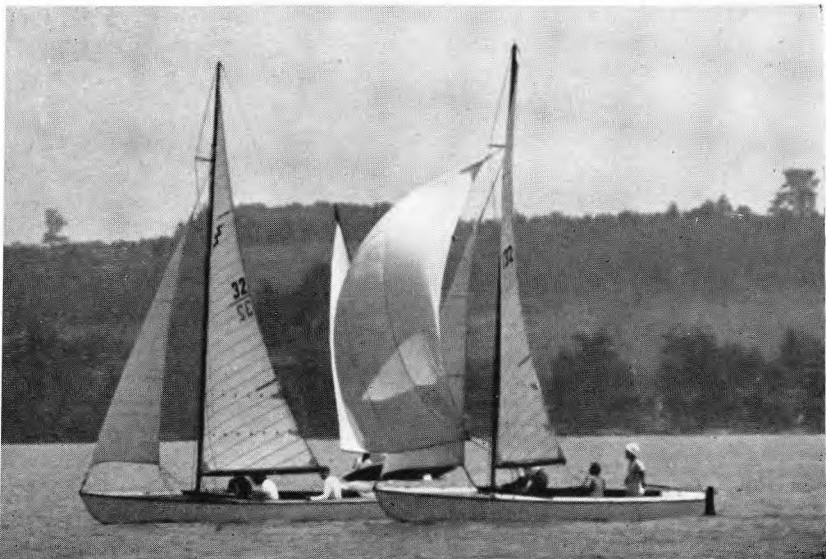
Fleet Secretary..... H. T. Axford
Fleet Champion .. No organized racing in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
159	W. A. Bissell
160	H. T. Axford
341	Wm. T. Lindsay
???	Pierce

The Paupack Fleet had only two boats in the water during 1943—Nos. 159 and 160, skippered by *Bissell* and *Axford*. In spite of the lack of organized racing, these skippers had a great time competing against each other at every opportunity.

Secretary *Axford* reports that there are four Lightnings on Lake Wallenpaupack and he is looking forward to building up the fleet as soon as hostilities cease. Considerable interest has been built up and a fleet of 10 boats is a real possibility as soon as they become available.

P. A. Hutchinson (No. 391) sold his boat last year to *Harold Swank*, who sails on Lake Wenola, Pa.



An early Spinnaker. Fullness is beginning to develop. See report on page 96

ORGANIZING A LIGHTNING FLEET

A Fleet organization provides activity and organized competition, thus increasing the enjoyment of owning a Lightning. It adds to the interest in the Class and is a powerful inducement to others to join Class, Fleet and Club. Yacht Club affiliation for a fleet is not necessary, but often found desirable.

Requirements for a Lightning Class Fleet Charter are simple. Any three or more owners of Lightnings who may race together for a season's schedule at one location which is not already served by a Lightning Fleet, may apply for a charter. The applicants must all be active members of the Association and all must sign the Fleet Charter application blank which can be obtained from the Secretary. There are no other fees or obligation to the Association.

Upon the acceptance of a fleet application, the Association issues an attractive Fleet Charter, printed on parchment paper suitable for framing, containing the names of all Charter Members.

Write the Secretary or District Secretary of your district if you want help in organizing a Fleet.

Note: Only fleet members are eligible to race in National, Sectional and District Championship Regattas.

BLACK ROCK YACHT CLUB FLEET (17)

Based on Long Island Sound at Bridgeport, Conn.

Acting Fleet Captain.....William Neff

Acting Fleet Secretary....M. W. Maughan

Fleet Champion.....Paul Baker and Wm. Schoolfield in "Corsair"

Runner Up.....Paul F. Darby in "Bounty II"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
258	Bounty II	Paul F. Darby
376	Dove	E. T. Croasdale
379	Vee	Edward L. Wemple
516	Corsair	Paul Baker and Wm. Schoolfield

The Black Rock Fleet was very active during the 1943 season, with races being held from May 30th to the Sunday after Labor Day.

Bradley Johnson, former owner of No. 442, is now a Pharmacist Mate 2/c serving with the Pacific fleet. *Lt. Edward L. Harrison*, U.S.A., who helped *E. T. Croasdale* skipper the "Dove" is at Hill Field in Utah. *Lt. Francis H. Brennen*, U.S.N.R., owner of No. 371 is in service and his address changed to Ilion, N. Y. *Lt. Edward Foley*, U.S.N.R., a former active Black Rock sailor, is out on the Pacific.

William Neff, 178 Jackman Ave., Bridgeport, and *M. W. Maughan*, P. O. Box 215, Fairfield, Conn., very active in the fleet as skippers and crew members, have been acting as fleet officers and have been very helpful in keeping activities going under difficult conditions.

TRI-STATE YACHT CLUB FLEET (18)

Based on the Delaware River at Essington, Pa.

Fleet Captain.....G. Baylie Tompkins

Fleet Secretary.....H. E. Geissinger

Fleet Champion .. No organized racing in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
314	.....	Wm. H. Jefferies
489	North Wind	John A. Walker
497	Co-Op	H. E. Geissinger
544	Undine	Charles T. Jones, Jr.
545	Tar Baby	G. Baylie Tompkins
546	Seven Seas	Aubrey G. Cummings
628	Miracle	Lloyd P. Carman
872	Beryl II	Rufus H. Gaul
983	Marielin	George M. Karns

While Tri-State was sorry to lose *Mr. James Schell* as a Lightning skipper, it is happy to report a net increase in the fleet of one boat by welcoming *Rufus H. Gaul* and *George M. Karns* as new members.

Because of working conditions, it was not possible to run organized races. However three boats were in the water for the use of all members. *Aubrey G. Cummings* was the luckiest member of the fleet. With a three weeks' vacation, he spent his time cruising on Chesapeake Bay in his *Seven Seas*, which has had more use than any boat in the fleet. There wasn't a day during the spring, summer or fall that his boat did not leave her mooring. Incidentally, so that no false impression will be given, *Aubrey Cummings* enlisted in the Army in November, 1942 and was honorably discharged in March, 1943.

The 1943 National Regatta was attended by *Charles T. Jones, Jr.* with *G. Baylie Tompkins* and *H. E. Geissinger* as crew. *George M. Karns* was along also as a guest. A good time was had by all and thanks are extended to the Bay Head Yacht Club for their courtesy, hospitality and especially the wonderful roast beef served.

Being mostly grandpops or something, no fleet members are in service, although *Lloyd P. Carman* is Chief Petty Officer and Treasurer of Flotilla No. 22, Coast Guard Auxiliary, which patrols the Delaware River from Wilmington, Del. to the Philadelphia Navy Yard. No giggles please, but the fleet also reports two Air Raid Wardens.

Readers will be right if they gather from reading this report that this is a happy fleet, a smart fleet and a bunch of good fellows.



One of our early spin-
nakers, made before
present specifications
were approved. Note
the flatness at the
head and the narrow-
ness of the sail, both
features to be
avoided

See report on page 96



"Hoo-Doo" leading the Fleet



CHAUTAUQUA LAKE YACHT CLUB FLEET (19)

Based at Chautauqua Lake, Lakewood, N. Y.

Fleet Captain.....Roy Hanks
Fleet Secretary.....Ralph E. Lundquist
Fleet Champion....Dr. M. Graham Bourne
Runner Up.....Richard Gifford

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
520	Cutty Sark II	Dr. M. Graham Bourne
521	Vulcan	Richard Gifford and Capt. D. D. Trantum*
522	Hoo Doo	Lt. Glenn Waite, U.S.N.R.*
524	Old Angus	Randolph Hough
529	Peg Leg	Mr. and Mrs. Ralph E. Lundquist
688	Streak	Lt. Charles Phillips, U.S.A.*
809	Calypo	Walter Crocker
812	Spirit	Kenneth Keenly
824	Flying Sails	Robert Buchan
895	.....	Roy Hanks

* In the Armed Forces

The 1943 season of the Chautauqua Lake Fleet was highlighted by the one day Chautauqua Lake Regatta on August 15th, with fourteen Lightnings participating. *Dr. M. Graham Bourne*, in *Cutty Sark*, was the winner. The season was a very successful one with only one sad feature—the fleet lost the team races for the Hussey Trophy to the Buffalo Canoe Club for the second season. Next year, however, all Chautauqua skippers agree, will be different.

Races were held every Sunday during the season with special races on July 4th and Labor Day. All were hotly contested and of great interest to the skippers. The competition is getting tougher with the result that every skipper is getting better. An entry in the Nationals this year is expected, especially in view of the fact that Chautauqua skippers are convinced they are the equals of the Buffalo Canoe Club skippers. NOTE: The latter part of the last sentence was thrown in gratis just to start (or continue) an argument.—*Editor*.

MICHIGAN CITY YACHT CLUB FLEET (20)

Based on Lake Michigan at Michigan City, Ind.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
550	George Panea

Since *Bill Cox* (No. 533) entered service, the activities of this fleet ceased. No report for 1943. No. 487, formerly owned by *David Root* of this fleet, is now owned by *Richard Hosler* of Hammond, Indiana.

1944 A BANNER YEAR

With the exception of Texas, every District is participating in a Regatta. The Atlantic Coast Championship Regatta at Riverside, Conn. takes in the three eastern Districts; Central New York holds their District Regatta at Canandaigua early in August; Lake Erie District holds the Nationals on September 8th, 9th and 10th; and the Lake Michigan District Regatta is scheduled for July 15th and 16th at Toledo. In addition there will be an Invitation Regatta at the Buffalo Canoe Club over Labor Day and at the South Haven Yacht Club in August.

☆

Bud Robertson,
1943 Fleet
Champion
 on
Pine Lake,
Indiana

☆



MAPLE CITY FLEET (21)

Based on Pine Lake, La Porte Yacht Club, La Porte, Ind.

Fleet Captain.....Lawrence Robertson
 Fleet Secretary.....Dr. Edward Young
 Fleet Champion...Lawrence (Bud) Robertson
 Runner Up.....Dr. Edward Young

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
194	.....	Lawrence Robertson and Robert Foutz
420	.....	Joseph Legner
421	Hi-Ho	Gordon N. Vaughan
790	.....	Balsar F. Ludwig
803	Susie Q.	Dr. Edward Young
964	.....	J. K. Smith

Maple City Fleet is growing. Two Lightnings were added last year—*Joseph Legner*, No. 420, and *J. K. Smith*, No. 964. An active racing season was enjoyed with *Bud Robertson* and *Eddie Young* fighting it out for first place, with Bud coming through to win another season's championship. One of the newcomers, *J. K. Smith*, No. 964, surprised the fleet by finishing third. *Gordon Vaughan*, last year's runner up, had plenty of trouble and finished sixth. *Hoyt Scott* was fourth and *Balsar Ludwig* fifth. *Joe Legner*, one of the newcomers, wound up in last place, where newcomers usually wind up, but next season will be different. *Hoyt Scott* sold his boat during the winter.



Joe Phillips on an early morning sail on the
Piscataqua River



PISCATAQUA RIVER FLEET (22)

Based on the Piscataqua River at Newcastle, N. H.

Fleet Secretary.....Joseph K. Phillips

Fleet Champion... No organized racing in 1943.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
53	Joseph K. Phillips
200	Herbert Wood
312	Roy E. Abrams and Roy Abrams, Jr.* USCG.
532	Henry M. Mitchell
538	Tom Brown Pearson* and Paul M. Pearson*
634	Lt. Cecil Humphreys USCGR* and Lester W. White
665	Kenneth D. Hunt

* In the Armed Forces

The war has caused trouble with organized activity in this fleet as it has in so many others. *Cecil Humphreys* is a Lieutenant in the Coast Guard and is stationed on the Great Lakes after service on the Pacific; *Lester White*, his nephew and co-owner of No. 634, is in war work at the Portsmouth Navy Yard. Their boat will not be launched until after the war.

Adolph Berounsky, former owner of No. 200, is a Lieutenant in an armored division and is in the South. He will be back in Lightning circles when it's all over. *Herbert Wood*, present owner of No. 200, has managed to get some sailing in around the vicinity of South Eliot.

Henry Mitchell is in Panama on war work and, of course, unable to sail No. 532. *Roy Abrams* was lucky enough to get some sailing in. *Roy Jr.* is a Seaman 1/c in the Coast Guard.

Joe Phillips, working on the 2-10 shift, still managed to sail three or four mornings a week and every other Sunday. He also managed to take out several future Lightning sailors.

Tom Pearson, No. 538, did most of his sailing in Portsmouth Harbor. *Kenneth Hunt* has No. 665 stored for the duration while he does war work in Kittery.

While not a great deal of present activity can be reported, it is obvious that this fleet has the foundation for a really active group after the war.



A new spinnaker, made since present specifications were approved.
See Spinnaker Report on page 96

INDIAN LAKE FLEET (23)

Based at Russell's Point on Indian Lake, Lima, Ohio

Race Course of Fleet 23 on Indian Lake, Ohio

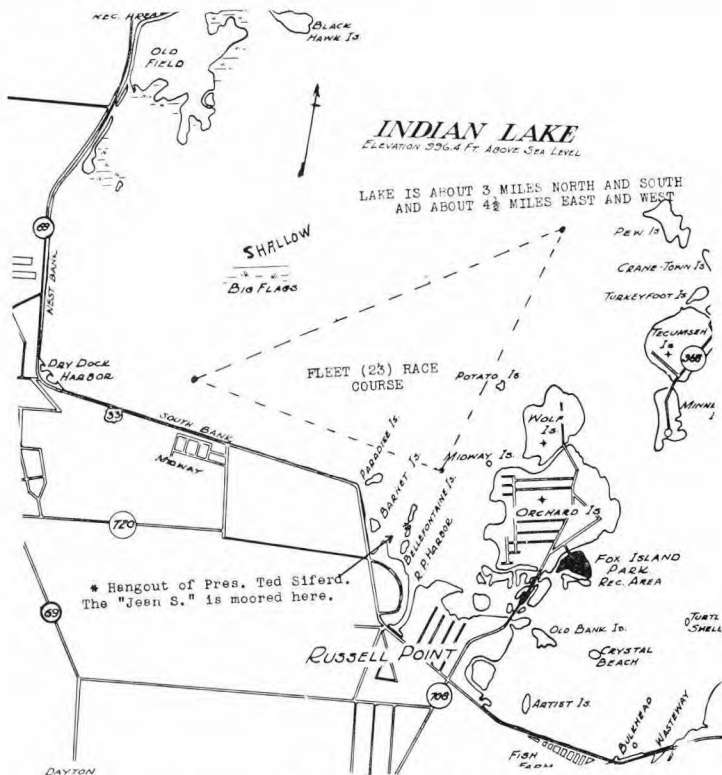
Fleet Secretary.....Larry Miller

Fleet Champion...No organized racing in 1943.

Boat No.	Boat Name	Skipper
45	Lyn	Larry E. Miller
120	Jean S.	Ted Siferd and Chuck Siferd
197	Argo	William Morris and *T/5 Stephen C. Morris
204	.....	Herbert J. Krase
504	.....	Lt. Ralph A. Pauly, USA *

* In the Armed Forces

Gasoline restrictions raised hob with Indian Lake activities, but with some prospects of being able to travel in 1944, a schedule of races every Sunday is being set up, to end on Labor Day. A team race is also being arranged between two groups of sailboats on Indian Lake, with Lyn, Jean S., and Argo sailing on one team.



Race Course of Fleet 23 on Indian Lake, Ohio

Members of Indian Lake Fleet have been doing more than their share in this war. *Steve Morris* (T/5 Stephen C. Morris, Det. of Patients, Percy Jones General Hospital, Battle Creek, Mich.), brother and co-skipper of *Bill Morris'* No. 197, was wounded by a Jap sniper on Rendova Island in the battle for the Munda Airfield. We are happy to say that Steve will probably be able to do some sailing with brother Bill this summer. *Lt. Ralph Pauly* is stationed in Arizona and will be absent again this year.

Herb Krase did not have his boat in the water last year, due to business and war conditions, but expects to get No. 204 wet in 1944. Herb, wife and son attended the Lake Michigan District Regatta at South Haven and had a grand time.

Fleet 23 sails a 3-mile triangular course twice around. The winds, as is usual on inland lakes, run the gamut from light through fluky to heavy. And they really get heavy as Indian Lake is in the tornado belt and gets a lot of strong, quick winds in the summer, some of property-damaging force.

Wave action on the lake is slight, running from a ripple and cat's paws to a chop about 12" high or a roll up to about 18". The water is mostly shallow, being an artificial reservoir, with depths of 2 to 3 feet around the shore line and 9 feet in the middle. There are plenty of underwater stumps, shallow areas and mud banks requiring attention and know how. Power boats all follow marked channels. There are quite a few islands.

The race course is free of stumps, but is used by fast power boats, which causes plenty of trouble.

ERIE YACHT CLUB FLEET (24)

Based at Presque Isle Bay, Lake Erie, Erie, Pa.

Fleet Secretary.....Frank W. Zurn

Fleet Champion .. Durker and Jean Braggins

Runner Up.....James and William Walker

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
364	Melmar	Frank W. Zurn
450	Red Raider	Mortimer E. Graham* and Fred Behrens
459	.....	Thomas and Richard Johnson
589	Jimbil II	James and William Walker
613	Spindrift	Dr. Edward E. Kemble
651	.....	William E., David V., and John C. Veenschoten
652	Firefly	Harry H. Weining and F. E. Devine
653	.....	Durker and Jean Braggins
654	.....	Paul and Joyce O'Connor
655	Blabs	Andrew and Betty Lou Shafer
707	Gyrfacon	H. R. Spencer
811	Flik	Louise Kennedy
894	Aelous	Raymond Sopp
896	Bonie	Paul B. Root, Jr.

* In the Armed Forces

Erie Yacht Club's fleet completed a very successful season and a most exciting year. Races were held every other Sunday and a complete and sporty fleet always turned out for the starts. *Durker Braggins* with *Jean Braggins* won the championship, and placed either first or second in all races. That's a record hard to beat, although *Jim* and *Bill Walker* in *Jimbil* pushed them hard all season.

Jim Taylor, *Harry Weining* and *F. E. Devine*, *Andrew* and *Betty Lou Shafer* and *Frank Zurn* were right up near the top all season and really fought it out for third place. As a matter of fact, we are not sure right now who eased in.

One interesting and novel feature of the season was a night race which was won by *Andrew* and *Betty Lou Shafer*. *Frank Zurn* won the special Junior trophy of the club.

The fleet has been very glad to welcome several new Lightnings and expectations are high for even more boats. Even at present, Erie is among the larger fleets of the Association.

Mortimer E. Graham, Secretary of the fleet, and former Vice President and Chief Measurer of the Lightning Class Association, is serving in the Navy, and his boat, *Red Raider*, is now being sailed by co-skipper *Fred Behrens*. While *Mort* is in service, *Frank Zurn* is doing a capable job as acting secretary.

TRUE STORY

After competing in the 1943 Nationals and finishing rather poorly, a skipper made the following report to his Fleet Captain: "In the first race the spinnaker guy went overboard—in the second race I ran aground—in the third race I missed a mark of the course and had to go back to round it—and the - - - - - boat I drew wasn't any good anyway."

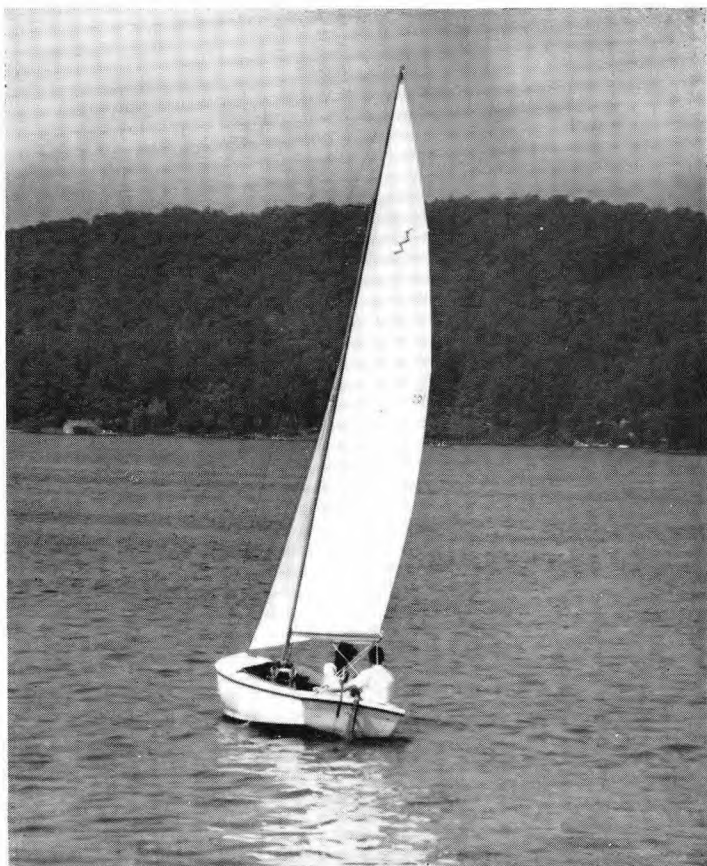


Photo by Engelbrecht

Arthur N. Pierson, Jr. sailing on Lake Mohawk, New Jersey

LAKE MOHAWK YACHT CLUB FLEET (25)

Based at Lake Mohawk, New Jersey

Fleet Captain..... E. W. Allen

Fleet Champion... No official races held

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
221	.....	Girard B. Ruddick
602	.....	Samuel M. Crusey
660	Kathwood II	E. Woodward Allen
661	.....	Arthur N. Pierson, Jr.

While Lightnings were in the water during 1943, no official races were held because, due to wartime conditions, there were never available sufficient skippers and crews on any one day. Lightning activity at Lake Mohawk was therefore confined to leisurely sailing only, an excellent way to soothe the tired minds, bodies and nerves prevalent these days.

The racing itch finally caught up with the fleet, however, and *Girard B. Ruddick* was authorized to represent Lake Mohawk in the Nationals, with Mrs. Ruddick and Mr. and Mrs. Robert T. Crane of Lake Mohawk as crew members. Mrs. Crane and Mrs. Ruddick alternated on the main-sheet. Without the advantage of competition during the summer, an eleventh place in final standing was decidedly good. A grand time was had and the Ruddicks and Cranes recommend National Regattas as great sport and pleasure.

LITTLE EGG HARBOR FLEET (26)

Based at Little Egg Harbor Yacht Club, Beach Haven, N. J.

Fleet Secretary.....Fredrik K. Schanche
Fleet Champion...No formal races held.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
75	Gud Hjem	Waldemar Jacobsen*
357	.....	William Cooper Willits
386	Fram II	Fredrik K. Schanche*
580	Petrel	Henry L. Schimpf, Jr.*
582	Webby	Warren E. Webster, Jr.*
590	Reddy	Nathan M. Fitler, Jr. and Ralston B. Fitler*
741	.....	Harry E. Stahl, Jr.*

* In the Armed Forces or Coast Guard Reserve

No races were held in 1943 because there were not enough boats in the water. The difficulties were two-fold—first, gasoline rationing was ruinous, since there is no transportation service into Beach Haven; second, most of the skippers were serving in the Coast Guard Reserve and doing work afloat.

It is difficult to predict for this fleet in 1944 since so much depends upon the duration of the war. One can predict, however, that interest in Lightnings has not diminished and activity will resume promptly once travel and leisure time is possible.

Little Egg Harbor is ideally situated for Lightnings and as many as forty different courses are possible, depending on the direction and strength of the wind. The harbor is filled with islands, which adds to the beauty and thrill of racing.

LEATHERLIPS YACHT CLUB FLEET (27)

Based at O'Shaughnessy Reservoir, Scioto River, Columbus, O.

Fleet Secretary.....James F. Brischo

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
248	Cinders	Wilson A. Pryce
638	B & M	James F. Brischo and Comley Maule
869	Leewynd	Dr. Morgan C. Davies
997	Sea Jay	Clifford S. Dum
1031	.....	Stewart L. Relyea

While 1943 meant inactivity as far as Class racing was concerned, this year looks promising indeed. With only two boats in the water during last season, racing was confined to handicap events with other Classes. Lightnings more than held their own. 1944 will see five boats at the starting line for real Lightning Class racing. An entry will appear in the Lake Michigan District Regatta at Toledo, as well as the Nationals. The fleet also plans to compete at Interlake and against the Buckeye Lake Fleet.

For the sailors who encounter one-knot tidal currents or two-knot river currents, the sailing waters of Leatherlips would be paradise, since there are no tides or currents. The racing course is back of the O'Shaughnessy Storage Dam which stores up water for consumption by the City of Columbus. Prevailing winds are southwest, usually gentle, but occasionally interspersed with squalls of gale force. Lightnings have proven they take this rough stuff while other Classes either race for cover or capsize.

One very sad note must be recorded. *Wilson A. Pryce*, one of the prime movers behind this fleet, passed away in December. He will be sorely missed. His boat, Cinders, has not yet been sold, but it is hoped she will remain in the fleet.

A very interesting meeting was held early in March under the guidance of *Cliff Dum*. The Lightning movies were shown and *President Siferd* spoke. As a result, Lightning enthusiasm in Columbus has gone up 100%. The boat-building activities of Messrs. *Dum* and *Relyea* have increased to a high pitch and they expect to have their Lightnings completed by June.

New officers of the fleet have not yet been elected.

NOVICE YACHT CLUB FLEET (28)

Based on Chautauqua Lake at Jamestown, N. Y.

Acting Fleet Secretary...Fred Moynihan, USN

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
398	Tempest	Frank L. Weekman
523	Puff	Fred Moynihan, USNR *
543	Harding	Roland Harding

* In the Armed Forces

This fleet at the present time "just ain't" except in spirit—and there's plenty of that. Of its three remaining members, one is in the Navy (*Fred Moynihan*) and the others are so busy with war work that sailing is impossible. Operations have therefore been suspended for the duration, but Fred writes that "every one of them is eagerly waiting the chance to get together again for races."

LAKE HOPATCONG FLEET (29)

Based at Lake Hopatcong, New Jersey

Fleet Captain.....Charles M. Nichols
 Fleet Secretary.....Harold W. Post
 Fleet Champion... No organized racing in 1943.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
62	Blondie	Harold W. Post
224	.....	Edward P. Dungate
279	Joan	Ralph R. Fleming
294	.....	Charles M. Nichols
448	Jo-Mo	John E. and Joan Mosman
715	.....	James Wallace

Fleet 29 did not sail last summer since all of its members live at least 45 miles from Lake Hopatcong, and could not get to their summer homes on an A ration book. *Mr. Nichols* had his boat in the water and used her on his vacation, but this was the only Lightning activity on the lake.

When the war is over, there is every likelihood of having a very active fleet here because sailing conditions are ideal and the members have a grand yacht club for sponsoring official races.

Harold W. Post sailed in the National Regatta at Barnegat and did very well considering that he had no competition during the summer and did not have his regular crew aboard.

If any member of this fleet can obtain the correct address of *Mr. Wallace*, please send it in. His mail is now being returned unclaimed.

1944

NATIONAL CHAMPIONSHIP REGATTA

— ☆ —

BUFFALO CANOE CLUB

SEPTEMBER 8th, 9th and 10th

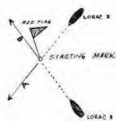
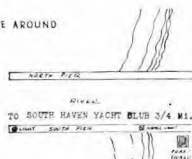
FLEET 12



Dr. M. W. Buck-
borough, Runner
Up in Lake Michi-
gan District Re-
gatta in 1943



3 MILE COURSE - TWICE AROUND



Fleet 5 and Chicago about 70 miles
West. Saugatuck, Holland, Grand Haven
and Muskegon to the North, Michigan City,
St. Josephs and Benton Harbor to the
South.



Race Course of South
Haven Yacht Club. Used
for 1942 National Re-
gatta as well as Dis-
trict Regattas and local
Fleet races



SOUTH HAVEN YACHT CLUB FLEET (30)

Based on Lake Michigan at South Haven, Mich.

Fleet Captain Leonard Ladenburger

Fleet Secretary..... Curtis Parker

Fleet Champion .. George Joslyn in "Joy II"

Runner UpWilbur Walton in "Butch Too"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
336	Lark	Dr. M. K. Fritz and Howard Dart
338	Cassie	George Joslyn*
339	Vici	E. N. Wheelock
460	Scamp	Al Labz and A. A. Smith
577	Chip	Charles F. Overton
598	Valkyne	Irving Pershing
640	Too Paw	Frank Thompson
691	Scamper	Dr. M. W. Buckborough and Curtis Parker
743	Breeze	George I. Danly
753	Joy II	Leonard Ladenburger, Ward Webster and Henry Williams*
851	Dorsey	John and James Callaghan
885	Butch Too	Wilbur Walton

* At the end of the regular season, *George Joslyn* sold *Joy II* to *Leonard Ladenburger*, *Ward Webster* and *Henry Williams* and bought *Cassie*, previously owned by *Ward Webster*.

Skippers and former skippers in the Armed Forces: *John* and *James Callaghan*; *Dr. Bert Deiphus*; *Norris P. Johnson*.

Five years ago, South Haven Yacht Club was written up in "Yachting" as the most boatless Yacht Club in existence. The original organization consisted of twelve members and the clubhouse was an old fish shanty beside some very decrepit dockage along the river front. Immediately after the organization of the club, five Lightnings were purchased and were the only yachts in the club. These original Lightnings—Nos. 336 to 340, were the nucleus of the fleet and the real beginning of the club. Since then, South Haven has grown to 120 members, built a very nice clubhouse, a good revetment and sixteen slips. All of this was accomplished mainly through the push, drive and effort of the five original Lightning owners. South Haven—our hats are off to you.

The South Haven Lightning Fleet consisting of twelve Lightnings is the only class racing in the immediate vicinity.

Our race course is laid out along the east shore of Lake Michigan directly out from South Haven's South Beach and residential section. There is no protected water whatsoever, the entire course being laid out in the open lake. Prevailing winds are southwest and northwest, and with any kind of a blow seas are correspondingly heavy, and the elapsed time of races is probably slower than in most fleets where protected waters are available.

Occasionally (only once this season), South Haven has what might be called ideal sailing conditions. Good east wind (off-shore) which does not create any sea to speak of, and this is the only time that flat water with a good sailing breeze is obtained.

The best time recorded this year was one hour, 31 minutes, 50 seconds for the triangular three-mile course, twice around with a strong southwest wind. With that one off-shore breeze, a time of one hour, 18 minutes was recorded for the same course. Velocity of wind and actual distance covered was very nearly equal in both of these races, the difference being entirely the condition of the water.

The official racing season called for twelve races. The first race was scheduled for May 30th. Warm-ups before that were entirely out of the question due to heavy rains and the inability therefore of skippers and crews to place their boats in readiness.

During the month of June, because of inclement weather, it was necessary to postpone three races and as a result only one race was held the entire month. This made it necessary to hold an official race every Sunday morning remaining in the season with the exception of one.

The eleven of the twelve official races were run over the triangular three-mile course twice around. Six were started southwest and five to the northwest. One race was run due south, windward leeward, and was run three miles twice around. The best time for the regular season, one hour, 31 minutes, 50 seconds, on May 31st. Slowest race 2 hours, 59 minutes, on July 18th. During the Commodore's Cup post-season series, best time of one hour, 18 minutes was recorded.

Joy II, owned and skippered during the regular season by *George Joslyn*, took nine firsts out of the twelve races. Butch Too, owned and skippered by *Wilbur Walton* (the boat *Dave Cluett* sailed in the National Championships 1942) took three firsts. No other boat in the fleet took a first during the entire season.

Nine boats competed during the official season and the last regular race was run on August 29th. Labor Day weekend was held open for the Lake Michigan District Regatta. The race committee's attempt to hold one race at 7:00 a.m. was a complete flop because of fog, and had to be postponed until 10:00 a.m., our regular starting time.

The annual post-season series of races for the Commodore's Cup presented this year by *Commodore Len Ladenburger*, was held on three successive Sundays, September 12th, 19th and 26th. The best racing weather of the season was experienced during this series of races and all were started southwest on the regular three-mile triangular course twice around. The official time was one hour, 18 minutes, one hour 30 minutes, and one hour and 22½ minutes respectively. The winner for this series was No. 753, the Joy, sailed by its new owners, *Len Ladenburger*, *Henry Williams*, and *Ward Webster*. (Don't think that Commodore Len Ladenburger wasn't kidded plenty on this swapping of boats and then winning his own cup.) Scamper, No. 691, skippered during this series by *George Joslyn* (winner of the regular series), took second place, with Butch Too third.

The entire season was remarkable for its complete void of accidents, and especially so for the fact that not one single protest was lodged by any skipper during the entire season.

All boats have spinnakers and they are constantly used. It has been definitely proven, according to South Haven sailors, that with very light and variable breezes (insufficient to keep a spinnaker filled constantly) a wung-out jib did equally as well on a run, but not better. When there

was any kind of a breeze (enough to keep a spinnaker filled at least 90% of the time) the boats using their spinnakers definitely stepped out in front, and a number of races were won in this manner.

The fleet was very fortunate and greatly indebted to Past Commodore *Russ Overton*, *Bus Mogg* and the local Coast Guard in making available their cruisers and surf boat respectively for use as a Committee Boat for every race. The Committee Boat always started the race, followed the fleet around, keeping a watchful eye on all, getting back to the finish line in time to clock the winner home.

Other than the regular season of racing, the big event for 1943 was the Lake Michigan District Lightning Class Association Regatta, held Labor Day weekend. Details on this have already been reported.

Dorsey was not in the water in 1943, but will be sailed by *Robert Alm*, *Reed Brown, Jr.*, and *E. J. Amrein* in 1944.

DEVIL'S LAKE YACHT CLUB FLEET (31)

Based on Devil's Lake, Manitou Beach, Michigan

Fleet Captain.....C. B. Crittenden (1943)
 Fleet Secretary.....H. L. Rankin (1943)
 Fleet Champion ..C. B. Crittenden in "Arrow III"
 Runner Up.....H. L. Rankin in "Kassy III"

Boat No.	Boat Name	Skipper
22	Arrow III	C. B. Crittenden
299	.....	Willis Porter and E. Rhobuck
317	Kit-Kat	L. N. Robinson, H. G. Kreuger and A. Marshall
772	Kassy III	Howard L. Rankin
775	.....	Edward DeMerritt and R. L. Robinson
796	Challenge	Robert S. Bollin
862	.....	Thomas Moine
888	Bobbin	E. A. Dernlan

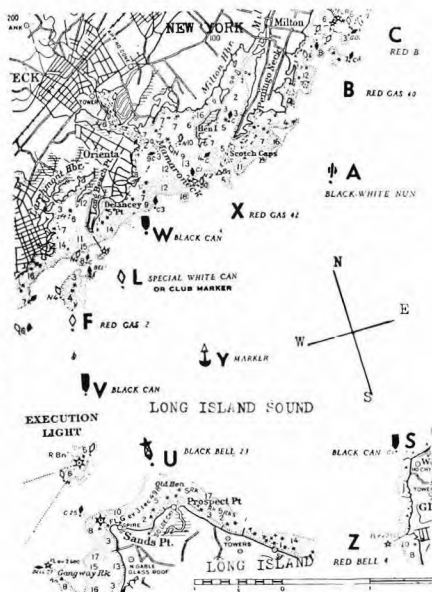
After much huffing and puffing, the Devil's report comes through via Western Union and United Air Lines. *Barney* dood it again. It must really be hell sailing out with Fleet 31. *Barney* thinks *Rankin* is going to do it and *Rankin* thinks *Barney* is going to do it, and between them someone steals the No. 3 buoy on a night race, which leaves everyone out in the cold, including the Year Book. Sort of Mairzy Doats. Well—enough of that nonsense.

Barney arrived back from the Army on July 11th, 1943, and on July 18th *Arrow III* was in the water, sailing her first race July 23rd. The fleet had sailed three races prior to that race, but decided to start over to give *Barney* a chance. *Barney* outdoes himself in thanking all fleet members for this and says it was quite a contrast to Army life.

Fifteen races were sailed during July, August and September, including a night race which developed into "who stole the 3rd buoy." The final results for the fleet championship were decided in the last two races, when *Kassy III* and *Arrow III* fought it out in a twenty-mile breeze with *Arrow III* coming in by 2 points. *Tom Moine* was third.

R. Klein and *J. Hickory* crewed *Arrow III*; *R. Mathiss* and *A. Krinkle*, *Kassy III*; *A. W. Jennings* and *J. Beal*, No. 862.

Portion of the famous Larchmont Race Courses, scene of Larchmont Race Week, as well as most of the Long Island Sound Yacht Racing Association Championship Regattas. Times Square, New York City, is 15 miles west southwest as the crow flies



WESTERN LONG ISLAND SOUND FLEET (32)

Based at Larchmont Yacht Club, Larchmont, N. Y.

Fleet Captain..... Richard Carr
 Fleet Secretary..... Arthur Coombs
 Fleet Treasurer..... A. R. O'Neal

Boat No.	Boat Name	Skipper
31	The Foose	Paul E. Forsman
253	Nola	Richard Carr
261	.....	Arthur Coombs
399	Blitzen	A. R. O'Neal

While in theory the Larchmont Fleet has been in being for two years, actually activity did not begin until *Dick Carr*, *Art Coombs* and *Art O'Neal* got into Lightning pleasure. Their enthusiasm has already stirred up interest in the hearts of several isolated owners on the western end of the Sound. We anticipate more Lightning National publicity from this fleet than we have ever had from any other single fleet. This fleet will grow!

Why? Larchmont Race Week is internationally famous. Larchmont for years has been the hot bed of yacht racing. Why shouldn't the most popular one-design racer and day sailer move into this atmosphere? Well—it has. So look for big things from this outfit. They are new, but look out! *Alex Guest*, their Race Committee Chairman, is undoubtedly one of the most famous Race Committee men in the United States. If Alex gives some poor courses for Lightnings, we'll be surprised, but will let you know.



South Shore
Yacht Club,
Turkeyfoot Lake,
Akron, Ohio
While small it houses
a very active group of
sailors



TURKEYFOOT LAKE FLEET (33)

Based at South Shore Yacht Club on Turkeyfoot Lake, Akron, O.

Fleet Captain.....Grover Johnston
Fleet Secretary.....Dr. C. W. Kroeger
Fleet Champion...Grover Johnston in "Brixton"
Runner Up.....E. W. McCain in "Four Winds"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
554	Brixton	Grover Johnston
557	Marjorie Ann	Thos. J. Newman
558	Four Winds	E. W. McCain
764	Rhinegold	Dr. C. W. Kroeger

1943 was an active racing season for the Turkeyfoot Fleet. Most of the racing was done in conjunction with the Club races of the South Shore Yacht Club. On August 28th and 29th, three special Lightning races were held for the "Tombaugh Trophy," which was dedicated to the Lightning fleet by Mr. S. F. Tombaugh in 1942. Grover Johnston won.

Two members of the South Shore Yacht Club presented to the Lightning fleet an excellently made relief trophy of a Lightning as a rotating prize for the Lightning champion in the Club races. E. W. McCain holds this trophy for 1944. McCain also competed in the Naitonal Regatta at Bay Head, N. J.

METEDECONK RIVER FLEET (34)

Based on Metedeconk River and Barnegat Bay,
at Breton Woods Yacht Club, New Jersey

Fleet Secretary..... H. M. Eckert

Fleet Champion... No formal races in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
20	Joan	Joseph Crate
178	Nixe	Wm. C. Kalning
395	.....	H. M. Eckert
396	Whitecap	Joseph A. Miller
552	.....	P. W. Brown
1004	Patsy Ann II	Harry W. Pierce

This fleet has had difficulty in operating effectively because the owners are scattered and only meet on weekends or on vacations during the summer. Last year was even more difficult with gas rationing. There were a number of new Lightnings sailing on Metedeconk River last summer and Fleet Secretary *Eckert* is on their trail in an attempt to get a large and active fleet together for the future.

Joseph A. Miller evidenced his enthusiasm for the Lightning Class recently when he took time out to help Judge *L. Stauffer Oliver* make some intricate measurements of spinnakers for the Spinnaker Committee. We expect that now Mr. Miller will pitch in with Mr. Eckert and get this fleet going.

1944

ATLANTIC COAST CHAMPIONSHIP REGATTA

— ☆ —

RIVERSIDE YACHT CLUB

JULY 22nd and 23rd

FLEET 7



Milt Price (206), Hearst Blackwell (505) and Jim Bowen (535) preparing for a busy day on White Rock Lake



DALLAS-CORINTHIAN SAILING CLUB FLEET (35)

Based at White Rock Lake, Dallas, Texas

Fleet Captain.....James W. Bowen
Fleet Secretary.....Milton E. Price
Fleet Champion....James W. Bowen
Runner Up.....Milton E. Price

Boat No.	Boat Name	Skipper
206	Kaprice	Milton E. Price
505	Marijo	E. Hearst Blackwell
535	Ann	James W. Bowen
774	Loreen	John Snyder

James W. "Jim" Bowen, sailing his third season on White Rock Lake in the Lightning he built himself from registered prints No. 535, set a fast pace for all the sailors, old and young, in the Summer of 1943. Bowen is Champion of the Fleet after amassing 19 points out of a possible 24 in a series of ten races, and the much-improved skipper of Ann becomes Fleet Captain for 1944 as a result of his win. Milton Price, last season's champion, was runner up with 17 points, skippering his Kaprice through the fourth Summer of fast competition. John Snyder furnished the toughest sort of competition but could not put the prow of his Loreen across for only 12 points.

Hearst Blackwell, unable to be in Dallas during enough of the season to join the fleet, left Marijo locked away in the old garage, but he is pledged to rejoin in 1944. As usual, the Lightnings are the last to leave the lake and impromptu races were held during January before the ice closed in, which forced all to haul out.

In addition to Lightning races, skippers competed in the handicaps and free-for-alls, which are run under the sponsorship of other sailing clubs on the lake. Lightnings and their skippers gave a good account of themselves in this competition.

The average age of skippers is forty, so the Lightning Fleet No. 35 staggers on, while about 50% of other White Rock sailors in all classes have answered the call to colors.

Plans are being made for 1944 and it is expected that four boats will be on the lake in full strength for a long season of sailing. Several new prospects are being watched for the time when material for new boats can be obtained. While small, the spirit of this fleet is something to behold.

PYMATUNING YACHT CLUB FLEET (36)

Based on Lake Pymatuning, Pennsylvania

Fleet Secretary.....Harry E. Leckemby

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
83	Viking	Milton W. Jennison
113	.....	Walter E. Hull
123	.....	W. B. Lockwood and A. B. Montgomery
676	.....	David F. Van Harlingen
677	.....	Harry E. Leckemby
699	.....	Eugene P. Nolan
704	Florel II	Ward Beecher
871	.....	Carl Baumgartner
897	.....	H. V. Putman

No report for 1943.

MENTOR HARBOR YACHTING CLUB FLEET (37)

Based on Lake Erie at Mentor-on-the-Lake, Ohio

Fleet Captain.....	Harry C. Smith
Fleet Secretary and Treasurer.....	Stanley T. Gridley
Fleet Champion.....	Harry C. Smith in "Marjorie Ann"
Runner Up.....	Henry J. Verbsky in "Greta Anne II"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
281	Peggy Anne	Lt. (j.g.) Maynard Childs USNR
559	Caroline	Mrs. Clan Crawford
560	Tagalong	George J. Buscher
561	Little Phyl	Jack R. Allen
570	Greta Anne II	Henry J. Verbsky
586	Marjorie Ann	Harry C. Smith
681	Spinach	Miss Susanne Wellman
682	Mari-Jan	Stanley T. Gridley
683	Wolf	Charles Vanis
711	Chaser	Warren H. Chase

We imagine an interesting season with Peggy Anne, Caroline, Greta Anne II, Marjorie Ann and Mari-Jan being annoyed by Wolf and Chaser, both full of Spinach, with Little Phyl just Tagalong. Seriously, though, Fleet 37 found the 1943 season to be one of the most enjoyable ever. The only sad note was the two races against the Interlake skippers, which were lost. On July 11th the two classes raced in Lightnings, while on July 18th the races were held in Interlakes. *Stan Gridley* assures us that in 1944 the results will be reversed.

Two series of races were held for Lightnings, the Summer Championship, running from May 23rd to July 25th, and the Fall Championship, running from August 1st to October 3rd. On August 8th, a special "Start at Anchor Race" was held, while the following Sunday the special Fish and Iron Race was held.

Lake Erie, being on the shallow side, is easily riled, with resulting heavy seas. Race Committee Chairman *C. R. Newpher* has worked out a set of rules which give adequate warning to all sailors on weather and sea conditions. In spite of the difficult waters, accidents are a rare occurrence at Mentor.

Winds are usually northwest or west at starting time—10:45 a.m. Every Lightning race scheduled was finished without postponement. The Lightning course is four miles in length, over a triangular course of three legs of 1 1/3 miles each.

Lt. (j.g.) *Maynard Childs*, USNR, was unable to put his *Peggy Anne* overboard. *George J. Buscher's* Tagalong will be sailed by his father this season, since George is also a Navy man, shipfitter 3/c.

SHEEPSHEAD BAY YACHT CLUB FLEET (38)

Based on Jamaica Bay at Brooklyn, N. Y.

Fleet Secretary—Allen G. Studewell

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
619	Solomon Youngerman
736	Allen G. Studewell

No report for 1943. Lightning No. 733, owned by *Henry Hartman*, was a member of this fleet, but he has moved to Charleston, So. Carolina.

1944

LAKE MICHIGAN DISTRICT CHAMPIONSHIP REGATTA

— ☆ —

TOLEDO YACHT CLUB

JULY 15th and 16th

FLEET 42



*Racing on picturesque Hudson River. Carver Dumke, Chelsea Fleet Champion,
at the tiller*

CHELSEA YACHT CLUB FLEET (39)

Based at Chelsea-on-Hudson, N. Y.

Fleet Captain.....William F. Ritcheske
 Fleet Secretary.....Bruce Hegeman
 Fleet Champion....Carver Dumke in "Hope III"
 Runner Up.....Bob Astone in "Betty"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
82	The Candy Kid	Ynes M. and Idda M. Jova
282	Flo-Flo	Edward H. Lasell
568	Hope III	Carver and Dr. A. C. Dumke
569	Green Hornet	Willis Thorn
744	Betty	Bob Astone
806	P. D. Q.	Dr. Thomas Proctor

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
818	Aloha	Betty Secore
819	Jacky	Bruce Hegeman
821	Tantivy	Bill Ritcheske, Lew Larson and Eric Bergmann
861	Mickey	Jack McCarty
890	Garbo	William Menzler, Jr.

Bill Ritcheske writes that the skippers in his fleet are either too young or too old to be in service, so Chelsea has carried on in great shape. While Bill did not mention it, we take pleasure in recording that the spirit in this fleet is such that two entries were sent to the Nationals at Barnegat—*Carver Dumke* and *William Menzler*—both of whom handled their boats well and finished well up considering this was their first National event. *Carver Dumke* was fortunate in having had previous Regatta experience through competing in the Western Connecticut District Regatta in 1942, when he finished second.

FLEET WINNERS IN 1943

The Wind Jammers Trophy for the May-June races was won by *Carver Dumke* with 37 points, followed by *Wm. Menzler* with 31, *Bill Ritcheske* with 20 and *Betty Secore* with 17.

The July series of races for the Mariners Trophy was again won by *Carver Dumke* with 32 points, followed by *Bruce Hegeman* with 22 points and *Jack McCarty* and *William Menzler* tied for third place with 19 points.

The Sea Dog Trophy for the August-September series was won by *Carver Dumke*, with *Bob Astone* second, *Joe Jova* third and *Betty Secore* fourth.

The season results show *Carver Dumke* in first place, *Bob Astone* second, *William Menzler* third and *Betty Secore* fourth.

NEW MEMBERS

Dr. Thomas Proctor joined the fleet on August 29th and promptly took such an interest in Lightnings that he wrote an article on centerboards which appeared in "Lightning Thoughts by Lightning Skippers." *Joe Jova* joined the fleet on August 15th and will be right out there in every race this season.

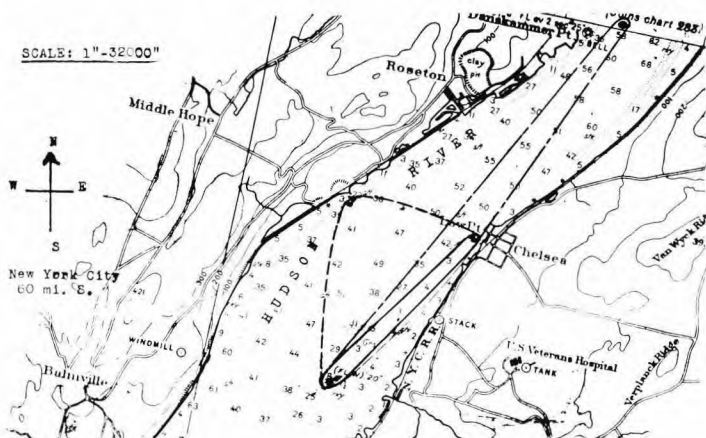
COURSES AND WEATHER CONDITIONS

The attached chart shows three courses used during the 1943 season.

The prevailing summer winds are light, southwesterly. The rather high hills on both sides of the Hudson (more especially the west side) break up the uniform flow of air and cause eddies and back currents that at times are extremely tricky and confusing.

There is a three to four foot tide and a tide current of about four miles per hour, which must be accounted for in every race.

There has been some suggestion from other river sailors that spinnakers are impractical in river sailing, yet Chelsea skippers fly spinnakers regularly. It does not require much trimming and handling but it's mighty fine practice for the Nationals.



Chelsea Yacht Club courses on Hudson River

SOUTHMOST FLEET (40)

Based on Port Isabel Bay at Port Isabel, Tex.

Fleet Captain.....Ewing Clark

Fleet Secretary.....F. S. Libbe

Fleet Champion....R. W. Pitts in "Betty Jean II"

Boat No.	Boat Name	Skipper
620	Lady Ester	Ewing D. Clark
672	Nola	F. S. Libbe
765	.....	C. H. Britton, Jr., USNR
771	Betty Jean II	R. W. Pitts

Here is a fleet which through wartime troubles has been reduced to four members, all of whom carry on. Because of the low membership it was decided not to race under Lightning rules, but to go into handicap racing with the other members of Port Isabel Yacht Club during the 1943 season. Fleet Secretary *Libbe* writes: "Needless to say, the Lightnings were in the running in every race held, and won five out of six trophies offered by the Club during the racing season. *Dick Pitts* (No. 771, *Betty Jean II*) won the annual Lightning Class Trophy Race, sponsored each year by the Port Isabel Yacht Club; and also won the Free-for-All Handicap Trophy Races, the Lacell Rock Memorial Regatta and the Commodore's Annual Free-for-All Race. Quite a record, we'd say.

The Club remains active during the winter, holding one race a month. At present the Lightning of *Ewing Clark* is in 2nd place, *F. S. Libbe* in 3rd place and *R. W. Pitts*, 4th place. A Star rig is in first place and ahead by only 3 points.

The fleet expects to continue handicap racing until they can get more Lightnings in the water. There are two prospects as Lightning owners for the next season and plans are being made to hold several Lightning races during the year. Two skippers are also planning to go to Corpus Christi this coming summer to compete in several big races to be held on Corpus Christi Bay.

It all sounds like much activity for a small fleet and we can well believe *Dick Pitts* when he says: "Fleet 40 expects to boast of the largest fleet in Texas in the very near future."

1944
CENTRAL NEW YORK DISTRICT
CHAMPIONSHIP REGATTA



ALGONQUIN YACHT CLUB
EARLY IN AUGUST
FLEET 46



*High Tor Fleet preparing to leave mooring ground for
Haverstraw Bay Regatta*

HIGH TOR FLEET (41)

Based on Hudson River at Grassy Point, N. Y.

Fleet Captain.....William Sutherland

Fleet Secretary.....Dalton "Doc" Myles

Fleet Champion...F. X. Sutherland in "Buzz"

Runner Up.....Thomas Reilly (sailing Garson's No. 631)

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
486	Dalola	G. Warren Basley
600	Fransam	Frances and Sam Handley
631	Irex	Thos. Reilly (Euclid Garson, Owner*)
667	SSS	Wm. Sutherland
668	Buzz	Francis X. Sutherland
1010	Lepricon	Dalton Myles

* BM 2/c U.S.N. (now in African Zone)

Racing, during the season, owing to the absence of skippers and crew, could not always be on schedule. Pick up races were held whenever possible, climaxed by a Labor Day Regatta, sponsored by the Nyack Yacht Club, and as usual Lightnings won the free-for-all event. The first three boats crossing the finishing line were Lightnings. The Nyack Regatta is always looked forward to because of the hospitality and good sportsmanship of this grand old Club.

"Doc" Myles (Lepricon, No. 1010) is another Lightning skipper who has discovered the advantages of the Lightning as a cruising boat. He, with Mrs. Myles and their two daughters, Eileen, age 14, and Viola, age 13, made a three day trip in No. 1010 last August. Starting early on a Friday morning, they sailed up the Hudson from Stony Point to the Chelsea Yacht Club at Chelsea-on-Hudson. All four slept on the boat that night and had so much fun at the Club that they decided to stay Saturday and spend a few hours sailing with the Lightning sailors at Chelsea. Starting out again at about 9:00 Sunday morning for home, they made rather slow progress to West Point, then the tide changed and a strong wind came up, but in spite of having to contend with wind and buck the tide, made the distance from West Point to Stony Point in about five hours. Everyone on board is enthusiastic about the many virtues of a Lightning.



TOLEDO YACHT CLUB—BAY VIEW YACHT CLUB FLEET (42)

Based at Maumee Bay (Lake Erie), Toledo, O.

Fleet Captain Arthur J. Burtscher

Fleet Secretary Alphonsus Burns

Fleet Champion ... Walt E. Swindeman, Jr. in "Yankee Doodle"

Runner Up Walter Vogel in "Rambler Too"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
163	Zig Zag	Frank M. Fisher
313	Jiminy Crickets	Alphonsus Burns*
480	Sparkles	Ensign Wm. Girkins, U.S.N.
800	Yankee Doodle	Walt E. Swindeman, Jr.
807	Pinnocchio	Eugène Werkman*
828	Snake Eyes	Harold Byrne
949	Rambler Too	Walter Vogel
961	Nicki Too	Arthur J. Burtscher
966	Stormy Weather	Harold G. and Clarence C. Crites
1022	Mildred	William Penn
1029	Spitfire	Robert L. Harrison
1059	.....	Robert W. Trost

* *Bill Boeschensteins*, owner of No. 313, is in the Army, but has loaned Jiminy Crickets to *Al Burns* for the duration. *Gene Werkman*, owner of Pinnocchio, is in the Army Air Forces. Other Toledo Lightning sailors in service are *Ensign Bill Girkins* and *Harold Byrns*, Army.



☆

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

☆

The past season for the fleet was one of excitement and action aplenty with all members participating in 16 fleet races and 9 Regattas. Seven Regattas were sponsored by the Associated Yacht Clubs of Toledo; each Club holding a series. Prizes were awarded for each regatta and also certificates of award were issued at the end of the season for the first three boats placing best for the season. Placing first was No. 800—Yankee Doodle—sailed by *Walt Swindeman, Jr.* Second was No. 949—Rambler Too—*Walt Vogel's* boat; and third was No. 807—Pinnocchio—sailed by *Harold Crites*.

The Fleet series for the summer ended the same way. The finishes were so close that the judges had headaches trying to get the numbers at the finish line. There were three races where five boats crossed the finish line within ten seconds.

Besides the regattas at Toledo, the fleet attended Interlake Yachting Regatta at Put In Bay, where it sailed a series of five races with No. 800 taking four firsts and a second and No. 949 four seconds and one first. After this marathon, they bounced right back to Toledo and sailed the Little Mills Race at night, which is a fifteen mile event out of Toledo Harbor and back. This was a Skipper's race and *Walt Vogel*, sailing Yankee Doodle, placed first, ten seconds ahead of *Swindeman* in No. 949. Six seconds later No. 807, sailed by *Harold Crites*, crossed the line.

Late in the season, Bay View Yacht Club sailed a team race against the Toledo Yacht Club and Bay View finished one, two, three. *Walt Swindeman* sailed his boat to three firsts in the District Championship at South Haven, to take the Cup and this was in tough competition even in borrowed boats. South Haven sailors, for some reason or other, regard fifty foot waves as nothing at all.

The two Yacht Clubs are going ahead with the same schedules for next year and, in addition, the Toledo Yacht Club, which has a reputation for fine hospitality and great regattas, is planning to hold the Lake Michigan District Regatta. From the brief outline they have submitted this should be a humdinger. First of all, *free* lodging for out-of-town guests; a banquet at the Club; dance in their ballroom; luncheon between races; etc. They have excellent facilities for launching boats, large lounges for the women and showers and lockers for the skippers.

They have laid out a beautiful course on Maumee Bay which is protected from heavy seas by islands and where there is generally a very good breeze. There has not been a Sunday all summer without sailing and this course is used most of the time. There are no currents or tides to contend with, but late in the season there is a fine crop of weeds of the type that love to cling to a centerboard.



Walt Swindeman, Jr. and "Yankee Doodle," winner of the
1943 Lake Michigan District Championship



☆
Russell O. Luchtenberg,
 1943 Buckeye Lake Champion
 ☆

BUCKEYE LAKE FLEET (43) Based on Buckeye Lake, O.

Fleet Secretary.....Guy R. Martin
 Fleet Champion....Russell O. Luchtenberg
 Runner Up.....Guy R. Martin

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
721	.....	John M. Herron
820	Sea Room	Guy R. Martin
830	Wackie	Bruce H. Crompton
853	.....	George W. Crist
953	Zig Zag	Russell O. Luchtenberg

There were several changes in the Buckeye Fleet the past year. *Russell Luchtenberg* built his own boat and has sailed her with success. *T. C. Kussmaul*, who owned No. 820, sold it to *Guy Martin*; while *Guy's* No. 721 was purchased by *John Herron*. *William Kennedy's* No. 869 was sold out of the fleet.

Mr. Kussmaul has deserted Ohio for California and last reports indicate he is sailing a large class boat out there and having fun.

Russell Luchtenberg won the season's Championship by winning 14 out of 15 races. *Guy Martin* was Runner Up with *John Herron* third and *George Crist* fourth. Keen competition is expected for 1944 and there are prospects for one or two more fleet members.

CANANDAIGUA YACHT CLUB FLEET (44) Based on Canandaigua Lake, at Canandaigua, N. Y.

Fleet Secretary — E. William Place, Jr.
 Fleet Champion No organized racing in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
756	.....	Edmund Chapin
823	.....	Charles Challice, Jr.
829	Misplace II	E. William Place, Jr.

The membership looks rather slim in Fleet 44, but it's purely temporary. There are seven or eight Lightnings in storage in Canandaigua and as soon as they are launched, organized activities will be promptly resumed. There is a hot bunch at this port and *Bill Place* is a hot leader.

Of the original Charter Members, *Major Ed. Fitzgerald* (No. 378) sold his boat and is in England. *J. Richard Conde* (No. 501) moved to Rochester and has become affiliated with the Rochester Yacht Club Fleet. *Bill Place* had his *Misplace II* in the water in August and September, but did not have much spare time for sailing and, of course, no Class competition.

In spite of the lack of practice and competition, Bill took his sails to Barnegat with *Harold Hutchens* and *Cortland Newcomb* and, sailing a strange boat, placed 9th in the Nationals. Bill says he was much surprised, but we weren't. *Hutchens*, who is Commodore of the Canandaigua Yacht Club for 1944, went aloft in the first race to free a fouled spinnaker halliard and showed plenty of agility. Bill gives *Hutchens* and *Cortland Newcomb* full credit for his showing, stressing that *Newcomb* took the place of *Laurence B. Williams*, regular crew member, at the last minute and handled himself like a veteran. A very good time was had, thanks to the superb hospitality of the Barnegat men and women.

Hutchens and *Place* are serving as Seamen with the Coast Guard Reserve, Flotilla 2-02 at Geneva, N. Y. Patrolling was done on CG55006, out of Great Sodus Bay on Lake Ontario until navigation closed.

Lee Judd, No. 128; *A. P. Aikenhead*, No. 697; *Dr. James S. Houck*, No. 758; *Wm. Buck*, No. 791; and *B. M. Eidlen*, No. 877 are some of the skippers on Lake Canandaigua who are expected to join the fleet when transportation becomes easier. Lake Canandaigua is 21 miles long and with owners scattered around the Lake, it is difficult to get together.

EDGEWATER YACHT CLUB FLEET (45)

Based on Lake Erie at Cleveland, O.

Fleet Captain *Carl G. Schuller*

Fleet Secretary..... *John W. Kraus*

Fleet Champion .. *Gordon J. Schuller*

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
291	<i>Ruth M. II</i>	<i>Carl G. Schuller</i>
488	<i>Sir Echo</i>	<i>John W. Kraus</i>
534	.....	<i>George Maline</i>
868	<i>Anna-Ree</i>	<i>Alfred G. Wendling</i>

Gordon J. Schuller, 16 year old son of Fleet Captain *Carl G. Schuller*, won the season championship. The fleet was very glad to welcome *John W. Kraus* and *Alfred G. Wendling* as new members and several more new boats are expected in 1944.

LIGHTNING CLASS ASSOCIATION

ATTENTION!

LIGHTNING OWNERS, BUILDERS AND SAILMAKERS

The Lightning name and emblem as applied to sail boats has been registered with the U. S. Patent Office and the Lightning Class Association is granted exclusive use thereof. No boat may properly be sold, or entered in any race, as a "Lightning," or at any time display the Lightning emblem upon its sails or otherwise, unless the number tax or royalty on such boat has been paid to the Association by the builder or owner thereof. For the benefit of owners, and prospective owners, the Association proposes to take whatever steps necessary to protect both the Lightning name and emblem from any unauthorized use.

ROYALTIES — REGISTRATION — MEMBERSHIP

The Association will refuse to issue a number or grant a measurement certificate to any yacht on which the royalty has not been paid or which was not built by a recorded owner of the official Lightning Class plans. The fee for each and every boat built is \$15.00, which includes the assignment of a racing number, plus a \$3.00 Active Membership fee for one year's membership. Only members receive the Official Year Book and Special Lightning Class publications.

A royalty must be paid by sailmakers on each sail made, amounting to 40 cents on jibs, 60 cents on mainsails and 60 cents on spinnakers.

SPECIAL REMINDER

Report any unregistered Lightning to the Association immediately and urge the owner of the unnumbered boat to apply for registration at once. Attention is directed to Article XIV of the By-Laws:—

"The enforcement of Class rules is essential to the protection of all owners in a one-design Class. Members are required to report to the Association any race held for the Lightning Class as such, wherein Class rules are not respected and enforced by the organization conducting it or where entries of ineligible yachts are knowingly accepted. A member who makes himself a party to such a practice by knowingly, and after due warning, entering such outlawed events shall himself be subject to suspension."

PLANS

Plans are not transferable. They are sold subject to the terms and conditions of the notice thereon. Plans and specifications are subject to annual revision, only as provided in Constitution and By-Laws. The responsibility of keeping advised as to these annual revisions rests with the purchaser of plans and specifications. Never copy another Lightning.

HINTS FOR BUILDERS AND DEALERS

Professional builders and dealers are urged to pay the \$3.00 Active Membership on behalf of their purchasers so that they may be able to present the new owner with a kit furnished by the Association, containing all the latest Year Books; the special book "Lightning Thoughts by Lightning Skippers" which gives valuable hints on tuning and racing; the pamphlet containing the Lightning Class Constitution, By-Laws, Rules and Specifications; and other Lightning publications. This will add materially to the new owner's pleasure. Payment should be made direct to the Treasurer of the Association.

CONSTITUTION — BY-LAWS — RULES — SPECIFICATIONS

The Constitution, By-Laws, Rules and Specifications of the Lightning Class Association were revised and printed in the 1941 Year Book. The few changes which were made subsequently were noted in the 1942 and 1943 Year Books. Since many members lost or misplaced their 1941 Year Books, the Association reprinted all of this material in a special pamphlet in March, 1944. Copies have been sent to all paid members. Other Lightning owners will receive this pamphlet, together with the book "Lightning Thoughts by Lightning Skippers" and this Year Book, promptly upon receipt of membership dues.

SPECIAL NOTICE

A royalty of 40 cents on jibs, 60 cents on mainsails and 60 cents on spinnakers must be paid by sail-makers on all official Lightning sails. When owners order new sails, they should receive, with the sail, a receipted bill of the Association, evidencing payment of the proper royalty. These receipts should be preserved, as Measurement Committees for sanctioned Regattas may wish to examine them.

IRONDEQUOIT BAY FLEET (46)

Based at Algonquin Yacht Club, Point Pleasant, N. Y.

Fleet Captain.....William A. Straub
 Fleet Secretary.....Ernest J. Hamilton
 Fleet Champion .. Herbert Sinnhoffer in "Cinderella"
 Runner Up.....William A. Straub in "Cignus"

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>	<i>Score (1943 season)</i>	
79	Blue Jacket	Dr. John McIntosh	1481	xxx
80	Doralee	Harold Leibenow	1214	xx
132	Phantom	Edward Crane	1342	xxx
143	Timenel	Evan Chamberlin	1289	xxx
196	Happy Day	Ernest J. Hamilton	1220	xxx
378	Half Pint	Doris Ash	1181	xx
434	Blitz	G. Lang—W. Vragle	1274	x
508	Cignus	William A. Straub	1575	xxx
575	Cinderella	Herbert Sinnhoffer	1533	xxx
584	Daisy May	Irwin Coy	1371	xxx
936	We-uns	John Watkins	1297	xx
1034	Vi-Les	Leslie Strong	.....	x

(x) Denotes number of series in which boat was raced

The above scores are average scores for the 1943 season. They are derived by using the forty square system, accumulating the total number of points for the season and dividing by the number of series in which the boat was raced, e.g., spring series, summer series and fall series.

While in number of points scored throughout the season, *William A. Straub* is high man, it is a rule of the fleet that the Fleet Champion and the skipper qualified to represent the fleet at the Nationals, is the skipper who scores the highest number of points in the summer series only. Consequently *Herb Sinnhoffer* is Fleet Champion, with *William A. Straub* Runner Up. However Herb, having previously sailed in National competition, relinquished his right as an entry in the 1943 Regatta to *Bill Straub* and topped off this sporting gesture by acting as a member of Bill's crew.

The Algonquin Yacht Club, of which the Irondequoit Bay Fleet is a part, was originally a Comet club, but a few of the members became interested in the Lightning in 1942. With a good deal of pushing by *Herb Sinnhoffer* (the prime mover), the local fleet got under way and was chartered with five members.

As the name indicates, the fleet sails on Irondequoit Bay near Rochester, N. Y. This particular body of water is undoubtedly as tricky and unusual sailing water as any in the country. Irondequoit Bay is believed to be the old pre-glacial gorge of the Genesee River. The water level is a good two hundred feet below the level of the surrounding countryside and this causes freak wind conditions, especially when the wind blows

across the Bay from the east or the west. The Bay is about four miles long and varies from a quarter mile to one mile in width. When winds blow from the east or west, they hit down onto the Bay in the middle and then scatter in every direction. At such times it is usual to find the wind blowing from the east on one side and from the west on the other. These conditions favor the skipper who knows the Bay and its winds best. When the wind is out of the north or south, the going is likely to be heavy, with knockdown puffs that keep all hands alert, but the waves seldom get too heavy for the Lightning.

The race course is a three mile triangle and is sailed twice around. Due to the narrowness of the Bay opposite the Club (half mile), it is necessary to do a great deal of tacking when going to windward. This not only makes for skillful sailing, but it gives the fellow who got off to a poor start a chance to do something different to catch up.

The Bay is connected to Lake Ontario by a narrow channel which is, however, crossed by two low bridges. We do on occasion take down our masts and float under the bridges, then rig up on the other side for a sail and perhaps a race with the boys from Rochester Yacht Club.

Irondequoit has met the Lightning fleet of the Rochester Yacht Club twice and has them two down at present, but Rochester is improving and next season will be out with blood in their eyes.

1944 plans indicate having a spring, summer and fall series of races—the official races to be held in the morning with the afternoons given over to crew, ladies, inter-fleet and inter-class races. Members fully expect to have two entries in the Nationals and will undoubtedly help out by furnishing extra Lightnings to use at Buffalo.

This fleet, being recently organized, has not yet lost any members to the armed forces. All skippers have been so rabidly enthusiastic about fleet races that they were unable to get anyone to stay on the dock and take pictures of the action on the bay.

Ernie Hamilton writes that plans are being made for a special Regatta at Irondequoit Bay this summer for all fleets sailing on the South Shore of Lake Ontario. This will be developed into a Central New York District Regatta.



The Lightning Class Association has a three-reel, 16mm. Kodachrome Movie Film of both the 1941 and 1942 National Regattas. These films are available to fleets, yacht clubs or other interested groups upon application to the Association Secretary. There is no charge for use of the film, but the user is expected to handle the film carefully, return it promptly after use, and pay return shipping costs. In applying for loan of the film, specify exact place and date film is to be used. Requests should be far enough in advance to permit adjustment of schedules.

Coast Guard restrictions prevented photographing the 1943 National Regatta but plans have already been completed for filming the 1944 Regatta in Kodachrome. This film will also be available along with the above reels.



Ed Crane's "Phantom" leading in a race on Irondequoit Bay

SILVER LAKE YACHT CLUB FLEET (47)

Based on Silver Lake at Perry, N. Y.

Acting Fleet Secretary....Fred B. Embury

Fleet Champion.....No formal races in 1943

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
154	Ripple	John B. Mollnow
392	.....	Harry L. Brown
410	Mirlo	Gordon and Lois Meyer
413	Decoy	Fred B. Embury
515	.....	Albert J. Perkins

It was expected that 1943 activities would have to be considerably curtailed for this fleet due to transportation restrictions, but as it turned out, formal racing had to be abandoned entirely and no program can be planned for 1944, since 14 of the regular sailors are now serving in the armed forces. At present there seems to be no silver lining to Silver Lake's cloud, but the spirit is still there and they are looking forward to an active fleet, with 5 new boats, as soon as the war is over.

LAKE GENEVA FLEET (48)

Based on Lake Geneva, Switzerland

This fleet owns boats 915 to 933 inclusive. Shortly after the fleet was established, communications were cut off and the Association has been unable to reach them since, although several recent attempts have been made. Let us all hope the fleet and its skippers and crews are safe and waiting for the end of the war when they may again become an active part of the Association.

COLUMBIA LAKE FLEET (49)

Based at Columbia Lake, Columbia, Conn.

Fleet Secretary.....Weston M. Jenks
 Fleet Champion... Charles B. Miller
 Runner Up.....A. Lawrence Riker, Jr.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
360	A. Lawrence Riker, Jr.
518	Fred C. Lessing
562	Dr. M. C. Wilson
690	Charles B. Miller
808	James J. Walsh
815	Kenneth M. Simpson
937	L. H. Williams
984	Weston M. Jenks
1000	Thunderbolt	Janet Frid

Racing starts on July 4th at Columbia Lake and ends on Labor Day, with races every Sunday in between. The fleet has been increasing slowly but surely and now numbers nine boats—an increase of two during the past year.

Charles B. Miller finished the season in first place, followed closely by both *A. Lawrence Riker, Jr.* as Runner Up and *Fred C. Lessing* in third place. Competition is becoming stiffer and next season should produce some really topnotch racing. Every effort will be made to place an entry in the 1944 Nationals.

WASHINGTON FLEET (50)

Based on the Potomac River at Washington, D. C.

Fleet Captain.....Newton Canter
 Fleet Secretary..... Arthur M. Godfrey
 Fleet Champion... Frederick W. Shields
 Runner Up.....Newton Canter

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
36	.....	William P. Welsh
133	P-38	Sturgis Warner
185	La Spouse	Arthur M. Godfrey
236	Puddin' and Tame	Frederick W. Shields
826	Morue II	Newton Canter

1943 was the first time Lightning skippers had the opportunity to race as a Class on the Potomac River in the shadow of the National Capitol. The fleet was organized late in the season; two races were held on Sept. 12th and every Sunday thereafter until Oct. 10th.

Going to the starting line on the last day of racing, *Newton Canter* was leading with .705%, *Frederick W. Shields* second with .702% and *Arthur M. Godfrey* third with .700%. Everyone had a chance and set out to make the most of it. The wind was blowing 25 knots, going up to 35 in the puffs, requiring the complete attention of all skippers and crews. The so-called inside course was sailed, a hard beat up the Washington Channel of the Potomac and a close reach on the starboard tack returning, twice around.

Godfrey had the misfortune to have his jib halliard part at the block ten minutes before the start of the first race, giving him a late start after repairs were made. Trying to make up for this, he jumped the gun on the second race and did not have a chance to recover.

Canter and *Shields*, on the other hand, fought both races out nip and tuck all the way around, with *Shields* winning brilliantly by a most cleverly executed series of beats to windward. *Godfrey* finished a "poor but wiser third" as he expresses it.

It is hoped that this year the fleet will be enlarged by having *Mr. William P. Welch*, skipper of *Cirrus*, No. 36 join the group. At present, *Mr. Welch* is a lost sheep. But that is not unusual in Washington.

CRESCENT SAIL YACHT CLUB FLEET (51)

Based at Lake St. Clair, Grosse Pointe Farms, Mich.

Fleet Secretary.....*William G. Phillips*

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
122	Chum-Let	Robert M. Kerr, Jr.
232	.....	J. Philip Kurtz and Sam Crawford
321	.....	Edgar S. Dillen
778	Sylvia	William G. Phillips
798	.....	Emery Olah
886	.....	Gene Howard
1055	Mary Ann	John D. Lindsay and Clifford C. Wrigley

Sailing in prevailing southwest winds, the skippers of Crescent Sail Fleet use an 11 mile triangular course, probably the longest of regular Lightning courses.

Only two members of the fleet live close enough to the Club to get there without driving. Consequently, fleet activities will depend a great deal on transportation arrangements.

The Lightning Class was enthusiastically received by the Detroit River Yachting Association. A representative of the fleet will attend the spring meeting of the Detroit River Yachting Association for the purpose of having Lightnings included on the programs of all the Association Clubs.

A special effort will be made this spring to get all boats measured and have construction errors, if any, corrected.

ROCHESTER YACHT CLUB FLEET (52)

Based on Lake Ontario at Rochester, N. Y.

Fleet Captain } *Lester S. Bartlett*
 Fleet Secretary..... }
 Fleet Champion .. *J. Lester Conde* in "Intruder"
 Runner Up..... *Lester S. Bartlett* in "Dora B."

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
273	Jennifer	George Culp
397	Babs	Ernest H. Greppin
470	Bobbie II	Herman E. Seemann
501	Intruder	J. Richard Conde
708	Dora B.	Lester S. Bartlett
749	Eight Ball	Carl C. Ade
935	Venture	Richard C. King

This comparatively new fleet is an enviable one because of its enthusiasm. Races during the season were very tightly contested and next year the competition will be even better.

The members of this fleet joined with other Rochester Yacht Club skippers in presenting Lightning No. 273 to retiring Race Committee Chairman, *George Culp*, in recognition of his 25 years of service with the Race Committee. We can not think of a better gift.

The race courses at Rochester for most of the 1943 season started in the Genesee River just below the Rochester Yacht Club dock. Starts were apt to be anything, although the prevailing winds are ordinarily westerly which gives a broad reach on the port tack to Lake Ontario. On the way out the wind off the trees and buildings provides plenty of tricky work until nearing the Lake. After passing the first buoy, a triangular course was sailed, 1½ miles for each leg, with the first leg about NNE; the second towards shore; and the third along the shore to the river mouth; thence upstream to the finish line at the Club House. After gasoline restrictions were lifted late in the season, a few races were held entirely on the Lake, with a variety of courses. It is expected that these outside courses will continue in 1944. Lightnings were the third class to start in the 1943 races, being preceded by 6 meters and Stars.

On Lake Ontario, the weather varies widely on successive weekends from an 18 mile breeze to nearly flat calms. In a breeze, the Lake kicks up steep seas, but the Lightnings take them beautifully even with relatively green skippers. Of course there are no tides, but the river frequently has a moderate current which must be watched.

For 1944 the fleet plans to run four series of races—two in June and July—Saturday and Sunday series; to be repeated in August and September. Tentative plans have been made for a home and home series of races with the Algonquin Fleet.

George Culp will represent the fleet on the Rochester Yacht Club Race Committee for 1944.

LAKE FENTON YACHT CLUB FLEET (53)

Based at Lake Fenton, Fenton, Mich.

Fleet CaptainCarleton J. Lauer
 Fleet Secretary.... Dr. Gerald J. Murphy
 Fleet Champion ...William F. Chapell* in No. 240
 Runner Up.....Carleton J. Lauer in "Finesse"

Boat No.	Boat Name	Skipper
240	Apres Vous	Dr. Gerald J. Murphy and Dr. Fred Bostick
244	.....	F. A. Myers
367	Finesse	Carleton J. Lauer
387	.....	Dr. W. H. Winchester
597	.....	Stuart Greenley
804	.....	Edward F. Adams
965	.....	Stanley M. Shaw

* Boat sold to *Dr. Murphy* at end of season

The Lake Fenton Fleet, through the leadership of *Carleton J. Lauer*, was organized in the late fall of 1943. The racing record presented in this report covers the 1943 season before the fleet was formerly organized. *F. A. Myers*, skipper of No. 244, was not able to race last year, but expects to be out this season.

The Lake Fenton Yacht Club is distinguished by the fact that it has no club house (we imagine some other yacht clubs wished they were in the same position). The Club has two perpetual trophies open to all members, the Conover Trophy and the Tutt Trophy. The former is awarded on the basis of 50% for score, 10% on attendance and 40% on the vote of members for the most capable, best sportsman and most popular skipper. The Tutt Trophy is awarded for the highest score in the Club.

SAILING CONDITIONS

Lake Fenton, situated about 15 miles north of Flint, Michigan, is five miles long, but a Narrows separates $3\frac{1}{2}$ miles of its length from the remainder, so only the larger $3\frac{1}{2}$ mile portion is used for racing. The maximum width of this part of the Lake is $\frac{5}{8}$ ths of a mile. The race course is of the continual $2\frac{1}{2}$ mile length, two laps being run, making a total course of five miles.

Topography of the shore, combined with the smallness of the Lake, makes the light and medium winds extremely fickle, calling for alertness and good wind sense. Winds are medium to high in the spring, dropping to light in the summer.

A WARM WELCOME

The Lightning Class Association welcomes this new fleet most heartily and wishes its members great success and happiness in their new association. Being in the Lake Michigan District, a hotbed of Lightning enthusiasm, we can expect the best—even a National or District Championship.

PONTIAC YACHT CLUB FLEET (54)

Based on Cass Lake at Pontiac, Mich.

Acting Fleet Secretary.....Commodore H. V. Phipps

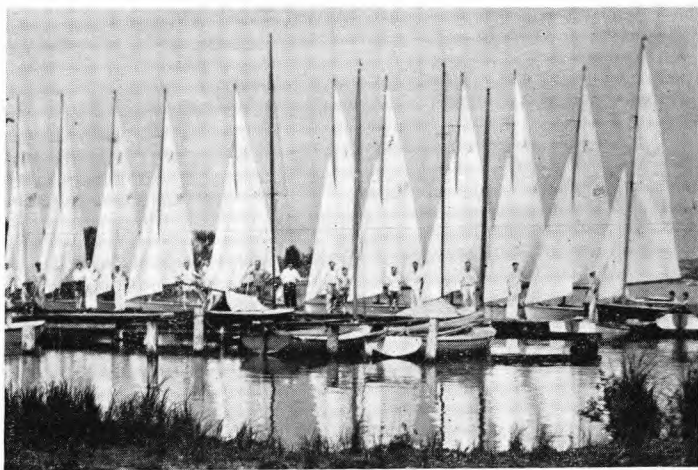
Fleet Champion.....Fleet organized after close of 1943 season

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
703	.....	C. E. Patterson
776	.....	Donald W. Neal
835	Estrelleta	Buell E. Starr
836	Marilou	Roy T. Connolly
837	Flicka	Charles W. Gardner
838	Aqua Leta	George Wasserberger
839	Kay III	Alton N. Gray
840	Rascal Too	Harold A. Cousins
841	Nautigal	Merrell D. Petrie
857	.....	Leslie Huntwork
859	.....	Charles J. Long, Jr.
941	.....	H. V. Phipps

We heartily welcome this new fleet to membership in the Association. Fortunate as they are in starting off with a record new fleet of twelve boats, we believe the enthusiasm of this group alone will carry the name of Pontiac and Cass Lake far in Association activities. While the racing results of the 1943 season, before the fleet was formally organized, are not available, we do know that the competition was so close that the first three boats finished the season with only four points separating them.

While only organized a few months ago, *Commodore Phipps* and several fleet members attended the Lake Michigan District meeting in Toledo in January to get acquainted with other Lightning groups. This is the kind of interest we like to see.

Pontiac Yacht Club, situated on Cass Lake, Michigan, is distinctive in that it is limited to sailing craft exclusively. The Lake lies about $3\frac{1}{2}$ miles southwest of the City of Pontiac and has an area of around 1500 acres. The race course, starting in front of the Club, is triangular and approximates three miles overall. Races are held every Sunday morning and in the afternoon usually two races are held, one a Class event and the other a free for all. While the Lake has some pretty stiff breezes, most sailing is done in comparatively light airs.



Presenting the new Pontiac Fleet



Russ Collins of the new Little Neck Bay Fleet endeavoring to break in a new suit of sails in a typical Long Island Sound gale



LITTLE NECK BAY FLEET (55)

Based on Little Neck Bay at Douglaston, Long Island

Fleet Captain.....Luther B. Beck

Fleet Secretary.....Russell B. Collins

Fleet Champion...Fleet organized Feb. 12, 1944

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
35	Aye-Aye-Aye	Luther B. Beck
365	Alfalfa	Anthony H. Hansen, Jr.
974	Joal	Russell B. Collins

After seeing the "planted" waiter spill soup on *Al Webb* and then drink his drink at the District dinner at the New York Athletic Club on Feb. 11th, *Lu Beck* and *Tony Hansen* got the idea that they would be next unless they promised to come through with a fleet at Douglaston. So on the way home they roused *Russ Collins* (who should have been at the dinner anyway) and all signed up.

Now there are three fleets on the western end of Long Island Sound and all eligible for Y.R.A. of L.I.S. races. Should hit the metropolitan sporting pages from now on.

BURNHAM PARK FLEET (56)

Based on Lake Michigan at Burnham Park Yacht Club,
Chicago, Ill.

Organized Feb. 1944—Officers not yet elected

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
247	Nip 'N Tuck	Delano John Lawson
417	Robin	Milton M. Blink
422	.....	A. Jacobs
533	Pest	John J. Burke, Jr.

Lightning activity around the Windy City has become more pronounced during the past year. Chicago was an early starter in the Association with the organization of Fleet 5. Now we are indeed glad to see interest spreading with the formation of this new fleet which can be expected to grow rapidly. Plans for 1944 have not been completed, but a regular organized racing schedule will be made up and carried out. There is every likelihood that a representative of the fleet will sail in the District Regatta at Toledo this summer.

CINCINNATI FLEET (57)

Based at Cincinnati Sailing Club on the Ohio River

Fleet Secretary..... Charles Richter, Jr.

Fleet Champion... Fleet organized, March 1944

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
119	Nelcha	Charles Richter, Jr.
352	Churchill II	J. W. Brown
368	Cygnet	Fred C. Walter
380	Zefr	Frank H. Pfefferle
760	Heljak	Jack Siekmann
858	Sails Lady II	Carl R. Heena
1076	.....	W. Austin Barrows

We welcome with wholehearted approval our very latest fleet, sailing on the waters of the Ohio River. We can remember clearly a comment of a Cincinnati Lightning sailor some time ago to the effect that folks in his neighborhood started behind the eight ball because they couldn't use a spinnaker in river racing and consequently would be at a disadvantage in the Nationals or any other sanctioned event.

Well, to our new friends, we say this: The Chelsea, High Tor, Delaware, Tri State and Piscataqua fleets use spinnakers regularly, and the Barnegat Bay lads meet similar changing wind conditions. (See *Jack Ore-lup's* article in "Lightning Thoughts by Lightning Skippers.") You fellows can do it too and really have the advantage in the Nationals because of your training to meet quick changes in wind direction.

The first race of the Cincinnati fleet will be held on Memorial Day. The June, July and August races are scheduled for the second and fourth Sundays of each month. During September and October, races will be held every Sunday at 3 p.m.

Starting with seven Lightnings is a grand beginning for any new fleet and Cincinnati has the added advantage of having two more Lightnings in the neighborhood as potential fleet members, namely *John Hoge* in No. 514 and *Charles Doefke*. May we say we hope they join us before the fun begins in May.

The Cincinnati Fleet will sail out of the Cincinnati Sailing Club, which is located on the Ohio River eleven miles up from the center of the city. Meeting the river current and rapidly changing wind conditions, as well as tough competition, the Champion of this fleet should be a real contender in the Lake Michigan Regatta at Toledo and in the Nationals at Buffalo.

HEWLETT BAY FLEET (58)

Based on Hempstead Bay, Long Island, N. Y.

Fleet Secretary.....Joseph A. Grimmig

<i>Boat No.</i>	<i>Boat Name</i>	<i>Skipper</i>
243	Gadget	Hugo Spatenga
432	Edna D	Alexander Dougan
1007	.....	Charles Rosasco
1008	Sea Spray	Joseph A. Grimmig

We are proud to introduce our newest fleet, organized while this book was on the press. Through the courtesy of the printer, after much swearing, we were permitted to add these few lines. More about this fleet will be heard later.

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Isolated Lightning Owners

The Association has stressed fleet membership to such an extent that we feel sure our isolated Lightning skippers, who are unable to reap the benefits of fleet membership, have been neglected.

While fleet membership is the thing to aim at, circumstances do prevent some owners from accomplishing this goal, at least temporarily. These skippers deserve their place in the Year Book. Unfortunately news of the activities of isolated owners is sketchy, but we are indeed happy to record the information at hand.

MASSACHUSETTS AND RHODE ISLAND

It is surprising indeed that with such a superlative body of water as Narragansett Bay to sail on, no Lightning fleet has been organized in this area. *William J. Luther* of Attleboro, Mass. skipper of No. 188 has started a one man campaign to get something going in these waters. Mr. Luther says he has gotten tired of racing in a handicap class where owners of freak boats remove skegs to beat measurement rules and gain on time allowances. Go to it—Skipper Luther!

Robert H. Anderson, skipper of "Caradon" No. 817, won the 1943 Fleet Championship in the handicap class on Wequaquet Lake, Centerville, Mass.

THE DRY STATE OF KANSAS

There is a one man fleet taking care of Lightning activities and publicity for the whole state of Kansas. He is *William E. Schwartz* of the Shawnee Yacht Club, Topeka. Bill owns the only Lightning in those waters but another one is being built under his name and we are willing to bet there will be many more. Die-hard Snipe and Comet fans are duck soup for Bill, who just recently showed the Lightning color movies to the yacht club members and gained a lot of converts.

To prove that Bill gets the publicity, we quote from the Topeka Daily Capital—"The picture of Kansas as a moistureless state is so firmly fixed in the national consciousness that boat manufacturers, hearing from potential buyers, often express their surprise at inquiries from this state. For example, when William E. Schwartz sent in his year's dues to the Lightning Class Association, the new Secretary wrote he was surprised to learn that 'in a dry state like Kansas there was water to sail on or liquor to

drink.' Schwartz replied that if the Secretary would visit Topeka, local sail boat enthusiasts would show him plenty of water to sail on." Well, now, Bill, we will agree you have the water, but where is that liquor?

MICHIGAN

Edmund E. Appelhof, owner of No. 939, which he calls a Dream Boat, reports that he uses her on Crystal Lake, Beulah, Michigan, where he has a resort and hotel. The Lightning has really charmed the guests who have been aboard her.

CANADIAN ACTIVITY

The amount of interest shown in Lightnings in Canada is really gratifying. *J. E. McCrea* of North Hatley, Quebec, is a booster and keeps us posted on current happenings. His latest report indicates real interest at Magog, Brome Lake, Sargents Bay and Valleyfield. We are counting on one or two fleets there soon, if *J. A. E. McDonald* of Valleyfield has his way. *A. G. Shenstone*, No. 184, sails in the land of the 30' tides we believe—Smith's Cove, Digby County, Nova Scotia. *H. B. Vogel* says he feels isolated up in Maple Bay, Vancouver Island. *D. N. Montgomery* of Valleyfield, No. 1020, writes that he doesn't expect to sail before May 15th as the ice in the lake is late in moving out. Aside to Mr. Montgomery—May 15th is the earliest a lot of folks further south get in the water.

NEW ORLEANS

Practically overnight, this famous southern city has become a hotbed of Lightning activity. While we have no direct knowledge of the facts, we suspect that *J. Eblen Rau*, owner of No. 1033, is at least one of the big boosters. How's about a fleet down there? You have plenty of boats.

WISCONSIN

Lake Mendota at Madison, Wisconsin has several Lightnings sailing on her waters, but no fleet activity. *Walter Wellman* has undertaken to stir up some interest and started by showing the Lightning kodachrome movies this past winter. We appreciate Walter's interest and wish him plenty of luck in his activities.

INDIAN RIVER, DELAWARE

F. G. Ellis No. 5, *A. K. Pfister* No. 511, *F. P. Whitney* No. 528 and *H. S. Okie* No. 627, all sailing on Indian River, Delaware, should get together and send in an application for a fleet charter. How's about it?

HERE AND THERE

Barbara Nickerson No. 59, sails at Grant's Neck, which is quite an intriguing name. . . . We would like to see a few more Lightnings on Eagle Lake, Michigan to keep *T. R. Mains* happy. . . . *T. J. Holland* has the fun of sailing the only Lightning on Great Salt Lake, Utah. We are sort of curious as to her performance in water of that buoyancy. . . . A bouquet goes to *Mr. P. R. Ruby* of Oneida, N. Y. for the name of his Lightning—"Rubyacht." . . . *Miss Katherine Hamilton* No. 607, gets an orchid on her boat name "Katydid." . . . *Dr. Harold W. Morgan* must feel kind of lonesome out on Clear Lake, Iowa, being the only Lightning there. . . . *Ewing Clark* writes from Port Isabelle, Texas that he wants all the dope he can get on tuning up. We hope "Lightning Thoughts" helped him out. . . . *Dick Nelms* No. 650, brings the first Lightning to Ocean City, N. J. . . . *John N. Paschal* is isolated on Grand Lake, Oklahoma, but contrary to the Kansas custom undoubtedly serves more than water to visiting firemen. . . . *Florence* and *Paul Norton* deserve a bouquet for their boat name—"Wind Song." . . . *Kenneth Knudsen* No. 847, of Stratford, Conn. says he is a member of no fleet. There are plenty around your neighborhood, Mr. Knudsen; come in, the water's fine. . . . *Mr. F. R.*

Eichner No. 842, sails on Sylvan Lake, Pontiac, Michigan. We thought Cass Lake took in Pontiac, but guess we must study up on our geography. . . . *The Fox River Boat Works Inc.* use No. 972 in their work, they say, although we suspect perhaps some of the officers use her to relax a little on Green Bay. . . . "Luckey Star" is *John Bayer's* boat name (No. 985). Wonder why the spelling? . . . "Snip," sailed on Greenwood Lake, N. J. by *David F. Palma* No. 1006, should have some girl friends join her. It's a grand place to sail. . . . *Vernon Clute*, "Citadel" No. 1001, of Troy, N. Y. says that he'll sail "anywhere"—submit offers! . . . *Lt. John G. Butler* No. 475, doesn't have a chance of sailing until this business is over, but retains his interest in his Lightning. . . . At Beauford, S. C., six Lightnings raced every week and had two three-day Regattas with No. 68 annexing a total of eight first place trophies the past two seasons. Well, say we, why in the world don't those Beauford skippers file an application for a fleet charter and gain some real recognition. . . . You may wonder what the United States Marine Corps is doing with so many Lightnings listed in its name. We understand unofficially that these boats are used in their recreation program. . . . Some day we hope to hear the story of *Lt. William H. Sypher*, c/o A.P.O. 634, Postmaster, N. Y. City (No. 1036), and *Ensign Clayton H. Craford*, USS Pathfinder, c/o Fleet Post Office, San Francisco (No. 1039) building their Lightnings. It's being done, but we are frankly puzzled about it. . . . *Nelson Bearse* keeps his Lightning No. 2 "Admiral" in good shape and expects to sail her many more years at Centerville on Cape Cod. . . . *Ensign J. B. Hildebrandt* No. 227, raced "Cygnet" last summer at Arundel Boat Club, winning first place in both Lightning class and free for all handicap. Ensign Hildebrandt is now racing the USS Clark.

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Spinnaker Committee Report

The undersigned committee appointed by President Siferd, pursuant to resolution adopted at the annual meeting of the Lightning Class Association held at Bay Head, New Jersey, September 10, 1943, respectfully reports:—

That it first considered, by an interchange of correspondence, the problems involved and then held a meeting, as directed, in consultation with Olin J. Stephens of Sparkman and Stephens, Inc., designer of the Lightning, and Ernest A. Ratsey of Ratsey and Laphorn, Inc., designer of the spinnaker. At that conference, Mr. Stephens and Mr. Ratsey joined in expressing the following definite conclusions:—

1. A spinnaker is a sporting sail, intended primarily to increase the element of skill required when sailing free, so that, at all points of sailing, skill and courage may be called into play in racing competition.

2. The present specifications call for a spinnaker which, on the whole, is an excellent spinnaker for the Lightning sloop.

3. While certain changes might increase the efficiency of the sail under one set of conditions, or another set, they would decrease its efficiency under other conditions. For maximum general efficiency, the sail should remain as it is.

4. Likewise, if the present sail were reduced in size or in fullness, there would be a definite loss of speed and all around efficiency.

5. Even if the sail were reduced in size, its successful handling would still call for special skill and training. The skippers who object to the present sail because of the difficulties it presents would probably also find difficulty in handling a spinnaker of reduced size and changed specifications.

6. The fourteen-foot International Dinghies in England, open gunwale boats, carry spinnakers much larger in proportion to their size than Lightnings and in weather much heavier than we usually encounter in our waters.

Your committee subsequently further considered the matter with great care and has come to the conclusion that the views expressed by the experts consulted are sound and that no changes should be made in our spinnaker specifications.

We are convinced that the difficulties with our spinnaker result from the following factors:—

1. The design of the spinnaker may vary materially and still conform to official measurements which control only the length of the leech and luff, the foot, and measurements AA and BB. There are no limits on the length of the middle seam nor on the position of the swivel, as may be seen in the accompanying official drawing. The specifications permit substantial room for variations of design which very properly should be left to the art and skill of the sailmaker.

2. Many of the early spinnaker types give poor performance and even some of the later designs are not fully suitable for the Lightning. The evolution of our spinnaker can be seen clearly in the photographs printed with this report. A good type is the one carried by Judge Oliver on "We Two," which you observe has fullness at the head rather than at the foot, thus producing a spherical shape. Your Committee believes this desirable since it permits the lift required for efficient performance. Considerable thought was given to adding other measurements to the specifications in an attempt to make all spinnakers more uniform. While this idea was alluring at first glance, your Committee finally blushed at the thought of telling professional sailmakers just how a satisfactory spinnaker should be made.

3. Some of the spinnakers in our class are definitely oversize and some are undersize. These sails do *not* meet official specifications and should be discarded or remade.

4. Many of the spinnakers were cut from material which was too heavy. A spinnaker is a "light" sail and should be made of material weighing between 2 and 2½ ounces per lineal yard 38 inches in width. The mere weight of a heavy spinnaker ruins its performance and also makes it difficult to handle. It will collapse on the slightest opportunity. Under official specifications the minimum weight of material is 2 ounces per lineal yard of 38 inches in width. Silk sails are barred. Your Committee has considered at length a change in these restrictions. Its conclusion is that no change should be made at this time. Developments after the war in materials such as nylon may, however, warrant the elimination of this restriction by the Association, if a good, moderately priced material is available at under 2 ounces in weight. Nylon or any other material (except silk) is presently permissible if the weight is 2 ounces or over.

5. Many skippers, forgetting that a spinnaker is of little value unless it "lifts" properly, load it down with heavy hardware and heavy lines. Even if the sail itself has been made of light enough material, such loading down will ruin the performance of the sail in light breezes.

6. Many skippers fail to use a lift on their spinnaker poles and therefore require the wind not merely to lift their spinnakers, but also their spinnaker poles. In a light breeze this is a serious handicap.

7. Many skippers fail to use any device to hold down the outboard end of their spinnaker poles. In a fair or a heavy breeze this causes the outboard end of the pole to whip up and down and destroys the efficiency of the sail. Some crewmen even make the mistake of sitting near the stern of the boat, on a reach, so that their pull on the spinnaker guy is almost horizontal. This accentuates the whipping of the pole.

8. Although handling spinnakers is new to many members of our class, only a few of our skippers have taken the trouble to study how the sail should be handled and to train their crews in the skill required.

9. Some skippers have maintained that even a properly designed spinnaker is not efficient with the apparent wind abeam. There is some merit to this criticism since it is possible to carry the spinnaker "too close" and lose efficiency thereby. When to drop the spinnaker and hoist the jib is a part of the art of sailing. A good spinnaker properly handled is efficient with the wind astern to nearly abeam. Reaching up wind is possible only with an entirely different type of sail. Your Committee considered authorizing a reaching spinnaker as a fourth sail, but rejected the proposal as introducing a new element of expense and spoiling the simplicity of our presently authorized three sail arrangement.

Therefore, it is the opinion of a majority of your Committee that all skippers should do the following:—

1. Remeasure their spinnakers. To do so, fold the spinnaker in half down the center seam, bringing luff and leech together, and lay it on the floor. Do not attempt to pull into a straight line either the centerline or the luff and leech. Permit them to assume their natural curves, as shown in the official spinnaker plan printed in this report. Compare the measurements and, if your sail is not of proper size or shape, have your sailmaker remedy the defect.

2. See that your sail is of light weight material as specified. If it is not, the sail should be discarded. It can never give good service.

3. Check your spinnaker lines and hardware. In heavy breezes a 5/16" line should be used, so the sail will not be too difficult to hold. In light breezes use a 1/4" cotton line. An ordinary bronze snap hook, not too heavy, is all right for heavy winds, but, in light winds, use the small, light weight swivel snap hooks such as are used in a leash for a medium sized dog.

4. Use a light cotton line as a lift for the spinnaker pole. This should be readily adjustable, preferably by running through a small block half-way up the mast.

5. On a reach, use an effective downhaul for the spinnaker guy, so as to keep the pole from whipping. The simplest device is to install a hook on each side of the deck, close to the moulding, just behind the forward shroud. The spinnaker guy can then be passed under the proper hook (keeping the guy outside of both shrouds) and thus held down.

6. Before the wind, the skipper and the man holding the spinnaker sheet should sit on the leeward side. Their combined weight helps prevent an unintentional jibe. The man on the spinnaker sheet should be up forward of the boom, where he can constantly be observing and tending the spinnaker. The man on the guy should sit to windward and at least partway towards the stern.

7. On a reach, when the pole is well forward, the guy man should sit forward. The spinnaker sheet man, however, should sit well astern, so that he can flatten out the sail, to the extent required, by a pull aft.

8. Study and systematize the procedures by which you set and take in your spinnaker. Drill your crew thoroughly, after assigning each man his respective duties. After each race, discuss the errors made and how they should be corrected.

9. Attempt to perform all spinnaker operations with speed and precision. Before reaching any point at which your spinnaker should either be set or taken in, get everything *ready* for *instant* action. A spinnaker should be set and trimmed and the jib taken in in a matter of 15 to 20 seconds. The reverse operation should be performed with equal speed. If you do not get everything in good shape while your boat is travelling 150 feet, the fault is yours.

10. There should be two eyes on the front of the mast for attaching the spinnaker pole. The higher one for stronger breezes, which readily lift the sail, and the lower one for light breezes which have little lifting power.

11. Keep your spinnaker pole approximately parallel with the water, pointing neither up nor down. Also keep it approximately at a right angle to the wind.

12. The spinnaker guy and sheet require constant attention. As the wind varies, the guy must be hauled in or let out in order to keep the pole constantly at a right angle to the wind direction. The sheet should constantly be eased off and taken in according to wind puffs and variances in order to keep the sail well puffed out and at maximum drawing capacity.

13. Remember that, when the spinnaker is up and the wind in a puff or otherwise becomes momentarily overpowering, the boat should be headed off and not up. In this respect the action is exactly the opposite of what is done when sailing with jib and mainsail.

Your Committee was not satisfied with the official blueprint of the Lightning spinnaker since it was entirely out of scale and, consequently, confusing. In order to obtain the information needed to improve the drawing, five spinnakers of good design were measured with exactness. The measurements of what your Committee believed to be the most satisfactory design were then used in preparing a new drawing to scale, a copy of which is attached to this report and marked Exhibit "A." Members desiring blueprints of this drawing should write the Association Secretary.

It should be noted that in measuring the spinnaker from luff and leech to the middle seam, some tension must be placed upon the sail in order to smooth out the natural wrinkling of the cloth and to extend the sail to its full shape. As the material is very light and elastic, the amount of tension placed upon the sail will have a considerable influence on the measurements secured, causing variations to appear in the results obtained by different measurers by as much as several inches.

For strict accuracy, the amount of tension would have to be specified in pounds or ounces, making measurements very difficult. However, the amount of tension used in measuring sails "A" to "E" inclusive was approximately the same and the measurements given for those sails are believed comparable one to another.

In addition to the five spinnakers mentioned in the preceding paragraph, four other spinnakers of different designs were measured, in an attempt to show how much variance might be disclosed. Believing it will be of interest to the membership, the results of all of these measurements, as well as a description of the method used in measuring, are shown in Exhibit "B" attached hereto.*

SPECIAL COMMITTEE

DAVID G. CLUETT

J. W. ORELUP

L. STAUFFER OLIVER

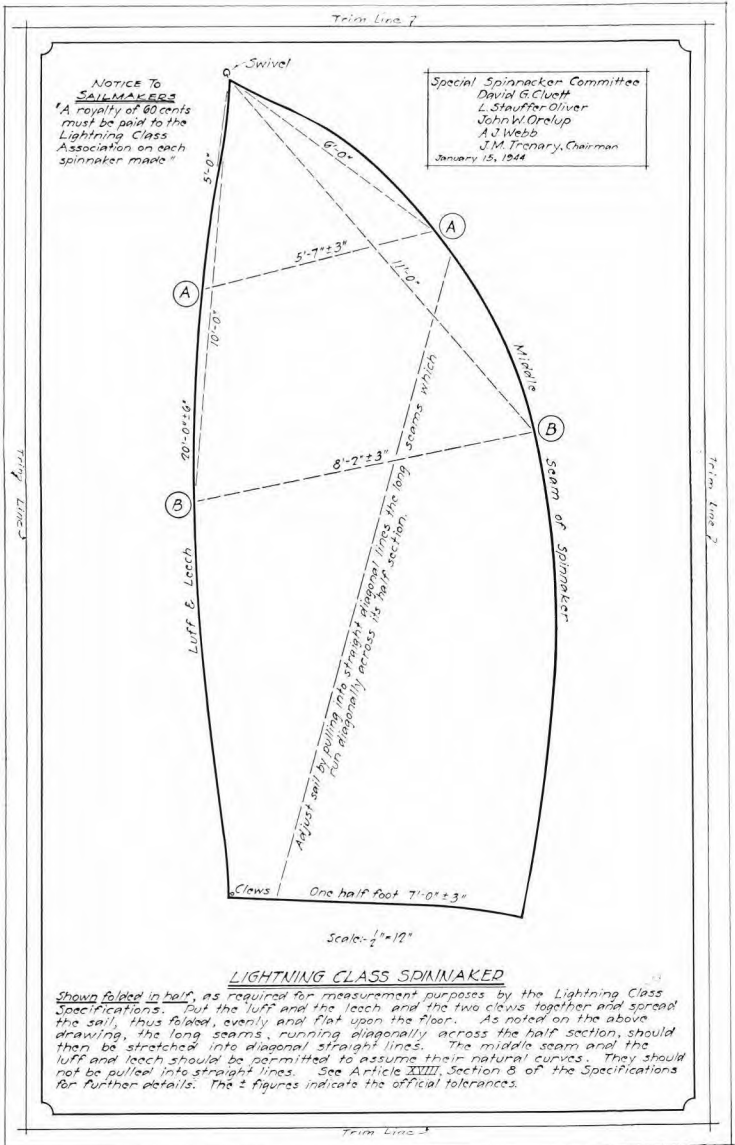
A. J. WEBB

JAMES M. TRENARY, *Chairman*.

January 21, 1944

* In the opinion of your committee, sails A and E are the most satisfactory, with the other sails graded downward.

EXHIBIT A



Official Lightning Spinnaker folded in half, reduced from a scale drawing. Blueprints of the original scale drawing may be obtained from the Secretary's office without charge

EXHIBIT B

MANNER IN WHICH CERTAIN SPINNAKERS WERE MEASURED ON DECEMBER 28, 1943

A 3-inch hook was screwed into the surbase about an inch and a half above the floor. From that hook a line was drawn, at a *right-angle* to the surbase, approximately 21 feet in length. Hereinafter we shall refer to that line as the "base-line."

The swivel at the head of the spinnaker is approximately $2\frac{1}{4}$ " in length. We therefore drew a chalk-line, *parallel* with the surbase and at a *right-angle* to the base-line, at a point 2 inches beyond the end of the screw-hook so that, when the swivel of the spinnaker was caught in the hook, this line crossed the top of the sail at the bottom of the swivel. Then we drew additional lines, crossing our long base-line and running parallel with the surbase, at the following distances from the first *chalk-line*: 1', 3', 6', 9', 12', 15', 18', and 20'. This gave us cross-lines for a distance of 20 feet from the line at the bottom of the swivel.

We had an upright spike about 2 inches in length drilled into the top of a movable, flat, heavy metal base. We placed this spike directly on the base-line approximately $19\frac{1}{2}$ feet away from the line indicating the bottom of the swivel. The two grommets at the ends of the foot of the spinnaker were then slipped over this spike. According to the length of the folded sail as it lay spread out upon the floor, this spike was moved up or down the base-line to a point where it drew out the spinnaker to its proper extent but did not distort its shape. For example, when measuring sail "A", which measured 19' 9" along the luff and leech when they were pulled tight, we placed this spike only 19' $3\frac{1}{2}$ " below the chalk-line at the bottom of the swivel. In other words, we permitted the luff and the leech to assume without strain their natural curve from the spike to the swivel and also allowed the center seam to reach its full curve. In no case did we pull the luff and leech straight at the time the sail was placed on the floor for measurement.

After having adjusted the spike and having more carefully adjusted the luff and leech to their natural curve, we placed eight or ten heavy books along luff and leech close to the wires so as to hold those two sides of the sail in their proper position, with their natural curve. Then, by pulling again upward and out along the center line of the sail, we carefully extended the folded sail to its full width, and then placed eight or ten heavy books down the center line to hold it in its proper extended position.

In thus spreading out the sail to its natural shape, we pulled diagonally up from the clew and leech to the middle seam as indicated by the diagonal seams. We avoided pulling "on the bias". Every effort was made to have the sail extended to its full size without distortion and to have it anchored firmly in place when thus extended, by means of the hook at the head, the weight and spike at the clew and tack, and the rows of heavy books up the leech and luff and down the middle seam. With Sail "A" in this position, its outline was marked on the floor with tailor's chalk.

We found that, when placed on the floor in such position as to assume its natural shape, the luff and leech of each of the four sails quite readily assumed approximately the same curve. In order to make comparison of differences in width more easy to grasp, we therefore placed the luff and leech of each of the four sails in turn along the same chalk-line, so that the differences would be concentrated along the center seam and the foot.

In order to get the length of the luff and leech, *after* we had taken the cross measurements of the sail in the manner indicated, we removed the tack and clew from the spike and pulled the luff and leech tight.

Four spinnakers were measured. It was found that the first three sails all complied very accurately with the specifications. The differences in these three sails were so slight they could make no appreciable difference in their performance. It was found, however, that sail "D" was definitely smaller in girth, particularly in its upper half. The requirements of the specifications and the corresponding measurements of the four sails are given in the table below.

<i>Specifications</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	
Length of luff & leech, measured to under side of swivel.....	20' ±6"	19' 9"	20'	19' 9"	19' 8½"
Measurement "A".....	5' 7" ±3"	5' 7¾"	5' 6"	5' 7"	5' 2"
Measurement "B".....	8' 2" ±3"	8' 2"	8' 2½"	8' 2"	7' 10½"
Length of half-foot.....	7' ±3"	6' 11"	6' 11"	6' 11"	6' 8½"

In view of the fact that the differences between the four sails lay principally in the width of the half-sail in the upper nine feet thereof, we think it is illuminating to show the differences in the widths of the four sails, measured along the cross-line. These cross-lines will be referred to by the distances they were placed away from the cross-line at the under side of the head swivel.

	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>
At the 1-foot line	2' ½"	1' 9"	1' 10"	1' 6"
At the 3-foot line	4' 8¾"	4' 5"	4' 6½"	4'
At the 6-foot line	7' ¾"	7'	7' ½"	6' 5½"
At the 9-foot line	8' 1¼"	8' 1¾"	8' 1½"	7' 10"
At the 12-foot line	8' 5"	8' 5½"	8' 5"	8' 2"
At the 15-foot line	8' ½"	8' 2"	8' 1"	7' 11"
At the 18-foot line	7' 3"	7' 5"	7' 4"	7' 1½"
At the foot of the sail	6' 11"	6' 11"	6' 11"	6' 8½"

It should be noted that the differences in actual width of the sails were not so great as the differences these figures indicate, because the parallel lines up towards the head of the sail run at a sharp angle to the center seam. However, even measuring the differences in width, at the various points referred to, on lines drawn at right-angles to the center seam, it is apparent that Sail "D" was considerably narrower in the half-section than it should have been. When measured in this fashion, Sail "A" was about two and a half inches wider than Sail "B" on the curve at the top portion of the middle seam, but Sail "B" was a little wider in its lower half. Sail "C" was about half-way between these two sails at both top and bottom portions.

When we started to measure we thought that the base-line would naturally run from the head swivel to a point from twelve to eighteen inches in from the tack and the clew, but, after placing the first sail on the floor at various positions, we reached the conclusion that it looked most natural, and assumed its best position, when the base-line was run directly from the head swivel to the grommets in the tack and clew. The luff and leech lines curved outward from the base-line. In order to measure this curve, after each sail was put in place we looped a piece of heavy twine into the hook at the surbase and brought it down over the sail to tack and clew and there made it fast to the pin which held them. This twine above the sail corresponded to the base-line marked on the floor. We took our measurements from luff and leech to this twine at each cross-line in order to ascertain the extent of the curve in luff and leech.

The diagram shows the following distances from luff and leech to this twine (base-line) at each of the cross-lines:

At the 1-foot line— $\frac{3}{4}$ "	At the 12-foot line— $9\frac{1}{2}$ "
At the 3-foot line— $4\frac{3}{4}$ "	At the 15-foot line—6"
At the 6-foot line— $8\frac{1}{2}$ "	At the 18-foot line— $11\frac{1}{2}$ "
At the 9-foot line—10"	

The similarity of Sails "A", "B" and "C" causes us to believe that our specifications are adequate and will produce a satisfactory sail. Sail "D" is too small in both measurements "A" and "B" and along the foot and is especially small in girth above line "A-A". It is illegal on measurements "AA," "BB" and the foot.

L. STAUFFER OLIVER—JOSEPH A. MILLER (Skipper of 396)

January 5, 1944

SUPPLEMENTAL REPORT ON SPINNAKER MEASUREMENTS

This morning we received a new Sail "E". This was first measured along luff and leech and found to be 19' 9", the same length as spinnaker "A". The pin for the tack and clew grommets was therefore placed at exactly the same position on the base-line that it occupied when Sail "A" was measured. The luff and leech were pulled out to the same position that the luff and leech of Sail "A" had occupied, as shown by the chalk-line on the floor. Then the center-line was pulled out so that the folded sail would lie flat and fully extended on the floor. It was found that Sail "E" was almost identical with spinnaker "A", with the following slight exceptions: It was $1\frac{1}{4}$ " narrower at the cross-line 3 feet below the head, but reached the full width of spinnaker "A" at the 6-foot line. From there its center seam followed almost exactly the old chalk mark. However, the center seam was found to be approximately 2" longer than the center seam of Sail "A".

These differences are immaterial in a sail of that size. Spinnaker "E" has the advantage of having a smoother flow at the extreme upper part of the curve of the center seam close to the swivel. The drawing for Sail "A" shows a little variance from the smooth flow of the curve at that point, whereas Sail "E" curve is beautiful all the way up.

This confirms the conclusion we reached that the specifications are adequate.

L. STAUFFER OLIVER

JOSEPH A. MILLER (Skipper of 396)

January 8, 1944

Four additional spinnakers were measured in the manner described by Judge L. Stauffer Oliver and Joseph A. Miller in their report of December 28, 1943. The results are as follows:

	<i>Sail F</i>	<i>Sail G</i>	<i>Sail H</i>	<i>Sail I</i>
1 foot line.....	1' $11\frac{1}{2}$ "	1' 10"	1' 4"	1' $3\frac{1}{2}$ "
3 foot line.....	4' $5\frac{1}{4}$ "	3' $10\frac{1}{2}$ "	2' 10"	3' $4\frac{1}{2}$ "
6 foot line.....	6' 10"	6' $\frac{1}{2}$ "	4' 5"	5' 9"
9 foot line.....	7' 10"	$7\frac{1}{2}$ ' $\frac{1}{2}$ "	5' 7"	6' 10"
12 foot line.....	8' 1"	7' $6\frac{1}{2}$ "	6' $7\frac{1}{2}$ "	7' 5"
15 foot line.....	7' $11\frac{1}{2}$ "	7' 5"	6' 10"	7' 5"
18 foot line.....	7' $5\frac{1}{2}$ "	7' 2"	6' $10\frac{1}{2}$ "	7'
Foot $\frac{1}{2}$	6' 11"	6' $8\frac{1}{2}$ "	6' 11"	6' 7"
Luff and Leech.....	19' 9"	19' 10"	18' 10"	19' 8"
AA.....	5' $5\frac{1}{2}$ "	5' 2"	3' 9"	4' $6\frac{1}{2}$ "
BB.....	7' $10\frac{1}{2}$ "	7' 4"	5' $7\frac{1}{2}$ "	6' $10\frac{1}{2}$ "

Sail "I" was the only one which was within specifications, and, while trifling, even it was under one-half inch on measurement BB. Obviously this sail does not have sufficient width, particularly in its upper half. The other three sails are not only illegal, but much too narrow. Sail "H" seems to be of the handkerchief variety. These sails were made by different sailmakers and in full justice to them we must point out that Sails "G", "H" and "I" were made long before the spinnaker specifications were made public. Sail "F" was made right after the specifications were issued and undoubtedly was legal when made, although it has shrunk a little. However, even this sail, as pointed out above, is too narrow in its upper half.

A. J. WEBB

J. M. TRENARY

January 15, 1944

Sail "J" was measured in the same way as all previous sails and was found to be substantially the same as Sail "B" except that it was shorter on the luff-leech, which measured 19' 9" when pulled tight. With sail assuming its natural curves, it was $2\frac{1}{2}$ " narrower at the 3-foot line, $1\frac{1}{2}$ " narrower at the 6-foot line, and approximately the same from the 9-foot line down when compared with Sail "A".

L. STAUFFER OLIVER



A modern Lightning Spinnaker at its best. For further Spinnaker photographs see "Lightning Thoughts by Lightning Skippers"

Registry of Lightning Owners

as of March 1, 1944

Every effort has been given to making this registration list accurate. Literally hundreds of letters have been written to trace missing owners. While most builders and dealers have been wholly cooperative in advising of sales, we regret to say that some do not respond to inquiries and others have kept no record of the names and addresses of purchasers. In spite of these difficulties we can say with assurance that this registration list is about 90% accurate. With the help and cooperation of members, we can make next year's list even more accurate.

The Association Secretary should be advised promptly of all changes in owner's names, addresses, sailing locations, fleet affiliations and boat names. Members are urged to obtain the names and addresses of new Lightning sailors in their neighborhoods and report them to the Secretary. In this way, missing owners may be located.

Where a boat is listed as owned by a "builder" or "dealer," it means that the Association office has the name of the builder or dealer who sold the boat, but the name of the purchaser has not been ascertained. When a builder's or dealer's name is used, it means that the boat is actually owned and probably is in use by that individual or concern. Where boat No. is followed by an asterisk (*), it means that boat is one of the "lost" ones—a complete list of "lost sheep" appears on page 162.

Note:—*Italic type* indicates sailing waters and fleet number.

Boat No.	Boat Name	Owner—Address—Sailing Waters—Fleet
1	BLITZEN	Gordon Cronk, Elizabeth St., Skaneateles, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
2	ADMIRAL	Nelson Bearse, Centerville, Mass. <i>Cape Cod, Mass.</i>
3	.....	Wm. A. Berndt, Central Ave., Seekonk, Mass.
4	GINGER	Granville H. Dyer, 17 Highland Rd., So. Portland, Me. <i>Casco Bay, Portland, Me. (14)</i>
5	FLYING CLOUD	Frank G. Ellis, 216 W. 8th St., Laurel, Del. <i>Indian River</i>
6	.....	Fred F. Becker, 5249 Berenice Ave., Chicago, Ill.
7	.....	Red Bank Marine Works, Red Bank, N. J.
8	.....	Henry L. Packus, Vernon View, Savannah, Ga.
9	.....	John Hallet, 3 Rivers Farm, Dover, N. H.
10	TARPOT	Peter Bentley IV, 212 W. 11th St., New York 14, N. Y. Robert Bentley, 229 Broad St., Red Bank, N. J. <i>North Shrewsbury River, N. J. (11)</i>
11	.....	W. L. Gittings, Racine, Wisc.
12	.....	Dr. Louis Pilloni, 91 Beach St., Bloomfield, N. J.
13	GEE JAY II	Frederick H. Allen, Hendrie Lane, Riverside, Conn. <i>Long Island Sound (7)</i>
14	.....	Andrew J. McIntosh, 124 E. 81st St., New York, N. Y.
15*	.....	Douglas M. Dimond, 1 William St., New York, N. Y.
16	SAUCY SAL II	John L. Koehne, 272 Victoria Pl., Lawrence, L. I. Corp. Richard S. Koehne, 272 Victoria Pl., Lawrence, L. I. <i>Great South Bay (2)</i>
17	VIGILANTE	H. O. Wood III, 63 Wall St., New York, N. Y. <i>Great South Bay (2)</i>

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
18	.....	John J. Ryan, Jr., 100 Everit Ave., Hewlett, L. I. <i>Great South Bay (2)</i>
19	.....	Louis Tranger, R. D. No. 1, Phoenixville, Pa. <i>Barnegat Bay, N. J. (3)</i>
20	JOAN	Joseph Crate, 315 Tichenor Ave., S. Orange, N. J. <i>Metedeconk River, N. J. (34)</i>
21	RUFUS II	Oren M. Ragsdale, Beckman Towers, 47th St. & 1st Ave., New York, N. Y. <i>Long Island Sound (7)</i>
22	ARROW III	C. B. Crittenden, Manitou Beach, Mich. <i>Devil's Lake, Mich. (31)</i>
23*	.....	John H. King, Northport, L. I., N. Y.
24	.....	John J. Ryan, Jr., 40 Worth St., New York, N. Y. <i>(Boat Burned)</i>
25	.....	J. W. Armstrong, 145 Windsor Ave., Lans- downe, Pa.
26	.....	James Levy, River Rd., Essex, Conn.
27*	.....	Dealer
28	.....	Thos. M. Jones III, 2815 Corinthian Rd., Jack- sonville, Fla. <i>(Boat Burned)</i>
29	.....	Wendell Townsend, 49 Worth St., New York, N. Y.
30	.....	Joe E. Kennedy, 1029 Kennedy Bldg., Tulsa, Okla.
31	THE FOOSE	Paul E. Forsman, 12 Linden Ave., Larchmont, N. Y. <i>Long Island Sound (32)</i>
32	SHINE	Peter W. Speidel, A/C U.S.A.A.F., 144 Nor- walk Ave., Buffalo, N. Y. <i>Lake Erie (12)</i>
33	.....	E. D. Parrish, Haddon Hall, Atlantic City, N. J.
34	NYDIA	John A. Chater, 504 Park Ave., Medina, N. Y. <i>Point Breeze, Lake Ontario</i>
35	AYE-AYE-AYE	Luther B. Beck, 222-14 37th Ave., Bayside, L. I. <i>Long Island Sound (55)</i>
36*	.....	W. P. Welch, 4789 N. 21st Rd., Arlington, Va. <i>Potomac River (50)</i>
37	.....	R. N. Whaley, Quaker Neck, Chestertown, Md.
38	.....	George L. Gordon, 1705 Fidelity Bank Bldg., Kansas City, Mo. <i>Chataugua Lake, N. Y.</i>
39	.....	John H. Mulliken, West St., New Canaan, Conn.
40*	.....	H. J. Walter, Weckapaug, R. I.
41	TECHNIQUE	Edmond Bruce, 27 Buena Pl., Red Bank, N. J. <i>North Shrewsbury River, N. J. (11)</i>
42	.....	C. Lindzey Nicholson II, West Lake Rd., Skan- neateles, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
43	.....	Edwin Huck, 40-40 196th St., Flushing, N. Y.
44	.....	Rosalie Walton, Royal Victoria College, Mon- treal, Canada
45	LYN	L. E. Miller, 1505 Oakland Pkwy., Lima, O. <i>Indian Lake, O. (23)</i>
46	.....	G. V. Tompson, Cream of Wheat Corp., Min- neapolis, Minn.
47	.....	Dr. Lee Musser, 844 Phoenix St., South Haven, Mich.
48	.....	George S. Nelson, 1330 Yale Ave., Sa't Lake City, Utah
49	.....	H. T. Efraimson, Route 1, McMinnville, Oreg.
50	.....	James V. Hogg, 239 Market St., Amsterdam, N. Y.
51	.....	Ian Bradburn, 461 Pine St., New Orleans 18, La.
52	.....	Carl Lewis, 1148 Mary St., Flizabeth, N. J.
53	.....	Joseph K. Phillips, Kittery Point, Me. <i>Piscataqua River, N. H. (22)</i>

N O R G E
SAILMAKERS CORP.

170 2nd Avenue
BROOKLYN 15, N. Y.
TELEPHONE SOutH 8-7618

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
54	.....	R. E. Morley, Saginaw, Mich.
55	.....	Clyde B. Fenn, 213 N. Hoopes Ave., Auburn, N. Y.
56	.....	burn, N. Y.
57	.....	Jesse Hensle, 91 Fletcher Ave., Mt. Vernon, N. Y.
58	.....	Phil H. Skelton, Magog, Quebec, Canada (Saguenay Inn, Arvida, Que.)
59	SEA GULL	Norment Alden, 1100 Michigan Ave., Washington, D. C.
60	.....	Barbara Nickerson, 46 Mountain View Dr., West Hartford, Conn.
61	.....	<i>Giant's Neck, Niantic, Conn.</i>
62	BLONDIE	Eugene Leistner, 7th and Clay Sts., St. Charles, Mo.
63	NAIAD	Harry B. Jansen, 1506 Wahasso Way, Glendale, Calif.
64	.....	Harold W. Post, 103 Howard Ave., Passaic, N. J.
65	.....	<i>Lake Hopatcong, N. J. (29)</i>
66	NIAD	Charles W. Valencourt, 135 W. Wells St., Milwaukee, Wisc.
67	.....	H. E. Chance, Salem Yacht Home, Salem, N. J.
68	.....	Arthur Grahame, 130 S. Adams St., Rockville, Md.
69	.....	Grant H. Johnson, 1728 Ainslie St., Chicago 40, Ill.
70	.....	<i>Lake Michigan (5)</i>
71	.....	Culver Military Academy, Culver, Ind.
72	.....	Joseph M. Caldwell, Beaufort, S. C.
73	.....	Lloyd Patterson, 17 E. 42nd St., New York, N. Y.
74	.....	Culver Military Academy, Culver, Ind.
75	GUD HJEM	Alan J. Gould, 655 Park Ave., New York, N. Y. and Jose Bornn, 30 Prospect St., Port Washington, L. I., N. Y.
76	.....	Culver Military Academy, Culver, Ind.
77	.....	Culver Military Academy, Culver, Ind.
78	.....	Frank Van Derpool, Mohawk Avenue, Scotia, N. Y.
79	BLUE JACKET	Valdemar Jacobsen, Alden Park Manor, Philadelphia, Pa.
80	DORALEE	<i>Little Egg Harbor, N. J. (26)</i>
81	.....	Donald Isburgh, 164 W. Main St., Amsterdam, N. Y.
82	THE CANDY KID	Wm. H. Fitzell, R.F.D. No. 2, New Britain, Conn.
83	VIKING	Lieut. (j.g.) J. K. Murphy, U.S.C.G.R., U.S. Coast Guard Patrol Base, New Haven, Conn.
84	GRIFFIN	<i>Long Island Sound at Branford, Conn.</i>
85*	.....	Dr. John S. McIntosh, 3417 Lake Ave., Rochester, N. Y.
86	VIKING	<i>Irondequoit Bay, N. Y. (46)</i>
87	.....	Harold Liebenow, Myrtle St., Rochester, N. Y.
88*	<i>Irondequoit Bay, N. Y. (46)</i>
89	.....	Robert Ward, 111 Valentine Pl., Ithaca, N. Y.
90	.....	Ynes M. Jova and Idda M. Jova, 351 Carpenter Ave., Newburgh, N. Y.
		<i>Hudson River (39)</i>
		Milton W. Jennison, 32½ Eagle St., Greenville, Pa.
		<i>Pymatuning Lake, Pa. (36)</i>
		William Tyler, Watertown, N. Y.
		<i>Lake Ontario (9)</i>
		W. S. Greenfield, 310 Pine St., Lockport, N.Y.
		Ensign Eskil B. Ringdahl, Mohawk Acres, Rome, N. Y.
		<i>Lake Delta, N. Y. (4)</i>
		William Burroughs, 1530 E. Genesee St., Syracuse, N. Y.
		<i>Onondaga Lake, N. Y. (10)</i>
		Richard S. Dirkes, 38 Locust St., Floral Park, L. I., N. Y.
		Philip Strubing, 1335 Land Title Bldg., Philadelphia, Pa.
		John C. Baker, 67 Eagle Rock Way, Montclair, N. J.

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1939

LIGHTNING
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PRESCOTT WILSON

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Yacht Sailmakers
NEW YORK CITY

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
91	.....	George M. Isdale, 171 Sutton Manor, New Rochelle, N. Y.
92	.....	Robert Sprague, 8034 222nd St., Queens Village, L. I.
93	.....	John W. Sanford, Jr., Warwick, Orange County, N. Y.
94	PEPPY	John V. A. Cattus, Cattus Island, P. O. Box 335, Toms River, N. J.
95	.....	<i>Barnegat Bay, N. J. (3)</i> Gaines N. Houston, 1743 Danville, Houston, Tex.
96	.....	Francis L. McGrattan, 10 McClellan ave., Amsterdam, N. Y.
97	HALF MOON	<i>Sacandaga Reservoir, N. Y. (13)</i> Wendell F. Kinker, Colonial Ave., Andalusia, Pa.
98	.....	<i>Delaware River</i> Ralph Ross, 5625 Rosemary Pl., New Orleans 19, La.
99	.....	O. F. Ruprecht, 104 Inwood Ave., Upper Montclair, N. J.
100	SALLY	Wm. W. Sproul, 375 Berkeley Rd., Orange, N. J.
101	.....	<i>Barnegat Bay, N. J. (3)</i> C. B. Young, 38 Pearl St., New York, N. Y.
102	ANYHOO	Lois E. Wettlin, 186 Ballantine Parkway, Newark, N. J.
103	MAKAI	<i>Barnegat Bay, N. J. (3)</i> Nancy West, State Road, Falmouth Foreside, Me.
104	.....	<i>Casco Bay, Portland, Me. (14)</i> E. P. Williams, 10916 Magnolia Dr., Cleveland, Ohio.
105	.....	P. B. Kelley, Box 941, Ft. Pierce, Fla.
106	.....	Rex O'Malley, 180 W. Washington St., Chicago, Ill.
107*	.....	R. Butler and J. Bishop, 6660 N. Wabash Ave., Chicago, Ill.
108	.....	Robert Rapp, 1244 Komensky Ave., Chicago, Ill.
109	LILLA	<i>Lake Michigan (5)</i> John C. Bryant, 114 Mussey St., So. Portland, Me.
110*	<i>Casco Bay, Portland, Me. (14)</i> Harle B. Long, Kirkland Lake, Canada
111*	.....	Builder
112	.....	E. R. Sandrock, 439 N. Pinecrest, Milwaukee, Wis.
113	.....	Walter E. Hull, 1931 Estrabrook Ave., Warren, Ohio.
114	DING HOW	<i>Pymatuning Lake, Pa. (36)</i> Edward Ritholz, c/o Midwest Scientific Co., 1148-60 W. Chicago Ave., Chicago 22, Ill.
115	HUMPIT	<i>Lake Michigan (5)</i> Dickson Humphreys, 645 St. Clair St. North, Chicago, Ill.
116*	<i>Lake Michigan (5)</i> Builder
117	.....	C. R. Neagle, 22 Greenman Heights, West-erly, R. I.
118	.....	Frank M. Cowper, Lindesfarne 29, The Downs-way, Sutton, Surrey, England
119	NELCHA	C. Richter, Jr., 5312 Montgomery Rd., Nor-wood 12, Ohio
120	JEAN S	<i>Ohio River (57)</i> Ted and Chuck Siferd, 712 South Main St., Lima, Ohio
121	.....	<i>Indian Lake, Ohio (23)</i> Albert G. Morhard, 15 Washington St., New-ark, N. J.
122	CHUM-LET	Robert M. Kerr, Jr., 294 Touraine, Grosse Pointe, Mich.
123	<i>Lake St. Clair, Mich. (51)</i> W. B. Lockwood and A. B. Montgomery, Cold Metal Process Co., Youngstown, Ohio
		<i>Lake Pymatuning, Pa. (36)</i>



John W. Orelup's "Javelin".

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National Championship 1943

LOUIS J. LARSEN

50 WARREN STREET, NEW YORK



SAIL LOFT A CITY BLOCK LONG
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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
124	James Lane, Little Falls, N. J.
125	DING HAO II	Mrs. Sherwood Picking, Falmouth Foreside, Portland, Me. <i>Casco Bay, Portland, Me. (14)</i>
126*	.....	G. Waller, c/o Eastern Airlines, Municipal Airport, Atlanta, Ga.
127	CHIPIN	C. William Horr, 164 Charlton Ave., So. Orange, N. J. <i>Monmouth Beach, N. J.</i>
128	.....	Lee Judd, Lincoln Alliance Bank, Exchange St., Rochester, N. Y.
129	.....	Donald K. Lister, Green Haven, Rye, N. Y.
130	.....	George Groom, Sequoyah Yacht Club, Tulsa, Okla.
131	LINNET	David G. Cluett, 1221 Lefferts Rd., Hewlett, L. I., N. Y.
132	PHANTOM	<i>Great South Bay (2)</i> Edward F. Crane, 103 Alice St., Sea Breeze, N. Y.
133	P-38	<i>Irondequoit Bay, N. Y. (46)</i> Sturgis Warner, 1619 34th St., N. W., Wash- ington, D. C.
134	ETA	<i>Potomac River (50)</i> William F. Carson, 508 Commercial Trust Bldg., Philadelphia 2, Pa.
135	CUCKOO	<i>Ocean City, N. J.</i> Dr. H. E. B. Pardee, 772 Park Ave., New York, N. Y.
136	MYBELLE III	<i>Great South Bay (2)</i> Edward Bacon, 35 Riverview Rd., Rocky Hill, Conn.
137	SEA BISCUIT	Major Ira R. Peterson, 2287 Elm St., Stratford, Conn.
138	.....	<i>Housatonic River, Conn. (6)</i> Vivvan Hall, 3671 Bay Homes Rd., Miami, Fla.
139	.....	L. W. Gunder, 1537 Caroline Ave., Whiting, Ind.
140	.....	Vincent J. Priebe, 2897 Main St., Stratford, Conn.
141	LITENEZE	<i>Housatonic River, Conn. (6)</i> Ernest B. Crocker, 962 Wells Pl., Stratford, Conn.
142	.....	<i>Housatonic River, Conn. (6)</i> Pierce Bradburn, 1000 Broadway, New Or- leans, La.
143	TIMENEL	Evan Chamberlin, Bay Front, Point Pleasant, N. Y.
144	.....	<i>Irondequoit Bay, N. Y. (46)</i> Lucius H. Beers, 25 Broadway, New York, N. Y.
145*	.....	Builder
146*	.....	Builder
147	.....	Wm. Stevens, 11 George St., Amsterdam, N.Y. <i>Sacadanga Reservoir, N. Y. (13)</i>
148*	.....	Builder
149*	.....	Builder
150*	.....	Builder
151*	.....	Builder
152*	.....	Builder
153	.....	E. M. Kersten, 712 Snell Pl., Fort Dodge, Ia.
154	RIPPLE	John B. Mollnow, 118 N. Main St., Perry, N. Y.
155	.....	<i>Silver Lake, N. Y. (47)</i> Drake H. Sparkman, 11 E. 44th St., New York, N. Y.
156*	.....	Builder
157*	.....	Builder
158*	.....	Builder
159	.....	W. A. Bissell, Glenburn, Pa. <i>Lake Wallenpaupack, Pa. (16)</i>
160	.....	H. T. Axford, 1009 Electric St., Scranton, Pa. <i>Lake Wallenpaupack, Pa. (16)</i>
161	.....	Lieut. Conant Manning, Box 204, Libertyville, Ill.
162	NEUTOPIA	J. A. Bentley, Carrier Corp., 405 Lexington Ave., New York, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>



<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
163	ZIG ZAG	Frank M. Fisher, 451 Spitzer Bldg., Toledo, O. <i>Lake Erie (42)</i>
164*	.....	Dealer, Bay Head, N. J.
165	.....	Henry R. Pemberton, 3308 Circle Hill Rd., Beverly Hills, Alexandria, Va.
166	.....	Daniel Simonds II, Prouts Neck, Maine
167	.....	Edgar A. Newell II, Stephenson Court Apts., Freeport, Ill.
168	.....	A. R. Heise, c/o Wm. Schollhorn Co., New Haven, Conn.
169	.....	Wesley Workman, Central Lake, Mich.
170	.....	J. A. Gorman, 3041 Rosaline Pl., Los Angeles, Calif.
171	.....	Capt. Tom Newman, Jr., c/o Capt. Tom's Dredging Co., 324 S.W. 16th Ave., Miami, Fla.
172	.....	L. J. Carr, 1027 East Huron St., Ann Arbor, Mich.
173	.....	W. C. Opferman, c/o Roger Bills, Valley Ave., Highlands, N. J.
174	GAMECOCK	George Montgomery Spindler, Jr., U.S.N.R., W.S.N.P.S., Mangum Hall, Room 10, Univ. of North Carolina, Chapel Hill, N. C. <i>Long Island Sound</i>
175	.....	Charles Picoulet, Port Au Prince, Haiti
176	.....	Miss D. L. and Hiram A. Monnoyer, c/o Mar- cellus Casket Co., Syracuse, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
177	THUNDER	Lt. Gardener Van Duyne, Philip R. Van Duyne, and Capt. Philip R. Van Duyne, Jr., 95 Clay St., Newark, N. J. <i>Barneget Bay, N. J. (3)</i>
178	NIXE	William C. Kalning, Disbrow House, Larch- mont Acres Apts., Larchmont, N. Y. <i>Metedeconk River, N. J. (34)</i>
179	LITTLE SODUS II	R. A. Downey, Jr., 1 W. Bridge St., Oswego, <i>Fair Haven Bay, N.Y., Lake Ontario (15)</i>
180	POPPY	Dr. J. M. Riley, 39 W. Bridge St., Oswego, N. Y. <i>Fair Haven Bay, N.Y., Lake Ontario (15)</i>
181	.....	J. Bryant Fugate, Seascout Ship, SSS Gasparilla, Boca Grande, Fla.
182	ROAMER	D. P. Morehouse, Jr., Oswego, N. Y. <i>Fair Haven Bay, N.Y., Lake Ontario (15)</i>
183	.....	Clarence L. Collens, 1088 Ivanhoe Rd., Cleve- land, Ohio
184	SEA CHANTY	A. G. Shenstone, National Research Council, Ottawa, Canada <i>Smith's Cove, Digby County, Nova Scotia</i>
185	LA SPOUSE	Arthur M. Godfrey, 808 Earle Bldg., Wash- ington, D. C. <i>Potomac River (50)</i>
186	.....	F. G. Whittier, Jr., Whittier's Corners, Ips- wich, Mass.
187	.....	G. Milton Pitman, The Mess Cottage, Somer- set, Bermuda
188	.....	Wm. J. Luther, 153 Pleasant St., Attleboro, Mass. <i>Narraganset Bay</i>
189	.....	Paul Gross, Jr., Bayview Ave., E. Patchogue, L. I., N. Y. <i>Great South Bay</i>
190	.....	J. Donald Schaeberle, 44 S. Pine St., York, Pa.
191	.....	W. S. Hatch, 25 E. Delaware Pl., Chicago, Ill.
192	.....	C. B. North, Route 2, Box 5622, Des Plaines, Ill.
193	.....	G. G. Greene, 1620 N.E. 4th Court, Ft. Lau- derdale, Fla.
194	.....	Lawrence Robertson, 410 Allen St., LaPorte, Ind. Robert Foutz, 908 Maple St., LaPorte, Ind. <i>Pine Lake, Indiana (21)</i>
195*	.....	Builder
196	HAPPY DAY	Ernest J. Hamilton, 35 Adrian Dr., Point Pleasant, N. Y. <i>Irondequoit Bay, N. Y. (46)</i>

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A LIGHTNING

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11 EAST 44TH ST.
NEW YORK.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
197	ARGO	Stephen C. Morris, T/5 U.S.A. Wm. Morris, 737 Brice Ave., Lima, Ohio <i>Indian Lake, Ohio (23)</i>
198	Skaneateles Trophy for C.N.Y. Y.R.A. Regatta
199	Frank M. Russell, N.B.C. Translux Bldg., Washington, D. C.
200	Herbert Wood, Bolt Hill Rd., Eliot, Maine <i>Piscataqua River, N. H. (22)</i>
201	D. O. Fugate, c/o Fugate's Drug Store, Boca Grande, Fla.
202	Franklin T. Kurt, West Neck Ave., Hunting- ton, N. Y. <i>Long Island Sound</i>
203	Edward E. Bishop, Box 342, Annapolis, Md.
204	Herbert J. Krase, 1234 Mt. Vernon Ave., Dayton, Ohio <i>Indian Lake, Ohio (23)</i>
205	Herbert L. Walker, 1025 Crestwood Rd., Woodmere, L. I., N. Y.
206	KAPRICE	Milton E. Price, Republic Bank Bldg., Dallas 1, Texas <i>White Rock Lake, Texas (35)</i>
207	Bradford H. Monroe, Madison, Conn.
208	Lucien A. Hennequin, 105 Pearl St., Torrington, Conn.
209	Wm. A. Grover, 671 Washington St., Canton, Mass.
210	TWOTEN	George B. Andrews, 19 Rector St., New York, <i>No. Shrewsbury River, N. J. (11)</i>
211	Arthur G. Stillman, R.F.D. No. 2, Westerly, R. I.
212	Russ J. Young, Decatur Packing & Prov. Co., Decatur, Ill.
213	SELA MAID	T. Peter Doremus, Jr., 9 Vista Pl., Red Bank, N. J. <i>No. Shrewsbury River, N. J. (11)</i>
214	Robert D. Rock, 2849 N. New Jersey St., Indianapolis, Ind.
215	Robert K. Adams, Box 174, Balboa, Canal Zone
216	Arthur E. Fogelstad, 3745 Palmer St., Chi- cago, Ill.
217	A. A. Sproul, Vanadium Corp. of America, 420 Lexington Ave., New York, N. Y.
218	Roy Deakman, Maple Bluff, Madison, Wisc. <i>(Boat Wrecked)</i>
219	ZIPHER	Joseph Venables, 203 Raven Terrace, Strat- ford, Conn. <i>Housatonic River, Conn. (6)</i>
220	BETH	Allen M. K. Stephens, Trenton Trust Bldg., Trenton, N. J. <i>Barnegat Bay, N. J. (3)</i>
221	Girard B. Ruddick, 361 Highland Ave., Upper Montclair, N. J. <i>Lake Mohawk, N. J. (25)</i>
222	L. M. Browne, 608 Vine St., Liverpool, N. Y. <i>Onondaga Lake, N. Y. (10)</i>
223	N. Westford Cutler, 27 Canterbury Lane, West- field, N. J. <i>No. Shrewsbury River, N. J. (11)</i>
224	Edward P. Dungate, 1641 Brooklyn Ave., Brooklyn, N. Y. <i>Lake Hopatcong, N. J. (29)</i>
225	Paul Manning, 3872 Meyerfield Ave., Cheviot, Cincinnati, Ohio
226	J. E. Borton, 257 E. Girard Ave., Philadel- phia, Pa. <i>Delaware River (8)</i>
227	CYGNET	Ens. John B. Hildebrandt, U.S.N.R., 198 Oak- dale Rd., Baltimore, Md.
228	Vincent Doyle, 1 Water St., Kittery, Maine
229	H. H. Freeman, 116 Allen St., Sherrill, N. Y.
230	H. D. Pixby, Pippin Hill, New Hartford, N.Y.
231	George N. Ralston, 1633 S. Broadway, Wichita, Kans.

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RED BANK, N. J.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
232	S. T. Crawford and J. P. Kurtz, 17166 Muirland, Detroit, Mich. <i>Lake St. Clair, Mich. (51)</i>
233	.....	Sigournay B. Olney, 177 Montague St., Brooklyn, N. Y. Sam Robbins, 164 E. 72nd St., New York, N. Y. <i>Great South Bay (2)</i>
234	.....	Julius Lipschutz, Charlotte St., Rochester, N. Y.
235	.....	Wm. H. Evans, Jr., 244 W. Main St., Moorestown, N. J.
236	PUDDIN' & TAME	Frederick W. Shields, 1620 Eye St., N.W., Washington, D. C. <i>Potomac River (50)</i>
237	.....	Frederick K. Marchman, P. O. Box 293, New Port Rickey, Fla.
238	.....	Cornelius Browne, 119 Ash St., Madison, Wis.
239	.....	Howard H. Young, Box 1016, Binghamton, N. Y.
240	APRES VOUS	Dr. Gerald J. Murphy, Citizens Bank Bldg., Mt. Morris, Mich. Dr. Fred Bostick, Fenton, Mich. <i>Lake Fenton, Mich. (53)</i>
241	TRITON	Carroll Y. Belknap, Riverside, Conn. <i>Long Island Sound (7)</i>
242*	.....	Wellington Kennedy, Quaker Ridge Rd., Greenwich, Conn.
243	GADGET	Hugo Spatenga, 4 Dean St., Lynbrook, L. I., N. Y. <i>Hewlett Bay (58)</i>
244	.....	F. A. Myers, 406 Thompson St., Flint, Mich. <i>Lake Fenton, Mich. (53)</i>
245	.....	Burke N. Carson, Skaneateles, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
246	.....	Sidney Wertimer, Jr. and Edward C. Wertimer, 35 Hallam Rd., Buffalo, N. Y.
247	NIP'N TUCK	Delano J. Lawson, 20 N. Merrill Ave., Park Ridge, Ill. <i>Lake Michigan (56)</i>
248	CINDERS	Wilson A. Pryce, 672 Evening St., Worthington, Ohio <i>Scioto River, Ohio (27)</i>
249	FROLIC	Al., Jane and Jack Webb, Terrace Ave., Riverside, Conn. <i>Long Island Sound (7)</i>
250	JEBARBE	DeHaven Ross, Homelite Corp., Port Chester, N. Y. <i>Long Island Sound (7)</i>
251	BLUE WING	Russell J. Nall, Dawn Harbor Lane, Riverside, Conn. <i>Long Island Sound (7)</i>
252	SLIPPER II	Theodore Maher, Box 101, Riverside, Conn. <i>Long Island Sound (7)</i>
253	NOLA	Richard Carr, 38 Beach Ave., Larchmont, N.Y. <i>Long Island Sound (32)</i>
254	ZIG ZAG	Riverside Yacht Club, Club Road, Riverside, Conn. <i>Long Island Sound (7)</i>
255	SPHERE	George A. Round, Lake Drive, Riverside, Conn. <i>Long Island Sound (7)</i>
256	LORD JEFF	J. Henry, Jr., and Andy Scholtz, Spruce St., Riverside, Conn. <i>Long Island Sound (7)</i>
257	DEB	D. M. Bellen, Colony Stations, 1585 Main St., Bridgeport, Conn. <i>Long Island Sound (7)</i>
258	BOUNTY II	Paul F. Darby, Tech. Div. Remington Arms Co., Bridgeport, Conn. <i>Long Island Sound (17)</i>
259	AJAX	T. D. Helprin, Cedar Cliff Road, Riverside, Conn. <i>Long Island Sound (7)</i>
260	Harry C. Garrison, North Compo Rd., Westport, Conn.
261	Arthur Coombs, 18 Willow Ave., Larchmont, N. Y. <i>Long Island Sound (32)</i>

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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
262	TRUBOB	Truman S. Safford and Robert Norton, Longview Lane, Riverside, Conn. <i>Long Island Sound (7)</i>
263*	.....	H. P. Buck, Riverside, Conn.
264	TINKLE	Major Donald E. Tinkess, Ituri Towers Apts., Greenwich, Conn. <i>Long Island Sound (7)</i>
265	.....	W. A. Winburn, Jr., Savannah, Ga.
266*	.....	Builder
267*	.....	Builder
268	FIREFLY	Capt. Edmund F. Jewell, U. S. N. R., 195 Heather St., Manchester, N. H.
269	.....	Dr. Howard M. Field, 15617 Lake Ave., Lakewood, Ohio
270	STATIC	John E. Orchard, 2 Lodge Court, Oakland, Calif. <i>Barnegat Bay, N. J. (3)</i>
271*	.....	Dealer
272	PHANTOM	Niels Fossum, 78 Valleywood Rd., Cos Cob, Conn. <i>Long Island Sound (7)</i>
273	JENNIFER	George Culp, 8 Strathallan Park, Rochester, N. Y. <i>Lake Ontario (52)</i>
274	.....	J. J. O'Neill, 171 Sycamore St., Albany, N.Y.
275	NEREID	John L. Koehne, Jr., A.E.R.C., 272 Victoria Pl., Lawrence, L. I., N. Y. <i>Great South Bay (2)</i>
276	EBI	Jean Bowen, 55 Pinewood Dr., N. Tonawanda, Lake Erie
277	.....	Lucien E. Baldwin, Stratford, Conn. <i>Housatonic River, Conn. (6)</i>
278	.....	Ralph Eckert, Navesink River Rd., Red Bank, N. J.
279	JOAN	Ralph R. Fleming, 54 Hall St., Delawanna, N. J. <i>Lake Hopatcong, N. J. (29)</i>
280	.....	Wm. F. Jones, 130 Kimberly Ave., Springfield, Mass.
281	PEGGY ANNE	Lt. (j.g.) Maynard H. Childs, U.S.N.R., Route No. 1, Painesville, Ohio <i>Lake Erie (37)</i>
282	FLO FLO	Edward H. Lasell, Highland Mills, N. Y. <i>Hudson River (39)</i>
283	.....	Alexander P. Johnson, 30 Rogers Ave., Milford, Conn.
284*	.....	Earl Machold, Sackets Harbor, N. Y.
285	PHANTOM	Paul O. Farabaugh, Vernon, Tex.
286	.....	Rosser J. Smith, c/o Southeastern Cotton, Inc., 58 Worth St., New York 13, N. Y.
287	.....	James Asher, Linwood Estate, Rhinebeck, N.Y.
288	.....	Joseph H. Leuner, 3960 Monticello Ave., Bronx, N. Y.
289	TAM	James M. and Marie H. Trenary, 81 Brookside Dr., Greenwich, Conn. <i>Long Island Sound (7)</i>
290	MYSTIC	George M. Nelson, 404 Tremont Ave., Westfield, N. J. <i>Barnegat Bay, N. J. (3)</i>
291	RUTH M II	Carl G. Schuller, 3206 Altoona Rd., S. W., Cleveland, Ohio <i>Lake Erie (45)</i>
292	RUBYACHT	Paul R. Ruby, 414 South Ave., Oneida, N. Y. <i>Oneida Lake, N. Y.</i>
293	.....	J. E. Catlin, The Virginia Craftsman, Inc., 50 E. 53rd St., New York, N. Y.
294	.....	Chas. M. Nichols, 212 N. Main St., Pennington, N. J. <i>Lake Hopatcong, N. J. (29)</i>
295	.....	John S. Titterington, 12102 114th Ave., South Ozone Park, N. Y.
296	Charles Wiegel, Jr., 4156 N. Claremont Ave., corner Berteau, Chicago, Ill.
297	E. E. Eckenbeck, 2730 Thayer St., Evanston, Ill.

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Boat No.	Boat Name	Owner—Address—Sailing Waters—Fleet
298	Levern C. Dreher, 441 South 17th St., Harrisburg, Pa.
299	Willis Porter and E. Rhobuck, Blissfield Builders Supply Co., Blissfield, Mich. <i>Devil's Lake, Mich. (31)</i>
300	Ronald N. Campbell, 301 Robineau Rd., Syracuse, N. Y. <i>Onondaga Lake, N. Y. (10)</i>
301	Charles Hall, 421 Chestnut St., Philadelphia, Pa.
302	Eugene G. Gardner, Box 868, Santa Paula, Cal.
303	Frank H. Riepen, 1060 Granite St., Philadelphia, Pa. <i>Delaware River (8)</i>
304*	Inland Lakes Boat Corp., Oconomowoc, Wis.
305*	Builder
306*	Builder
307	Campbell Boat Co., R. R. No. 1, Holland, Mich.
308	Charles F. Lewis, 13 Kimball Circle, Westfield, N. J. Dr. F. T. Bell, 716 E. Kimball Circle, Westfield, N. J. <i>No. Shrewsbury River, N. J. (11)</i>
309	C. Dick, 304 Trust & Loan Bldg., Winnipeg, Canada
310*	Lt. George E. Hobbie, U.S.N.R., 31 Howard St., Petaluma, Cal.
311	Donald F. Maxham, 161 81st St., Niagara Falls, N. Y.
312	Roy E. Abrams and S1/c Roy E. Abrams, Jr., U.S.C.G.R., 199 Whipple Rd., Kittery, Me. <i>Piscataqua River, N. H. (22)</i>
313	JIMINY CRICKETS	Alphonsus Burns, 3119 125th St., Toledo II, Ohio <i>Lake Erie (42)</i>
314	William H. Jefferies, Possum Hollow Rd., Moylan, Rose Valley, Pa. <i>Delaware River (18)</i>
315	A. M. Creighton, 2422 Jefferson Ave., New Orleans 15, La.
316	Arthur Finkeldey, River Rd., Essex, Conn.
317	KIT-KAT	L. N. Robinson, 3402 Drummond Rd., Toledo, Ohio H. G. Kreuger A. Marshall <i>Devil's Lake, Mich. (31)</i>
318	Mrs. J. E. Borton,, 103 Heacock Lane, Wyncote, Pa. <i>Delaware River (8)</i>
319	J. A. Johnson, Branford Yacht Club, Branford, Conn. — Boat wrecked.
320	J. H. S. MacDonald, Liverpool, Nova Scotia, Canada
321	Edgar S. Dillen, 1749 Stanford Rd., Berkley, Mich. <i>Lake St. Clair, Mich. (51)</i>
322	DRAMBUIE	W. V. Scott, 951 Myrtle Ave., Plainfield, N. J. <i>Barnegat Bay, N. J. (3)</i>
323	H. G. Meinke, 41 Harte St., Baldwin, L. I., N. Y.
324	Channing Lefebvre, 211 Fulton St., New York, N. Y.
325	George Thompson, c/o Fleet Aircraft Corp., London, Ontario, Canada
326	Winfield Partridge, Jr., Pine Bluff Arsenal, Pine Bluff, Ark. Arthur D. Danielson, Coast Artillery, 245, Fort Hancock, N. J.
327	Presley D. Bowen, 5108 St. Albans Way, Baltimore, Md.
328	NANCY	F. G. Syburg, c/o Chain Belt Co., 1600 W. Bruce St., Milwaukee, Wis. <i>Norib Lake, Wisc.</i>
329	Albert St. Yves, Somerset Boat Co., 34 Riverside Ave., Somerset, Mass.



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AGENTS IN EVERY IMPORTANT PORT

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
330	.....	Dr. Alfons R. Bacon, 580 Hawthorn Pl., Chicago, Ill.
331 *	.....	Dr. Sidney Beutsch, 4182 Clarendon Ave., Chicago, Ill.
332	.....	Sidney R. Prince, 1728 Consumers Bldg., 220 South State St., Chicago, Ill.
333	.....	Irving J. McCarty, 4149 Washington Blvd., Chicago, Ill.
334 *	.....	Dealer
335 *	.....	Dealer
336	LARK	Howard Dart, 559 Monroe Blvd., South Haven, Mich.
		Dr. M. K. Fritz, 85 Monroe St., South Haven, Mich.
		<i>Lake Michigan (30)</i>
337	.....	Mrs. James G. Affleck, Jr., Boscobel Island, Clayton, N. Y.
338	CASSIE	George R. Joslyn, Route No. 2, South Haven, Mich.
		<i>Lake Michigan (30)</i>
339	VICI	E. N. Wheelock, R.F.D. No. 2, South Haven, Mich.
		<i>Lake Michigan (30)</i>
340	BLITZEN	Dr. Ernest E. Miller, 18 South Monroe St., Monroe, Mich.
		<i>Monroe, Mich.</i>
341	.....	William T. Lindsay, 825 Electric St., Scranton, Pa.
		<i>Lake Wallenpaupack, Pa. (16)</i>
342	.....	Wm. Nisson, 15 Batchelor Terrace, Petaluma, Cal.
343	.....	H. E. McCarthy, 1317 Shattuck Ave., Berkeley, Cal.
		<i>Inverness, Tomalas Bay, Cal.</i>
344	.....	Gilbert Rothstein, 3800 Lake Shore Dr., Chicago, Ill.
345	.....	Charles Mohn, 5039 North Ashland Ave., Chicago, Ill.
346	YOCKY	Fred Johnson, 4512 North Paulina Ave., Chicago, Ill.
		<i>Lake Michigan (5)</i>
347	.....	J. L. Mathewson, 2301 Rugby Row, Madison, Wis.
348	.....	Charles M. Schreiner, C. M. Schreiner Co., Box 34, College Point, N. Y.
349	.....	Henry C. Johnson, 245 Allens Ave., Providence, R. I.
350	.....	Arthur F. Tuthill, The Cooper Union, Dept. of Mech. Engineering, New York, N. Y.
351	VINDICTIVE	Vincent G. Bush, 767 Gulf View Rd., Moorestown, N. J.
		<i>Barnegat Bay, N. J. (3)</i>
352	CHURCHILL II	J. W. Brown, 1406 Fountain Square Bldg., Cincinnati, Ohio
		<i>Ohio River (57)</i>
353	.....	Mr. and Mrs. J. H. Morey, Jr., 28 Dalecordia Dr., Westmoreland Hills, Md., via Friendship Station
354	WILDCAT	Fred P. Weyler, 86 Ellicott St., Buffalo, N. Y.
		<i>Lake Erie (12)</i>
355	.....	Hubert Johnson, Bay Head, N. J.
		<i>Barnegat Bay, N. J. (3)</i>
356	.....	Dr. Robert D. Johnson, 502 Scott Ave., Syracuse, N. Y.
		<i>Lake Skaneateles, N. Y. (1)</i>
357	.....	Wm. Cooper Willits, 609 West Horter St., Germantown, Philadelphia, Pa.
		<i>Little Egg Harbor, N. J. (26)</i>
358	.....	Mrs. Arthur Letchworth, 1130 Fillmore St., Frankford, Philadelphia, Pa.
359	.....	Dr. Eugene W. Carpenter, 225 Broad St., Oneida, N. Y.
360	A. Lawrence Riker, Jr., Highland Park, Manchester, Conn.
		<i>Columbia Lake, Conn. (49)</i>

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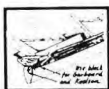
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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
361	John G. Lee, Farmington, Conn.
362	SCAMPER II	C. V. Spencer, Glenmont, N. Y. <i>Sacandaga Reservoir, N. Y. (13)</i>
363	.....	Niels Knudsen, Falmouth Foreside, Me. <i>Casco Bay, Portland, Me. (14)</i>
364	MELMAR	Frank W. Zurn, 1850 South Shore Dr., Erie, Pa. <i>Lake Erie (24)</i>
365	ALFALFA	Anthony H. Hansen, Jr., 38-18 West Dr., Douglaston, L. I., N. Y. <i>Long Island Sound (55)</i>
366	.....	W. Ashton Swick, 10 Morris Ave., Schenec- tady, N. Y.
367	FINESSE	Carlton J. Lauer, 2313 Miller Rd., Flint, Mich. <i>Lake Fenton, Mich. (53)</i>
368	CYGNET	Fred C. Walter, 2726 Orland Pl., Cincinnati, Ohio <i>Ohio River (57)</i>
369	.....	F. G. Gerwig, Amsterdam, N. Y. <i>Sacandaga Reservoir, N. Y. (13)</i>
370	.....	Joann Pierce, 803 Cedar Terrace, Westfield, N. J.
371	HALCYON	Lt. Francis H. Brennan, 53 John St., Ilion, N. Y.
372	.....	John W. Babcock, 4414 W. Virginia Ave., Bethesda, Md.
373	.....	G. V. Thomson, Cream of Wheat Corp., Min- neapolis, Minn.
374	.....	Glenn Erving Behringer, 152 South Main St., Florence, Mass.
375	MARY-JO	Reginald Francklyn, Hewlett, Long Island, N. Y. <i>Great South Bay (2)</i>
376	DOVE	E. T. Croasdale, 232 Golden Hill St., Bridge- port, Conn. <i>Long Island Sound (17)</i>
377	.....	Wm. Lengyel, 815 E. 35th St., Brooklyn, N. Y.
378	HALF PINT	Doris Ash, Webster, N. Y. <i>Irondequoit Bay, N. Y. (46)</i>
379	VEE	Edward L. Wemple, Stillson Rd., Fairfield, Conn. <i>Long Island Sound (17)</i>
380	ZEFR	Frank H. Pfefferle, 1735 Laurelwood Circle, Cincinnati, Ohio <i>Ohio River (57)</i>
381	NATSIE	Wm. P. Norris, Jr., 1835 Arch St., Philadel- phia, Pa. Dr. John C. Hirst, 500 North 20th St., Phil- adelphia, Pa. <i>Barnegat Bay, N. J. (3)</i>
382	.....	Winchester Bennett, Johnson's Point, Branford, Conn.
383	BLITZEN	J. Carl Behler VI, 2102 Hanover Ave., Allen- town, Pa. <i>Barnegat Bay, N. J. (3)</i>
384	.....	Winchester Bennett, Johnson's Point, Branford, Conn.
385	.....	Henry Canady, Jr., 508 N. Mitchell St., Kin- ston, N. C.
386	FRAM II	F. K. Schanche, 3523 88th St., Jackson Heights, L. I., N. Y. <i>Little Egg Harbor, N. J. (26)</i>
387	.....	Dr. W. H. Winchester, 801 E. 9th St., Flint, Mich. <i>Lake Fenton, Mich. (53)</i>
388	.....	Robert Curtiss Montgomery, 186 Lancaster Ave., Buffalo, N. Y. <i>(Boat burned)</i>
389	.....	Herbert C. Foster, 49 Plymouth Ave., King- ston, N. Y. <i>Hudson River</i>
390	Harry A. O'Mealia, 94 Broadway, Jersey City, N. J. <i>Barnegat Bay, N. J. (3)</i>
391	Harold Swank, c/o Scranton Airways, Inc., Schultzville, Pa.



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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
392	Harry L. Brown, 44 Brooklyn St., Warsaw, N. Y. <i>Silver Lake, N. Y. (47)</i>
393	AJAX	Delos A. Humphrey, 824 Croton St., Rome, N. Y. <i>Lake Delta, N. Y. (4)</i>
394	FIREFLY	Kendrick P. Coachman, 1074 Teviott Rd., Schenectady, N. Y. <i>Sacandaga Reservoir, N. Y. (13)</i>
395	.....	H. M. Eckert, 214 Brook Ave., N. Plainfield, N. J. <i>Metedeconk River, N. J. (34)</i>
396	WHITECAP	Joseph A. Miller, 4031 Shelmire St., Philadelphia, Pa. <i>Metedeconk River, N. J. (34)</i>
397	BABS	E. H. Greppin, 20 Mayflower Dr., Rochester 7, N. Y. <i>Lake Ontario (52)</i>
398	TEMPEST	Frank L. Weckman, 131 Weeks St., Jamestown, N. Y. <i>Chataqua Lake, N. Y. (28)</i>
399	BLITZEN	A. R. O'Neal, 57 Beach Ave., Larchmont, N. Y. <i>Long Island Sound (32)</i>
400	SIS IV	Floyd E. Reeves, 540 Cumberland Ave., Syracuse, N. Y. <i>Onondaga Lake, N. Y. (10)</i>
401	.....	Josephine Miniall, 43 Woodlawn Ave., Wellesley Hills, Mass. John Miniall
402	.....	J. Arthur Friedlund, 38 S. Dearborn St., Chicago, Ill.
403	WHITE WINGS	Frank Banka, 637 Ottawa Ave., Park Ridge, Ill. <i>Lake Michigan (5)</i>
404*	.....	Dealer
405	.....	Thain H. Mains, Route 1, Edwardsburg, Mich. <i>Eagle Lake, Mich.</i>
406*	.....	Harold Hyman, Nautilus Club, Atlantic Beach, L. I., N. Y.
407*	.....	George Roper, in the Army—address unknown
408	.....	Harmon Dudd, Three Rivers, Mich.
409	HARMONY	F. J. Emmons, 7226 Coles Ave., Chicago, Ill. <i>Jackson Park Harbor</i>
410	MIRLO	Gordon and Lois Meyer, N. Y. State Elec. & Gas Corp., Perry, N. Y. <i>Silver Lake, N. Y. (47)</i>
411	.....	Floyd Bricknell, 40 Lake Dr., Oshkosh, Wisc.
412	.....	Meyer Burakoff, 4533 W. Roosevelt Rd., Chicago, Ill.
413	DECOY	Fred B. Embury, 45 Liberty St., Warsaw, N. Y. <i>Silver Lake, N. Y. (47)</i>
414	.....	Arnold Sobel, 822 York, Manitowoc, Wisc.
415	.....	John M. Smith, 53 N. Audubon Rd., Indianapolis, Ind.
416	.....	Tom G. Smith, 5808 Julian Ave., Indianapolis, Ind.
417	ROBIN	Milton M. Bink, 360 N. Michigan Ave., Chicago 1, Ill. <i>Lake Michigan (56)</i>
418	HILDEGARD	Leo Maurer, 2701 Sunnyside, Chicago, Ill. <i>Lake Michigan (5)</i>
419	.....	W. L. Alspach, M.D., Pascagoula, Miss.
420*	.....	Joseph Legner, South Bend, Ind. <i>Pine Lake, Ind. (21)</i>
421	HI-HO	Gordon M. Vaughan, 706 Eleventh St., LaPorte, Ind. <i>Pine Lake, Ind. (21)</i>
422	.....	A. Jacobs, 175 W. Jackson Blvd., Chicago, Ill. <i>Lake Michigan (56)</i>
423	.....	Alfred D. Todd, 79 Acacia Ave., Great Kills, Staten Island, N. Y.
424	.....	Leo J. Corboy, Jr., 7011 S. Bennett Ave., Chicago, Ill.
425	NEENAH	Gordon W. Brown, 28 Dewey St., Manhasset, L. I., N. Y.
426*	Builder
427	Michael J. McLaughlin, Morris Plan Bank of Tampa, Tampa, Fla.



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Fine Boats Since 1893

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
428	.....	Allen E. Somers, Waldheim Rd., Fox Chapel, Pittsburgh, Pa.
429	.....	W. M. Pierce, R.F.D. 3, Lehighton, Pa.
430	.....	Robert B. Leonard, Jr., 915 Pierce Bldg., St. Louis, Mo.
431	BUCCANEER	Frank E. Gannon, 915 Pierce Bldg., St. Louis, Mo.
432	EDNA D.	Don A. Fischer, 420 Summit, Webster Groves 19, Mo.
433	.....	<i>Mochen, Mo.</i> Alexander Dougan, 95 Spencer Ave., Lynbrook, L. I., N. Y.
434	BLITZ	<i>Hewlett Bay (58)</i> Grant T. Wernimont, 63 Dake Ave., Rochester, N. Y.
435	.....	David A. Hall, 28 McCall Rd., Rochester, N.Y.
436	.....	Wm. C. Vragel, Peart Ave., Rochester, N. Y.
437	.....	G. Lang <i>Irondequoit Bay, N. Y. (46)</i> W. L. Hamsley, c/o Hamsley, Inc., 228 40th St., Brooklyn, N. Y.
438*	.....	Lt. Cmdr. Nathan Young, U.S.N.R. (ret.)
439*	.....	Lake Lotawana, R. No. 1, Lee's Summit, Mo.
440	.....	<i>Lake Lotawana, Mo.</i> Wm. S. Ahern, 5822 Wayne Ave., Chicago, Ill.
441	.....	Russell Tobiasson, 3236 Pierce Ave., Chicago, Ill.
442	.....	Lawrence McConville, 4909 N. Janssen Ave., Chicago, Ill.
443	.....	Builder
444	WHIMSEY	Builder
445	.....	E. E. Huebotter, 502 Tulsa Bldg., Tulsa 3, Okla.
446	WINDWARD	Ted Hug, 9203 92nd St., Woodhaven, L. I., N. Y.
447	CHINGTOO	Marcy L. Pengue, 272 Pixley Pl., Bridgeport, Conn.
448	JO-MO	E. P. Adams, 57 Barnes St., Providence, R. I.
449	.....	Walton C. Baker, 1090 Worthington St., Springfield, Mass.
450	RED RAIDER	<i>Casco Bay, Portland, Me. (14)</i> Capt. C. A. Pedersen, 1923 Main, Apt. 9, Little Rock, Ark.
451	.....	Alfred A. LaFountain, Jr., 180 Overlook Ave., Hackensack, N. J.
452	.....	<i>Barnegat Bay, N. J. (3)</i> Justus H. Schlichting, Larboard & Beacon Aves., Beachwood, N. J.
453	.....	<i>Barnegat Bay, N. J. (3)</i> John E. and Joan Mosman, 34-40 79th St., Jackson Heights, L. I., N. Y.
454	.....	<i>Lake Hopatcong (29)</i> Mrs. T. Wister Brown III, Merion Square Rd. Gladwyne, Pa.
455	.....	Lt. Mortimer E. Graham, U.S.N.R.
456	OLIVE M.	Fred Behrens, Rd. No. 3, Erie, Pa.
457	.....	<i>Lake Erie (24)</i> J. V. Whitbeck, 18545 Parkland Dr., Shaker Heights, Cleveland, Ohio
458	.....	<i>Fair Haven Bay, Lake Ontario (15)</i> Walter A. Henderson, 70 Victoria Lawn, Lordship, Stratford, Conn.
		<i>Housatonic River, Conn. (6)</i> Dr. Wm. R. Dolan, 26 State St., Skaneateles, N. Y.
		<i>Lake Skaneateles, N. Y. (1)</i> Frank W. Thatcher, Jr., Edgewater Park, N. J.
		<i>Barnegat Bay, N. J. (3)</i> Henry P. Bristol, 630 Fifth Ave., New York, N. Y.
		<i>Barnegat Bay, N. J. (3)</i> Earl C. Johnson, 639 Delaware Rd., Kenmore, N. Y.
		<i>Lake Erie</i> Dr. M. Laurence Elwell, 65 Broad St., Rochester, N. Y.
		<i>Conesus Lake, N. Y.</i> John W. Randall, 133 Riverside Ave., Scotia, N. Y.

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BUY WAR BONDS

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
459	Thomas and Richard Johnson, 328 W. 22nd St., Erie, Pa. <i>Lake Erie (24)</i>
460	SCAMP	A. A. Smith, 132 Michigan Ave., South Haven, Mich. Albert Labz, 337 Hubbard St., South Haven, Mich. <i>Lake Michigan (30)</i>
461*	.....	E. M. Wagner, Elkins Park, N. J.
462	.....	Alan C. Woolley, 7301 Armitage, Elwood Park, Chicago, Ill.
463	.....	J. L. Lohrke, Westtown, Pa.
464	.....	Edgar A. Self, 47 Woodside Dr., Greenwich, Conn.
465	.....	J. E. Hurley, 828 Shadow Lawn Dr., Westfield, N. J.
466	ARGO	John M. Young, Jr., 27 Lodges Lane, Cynwyd, Pa. <i>Barnegat Bay, N. J. (3)</i>
467	RAMPAGE	Robert W. Grat, 50 Agassiz Circle, Buffalo, N. Y. <i>Lake Erie (12)</i>
468	.....	Gordon McNab, 30 Yantecaw Ave., Bloomfield, N. J.
469	JUDITH	<i>Barnegat Bay, N. J. (3)</i> Edwin C. Rosberry, 59 Marquette Ave., Kenmore, N. Y. <i>Lake Erie (12)</i>
470	BOBBIE II	Herman E. Seemann, 443 Sagamore Dr., Rochester 12, N. Y. <i>Lake Ontario (52)</i>
471	SLALOM	Sheldon Thompson III, 50 Cleveland Ave., Buffalo, N. Y. <i>Lake Erie (12)</i>
472	TOMAHAWK	Philip S. Savage, 184 LeBrun Circle, Eggertsville, N. Y. Philip S. Savage, Jr., 184 LeBrun Circle, Eggertsville, N. Y. <i>Lake Erie (12)</i>
473	.....	John H. Mulliken, West St., New Canaan, Conn.
474	.....	John J. Moreschi, 2337 N. Lakewood Ave., Chicago, Ill.
475	.....	Lt. John G. Butler, P.O. Box 111, Red Bank, N. J.
476	.....	O. L. Pengue, 181 Housatonic Ave., Stratford, Conn.
477*	.....	Frederick G. Adams, Box 165, Middletown, N. J.
478	.....	R. A. Downey, Jr., 1 W. Bridge St., Oswego, N. Y. <i>Fair Haven Bay, Lake Ontario (15)</i>
479	.....	Davis W. Shoemaker, Box 44, R.F.D. 2, Orlando, Fla.
480	SPARKLES	Ensign Wm. E. Girkins, 4050 Jackman Rd., Toledo, Ohio <i>Lake Erie (42)</i>
481	TIP TOP	P. J. Bungart, 66 Silver Lane, Oceanside, L. I., N. Y. <i>Oceanside, L. I., N. Y.</i>
482*	.....	Emil O. Lindner, 14 Lincoln Street, Baldwin, L. I., N. Y.
483	.....	O. N. Tevander, Lake Geneva, Wisc.
484	.....	Chester C. Fernald, Hotel Waubeek, Lake Winnepesaukee, Melvin Village, N. H.
485	FANTASY	Jack Wright, Jr., Glenside, Pa. Lois Daenhardt, 337 Arlington Ave., Jersey City, N. J. <i>Barnegat Bay, N. J. (3)</i>
486	DALOLA	G. Warren Basley, Bay Acres, Stony Point, N. Y. <i>Hudson River (41)</i>
487	Major Richard Hosler, U.S.A.A.F., 6610 Madison Ave., Hammond, Ind.
488	SIR ECHO	John W. Kraus, 3328 Euclid Ave., Cleveland 15, Ohio <i>Lake Erie (45)</i>

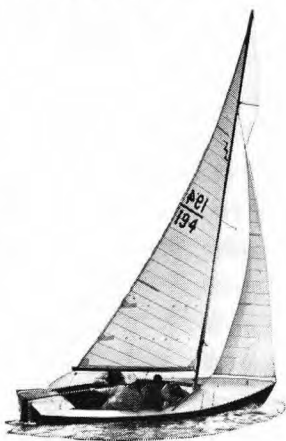
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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
489	NORTH WIND	John A. Walker, 5222 Schuyler St., Philadelphia, Pa. <i>Delaware River (18)</i>
490*	.....	C. A. Butler, Jr., Davenport, Iowa
491	.....	C. E. Bathe, 2315 N. Barnes, Oklahoma City, Okla.
492	.....	T. F. Sears, 1612 W. 42nd St., Oklahoma City, Okla.
493	.....	Edward Polasek, 127 Camp St., New Orleans 12, La.
494	.....	Merrill W. Tilghman, 1608 32nd St., Washington, D. C.
495	CAMBO	Darwin Griffith, Timber Acres Rd., Summit, N. J.
496	.....	Leland S. Trefethen, 1 Ocean Rd., South Portland, Maine <i>Casco Bay, Portland, Me. (14)</i>
497	CO-OP	Robert M. Messick, 6 Brooklett Ave., Easton, Md. <i>Oxford, Md.</i>
498	.....	H. E. Geissinger, Essex Apts., 192 N. Lansdowne, Lansdowne, Pa. <i>Delaware River (18)</i>
499	.....	George Dlugos, 410 Swanson Ave., Stratford, Conn.
500	.....	William C. Werner, Jr., c/o W. C. Werner, Atlantic Commission Co., 102 Warren St., New York, N. Y.
501	INTRUDER	Thomas J. Holland, 74 S. Main St., Salt Lake City, Utah <i>Great Salt Lake</i>
502	.....	J. Richard Conde, 78 Gilette St., Rochester, N. Y. <i>Lake Ontario (52)</i>
503	ENNY JOAN	Chaunce M. Rogers, 1434 Riverside Dr., Trenton, N. J. <i>Barnegat Bay, N. J. (3)</i>
504	.....	George F. Sampson, 514 Wyoming Ave., Milburn, N. J. <i>Barnegat Bay, N. J. (3)</i>
505	MARIJO	Lt. R. A. Pauly, U.S.A., 12th Serv. Sq. 68th Serv. Gr., APO 441, c/o Postmaster, Los Angeles, Calif. <i>Indian Lake, Ohio (23)</i>
506	.....	E. Hearst Blackwell, 3533 Stanford, Dallas, Texas <i>White Rock Lake (35)</i>
507	BEEJAY	Frederick P. Warren, Fair Haven, Vt.
508	CIGNUS	Glen E. Finney, 121 W. Court St., Ithaca, N.Y. <i>Cayuga Lake, N. Y.</i>
509	.....	Wm. A. Straub, 43 Seneca Rd., Rochester, N. Y. <i>Irondequoit Bay, N. Y. (46)</i>
510	.....	Wm. N. Bonner, 1412 N. Boulevard, Houston, Texas
511	KENDOR	Robert M. Wiggins, 3602 Griggs Rd., Houston, Texas
512	.....	George W. O'Hara, Jr., 408 Onondaga Ave., Syracuse, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
513	MISBEHAVE	A. K. Pfister, 246 Crystal Lake Ave., Audubon, N. J. <i>Indian River, Del.</i>
514	.....	E. Judson Cole, 510 Ave. C, Brooklyn, N. Y.
515	.....	Cox. Ramon Accettella, U.S.C.G., 84 Biltmore Blvd., Massapequa, L. I., N. Y. <i>Great South Bay</i>
516	CORSAIR	John Hoge, 2038 Calvin Cliff Lane, Cincinnati, Ohio <i>Ohio River</i>
		Albert J. Perkins, 49 W. Court St., Warsaw, N. Y. <i>Silver Lake (47)</i>
		W. C. Schoolfield, R.F.D. 1, Sport Hill Rd., Bridgeport, Conn.
		Paul S. Baker, Pearsall Way, Bridgeport, Conn. <i>Long Island Sound (17)</i>



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New York

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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
517	Dr. Goodrich T. Smith, Waterbury, Conn.
518	.....	Fred C. Lessing, c/o Hotel Burritt, New Britain, Conn. <i>Columbia Lake (49)</i>
519	ALBATROSS	Jonathan P. A. Leopold, 39 Nottingham Terrace, Buffalo, N. Y. <i>Lake Erie (12)</i>
520	CUTTY SARK II	Dr. Malcolm Graham Bourne, 1 Stoneman Ave., Lakewood, N. Y. <i>Chataqua Lake, N. Y. (19)</i>
521	VULCAN	Capt. Donald D. Trantum, Hallack St., Jamestown, N. Y. Richard Gifford, 16 Englewood Ave., Jamestown, N. Y. <i>Chataqua Lake, N. Y. (19)</i>
522	HOO DOO	Lt. Glen W. Waite, U.S.N.R., 45 Almer Ave., Falconer, N. Y. <i>Chataqua Lake, N. Y. (19)</i>
523	PUFF	Cadet F. A. Moynihan, Jr., AS., U.S.N.R., Pardee 21, 15 St. Dormitory, Rensselaer Polytechnic Institute, Troy, N. Y. <i>Chataqua Lake, N. Y. (28)</i>
524	OLD ANGUS	Randolph Hough, Lakewood, N. Y. <i>Chataqua Lake, N. Y. (19)</i>
525	.....	Carey D. Sapp, The Texas Co., Georgetown, Del.
526	SCHUSS	Lyman A. Beeman, 121 Paddock St., Watertown, N. Y. <i>Lake Ontario (9)</i>
527	.....	Wilson Campbell, Dagsboro, R. D., Delaware
528	ALEA	Frederick P. Whitney, Georgetown, Delaware <i>Indian River, Del.</i>
529	PEG LEG	Mr. and Mrs. Ralph E. Lundquist, Lakewood, N. Y. <i>Chataqua Lake, N. Y. (19)</i>
530	.....	Frederick W. Schnur, General Delivery, Port Washington, N. Y.
531	.....	Uberto Giovannelli, 5 de Mayo 16—c/o Italian Line, Mexico, D. F.
532*	.....	Henry M. Mitchell, 6 Trefetheron Ave., Kittery, Me. <i>Piscataqua River, N. H. (22)</i>
533	PEST	John J. Burke, Jr., 1636 Hawthorne Ave., Westchester, Maywood, Ill. <i>Lake Michigan (56)</i>
534	.....	George Maline, 4612 Bader Ave., Cleveland, O. <i>Lake Erie (45)</i>
535	ANN	James W. Bowen, 3016 Yale, Dallas, Texas <i>White Rock Lake, Texas (35)</i>
536	.....	Pvt. Wm. G. Bailey, Hq. Co. 414 QM Br., 89th Div., Camp Carson, Colo.
537	.....	T. P. Kelly, 19 Cottage Pl., Hempstead, L. I., N. Y.
538	BLITZ	Tom Brown Pearson, U.S.N., 3432 Newark St., N.W., Washington, D. C. Paul M. Pearson, U.S.N. R.O.T.C., Kirkland, A/41, Cambridge 38, Mass. <i>Piscataqua River, N. H. (22)</i>
539	.....	E. B. Zinnecker, Red Head Boat Shop, R.F.D. No. 7—370 Houston, Texas
540	.....	Chantier Naval De Petit, Corsier, Switzerland
541	.....	Bay City Boats, Inc., Foot of Adams St., Bay City, Mich.
542	.....	Richard Purdy, 507 Gifford St., Middlebury, Vt.
543	HARDING	Roland Harding, 68 Durant Ave., Jamestown, N. Y. <i>Chataqua Lake, N. Y. (28)</i>
544	UNDINE	Charles T. Jones, Jr., Edgehill Court Apts., Bala Cynwyd, Pa. <i>Delaware River (18)</i>
545	TAR BABY	G. Bavlief Tompkins, 645 Delaware Ave., Norwood, Pa. <i>Delaware River (18)</i>
546	SEVEN SEAS	Aubrey G. Cummings, 179 N. Owen Ave., Lansdowne, Pa. <i>Delaware River (18)</i>



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Sailmakers

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IN LIGHTNING SAILS

Cos Cob, Connecticut

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
547	ELDOMARODO II	Major D. S. Sammis, 80 Park Blvd., Stratford, Conn. <i>Housatonic River, Conn. (6)</i>
548	.....	Louis Z. Richards, 193 Ridge Rd., Wetherfield, Conn.
549	.....	Clyde Whitley, 1362 E. Capitol St., Washington, D. C.
550	.....	George Panca, P.O. Box 177, Porter, Ind. <i>Lake Michigan (20)</i>
551	.....	Wm. A. Raub, 71 Elm St., Fairfield, Conn.
552	.....	Fairchild Whitworth P. W. Brown, 433 Hill Crest Rd., Ridgewood, N. J.
553	.....	<i>Metedeconk River, N. J. (34)</i> Charles A. Chipman, 127 Wellsville St., Bolivar, N. Y.
554	BRIXTON	<i>(Boat Burned)</i> Grover C. Johnston, Clark Bldg., Canton, Ohio
555	.....	<i>Turkeyfoot Lake, Ohio (33)</i> Thomas H. Thurlow, 708 First St., Liverpool, N. Y.
556	YARE	<i>Onondaga Lake, N. Y. (10)</i> Lt. A. S. Reynolds, W. Lake Rd., Skaneateles, N. Y.
557	MARJORIE ANN	<i>Lake Skaneateles, N. Y. (1)</i> Thomas J. Newman, 1312 12th St., N.W., Canton, Ohio
558	FOUR WINDS	<i>Turkeyfoot Lake, Ohio (33)</i> Edwin W. McCain, 134 32nd St., N.W., Canton 3, Ohio
559	CAROLINE	<i>Turkeyfoot Lake, Ohio (33)</i> Mrs. Clan Crawford, 3005 Montgomery Rd., Shaker Heights 22, Ohio
560	TAGALONG	<i>Lake Erie (37)</i> George J. Buscher, Shipfitter 3/c—U.S.N.R., 833 Rudyard Rd., Cleveland, Ohio
561	LITTLE PHYL	<i>Lake Erie (37)</i> Jack R. Allen, 3538 Glencairn Rd., Shaker Heights, Ohio
562	.....	<i>Lake Erie (37)</i> Dr. M. C. Wilson, 90 Newport Ave., West Hartford, Conn.
563	RASCAL	<i>Columbia Lake, Conn. (49)</i> Ann Burgi, 157 Falmouth St., Portland, Me.
564	.....	<i>Casco Bay, Portland, Me. (14)</i> Paul A. Nielson, 11 Shore Dr., Plandome, N. Y.
565	.....	Victor Fox, 247 Wadsworth Ave., Apt. 5-Q, New York, N. Y.
566	SABRINA	Ensign Richard S., U.S.N.R. and S.2/c Edgar Benson, U.S.N.R., Gilliam Lane, Riverside, Conn.
567	BALA	<i>Long Island Sound (7)</i> Harold B. Thomas, Union, N. J.
568	HOPE III	<i>Barnegat Bay, N. J. (3)</i> Carver C. Dumke, 54 Cross St., Beacon, N. Y.
569	GREEN HORNET	Dr. A. C. Dumke, 54 Cross St., Beacon, N. Y. <i>Hudson River (39)</i>
570	GRETA ANNE II	Willis H. Thorn, Thorncroft, Chelsea-on-Hudson, N. Y.
571*	<i>Hudson River (39)</i> Henry J. Verbsky, 1556 Dille Rd., Euclid, Ohio
572	SAILFISH	<i>Lake Erie (37)</i> Dealer
573	PASTIME	Ensign Richard L. Davies, 70 Third St., Garden City, L. I., N. Y.
574	GINGER	<i>Great South Bay (2)</i> Jack H. Betz, 275 Beard Ave., Buffalo, N. Y.
		<i>Lake Erie (12)</i> Adam F. Eby, 230 North St., Apt. B2, Buffalo, N. Y.
		Park S. Hedley, 361 Delaware, Buffalo 2, N.Y. <i>Lake Erie (12)</i>



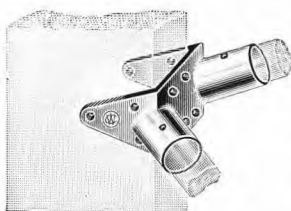
"Fiege" Turnbuckles
Fig 319



Eye End Mast Tangs
Fig 9896



"Fiege" Eye End Sockets
Fig 3191



Vee Strut Fittings
Fig 627



Spinnaker Pole Fittings
Fig 6540

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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
575	CINDERELLA	Herbert Sinnhoffer, 166 Pleasant Ave., Poina Pleasant, N. Y. <i>Irondequoit Bay, N. Y. (46)</i>
576	.....	David C. Prince, 50 Washington Ave., Schenectady, N. Y. <i>Barnegat Bay, N. J. (3)</i>
577	CHIP	Charles F. Overton, 2 Pine St., South Haven, Mich. <i>Lake Michigan (30)</i>
578	.....	Frank A. Cosgrove, 90 Bayard Lane, Princeton, N. J. <i>Barnegat Bay, N. J. (3)</i>
579	GUSSY FEATHERS	Wm. E. Stokes, Jr., CCM, U.S.N.R., 420 South 44th St., Philadelphia, Pa. <i>Tom's River and Barnegat Bay</i>
580	PETREL	Henry L. Schimpf, Jr., 1113 North American Bldg., Philadelphia, Pa. <i>Little Egg Harbor, N. J. (26)</i>
581	MY GAL	Wm. R. Spofford, Canterbury Lane, St. Davids, Pa. Wm. R. Spofford, Jr., Canterbury Lane, St. Davids, Pa. <i>Barnegat Bay, N. J. (3)</i>
582	WEBBY	Major Warren E. Webster, Jr., U.S.A., 6 Forest Hill Rd., Belle Haven, Alexandria, Va. <i>Little Egg Harbor, N. J. (26)</i>
583	.....	D. R. Snow, 1325 South Owasso St., Tulsa, Okla.
584	DAISY MAY	Erwin S. Coy, 3417 Lake Ave., Rochester, N. Y. <i>Irondequoit Bay, N. Y. (46)</i>
585	.....	Dr. O. J. McCormack, Keith Theatre Bldg., Syracuse, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
586	MARJORIE ANN	Harry C. Smith, 14 Glenwood Ave., Willoughby, Ohio. <i>Lake Erie (37)</i>
587	NITECAP	R. D. Beatty, 3645 Troynham, Shaker Heights, Ohio
588	THERMIS TWICE	Karl Smither, 170 Greenaway Rd., Eggertsville, N. Y. Robert L. Crane, 49 Bedford Ave., Buffalo, N. Y. <i>Lake Erie (12)</i>
589	JIM-BIL II	James and Wm. Walker, 1552 South Shore Dr., Erie, Pa. <i>Lake Erie (24)</i>
590	REDDY	Nathan M. Fidler, Jr., 306 Llanfair Rd., Wynnewood, Pa. Ralston Biddle Fidler, Anton Rd., Wynnewood, Pa. <i>Little Egg Harbor, N. J. (26)</i>
591	.....	Vance Kleinstiver, 2914 Forest St., Port Huron, Mich.
592	.....	Lloyd B. Walker, 1415 Ridgeway St., Fort William, Ontario, Canada
593	.....	Gene Lund, 633 Cummer Rd., Kenilworth, Ill.
594	WHISPER	Mrs. Estellamay H. Weaver, 410 12th Ave., Columbus, Ohio Dr. Harrison J. Weaver, 410 12th Ave., Columbus, Ohio
595	.....	Albert H. Hintenach, 714 East 35th St., Baltimore, Md.
596	.....	John A. Eady, 2415 Van Horn Rd., Trenton, Mich.
597	.....	Stuart Greenley, 2624 South Saginaw St., Flint, Mich. <i>Lake Fenton, Mich. (53)</i>
598	VALKYRIE	Irving Pershing, 752 Wilson St., South Haven, Mich. <i>Lake Michigan (30)</i>
599	John P. Lightcap, 4th St., East Longmeadow, Mass.

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MODELS, INC.

NORTH BERGEN, NEW JERSEY

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
600	FRANSAM	Mrs. Frances Handley and Sam Handley, South Nyack, N. Y. <i>Hudson River (41)</i>
601	.....	Harry Bonck, 1100 Jefferson Drive Parkway, New Orleans 7, La.
602	.....	Samuel M. Crusey, 2446 Glenside Trail, Lake Mohawk, N. J. <i>Lake Mohawk, N. J. (25)</i>
603	MAGELLAN	Sea Scouts Troop, Floral Methodist Church, Wichita Falls, Tex.
604	.....	Leonard Malling, c/o Douglaston Club, Douglaston, L. I., N. Y.
605	ELECTRON	Erskine W. Baker, 5920 Greene St., Germantown, Philadelphia, Pa. <i>Casco Bay, Portland, Me. (14)</i>
606	.....	Reserved
607	KATYDID	Katherine Hamilton, 3150 Lake Shore Dr., Chicago, Ill. <i>Grant Park Harbor, Lake Michigan</i>
608	ADELINE M.	Cpl. Harold Block, 527 North Lockwood, Chicago, Ill. <i>Lake Michigan (5)</i>
609*	.....	Dealer
610*	.....	Dealer
611*	.....	Dealer
612*	.....	Dealer
613	SPINDRIFT	Dr. Edward E. Kemble, 306 West 9th St., Erie, Pa. <i>Lake Erie (24)</i>
614	.....	Dan Abbey, 3003 Kenwood Dr., Toledo, Ohio
615	.....	Dr. Harold W. Morgan, 12 Forester Bldg., Mason City, Iowa <i>Clear Lake, Iowa</i>
616	.....	G. Y. Parish, 1001 S. Boston, Tulsa, Okla.
617	.....	Arthur Coller, 8 Hillcrest Parkway, Brockport, N. Y.
618*	.....	Dealer
619	.....	Solomon Youngerman, 2950 Ocean Ave., Brooklyn, N. Y. <i>Sheepshead Bay, N. Y. (38)</i>
620	LADY ESTER	Ewing D. Clark, Box 447, Harlingen, Tex. <i>Port Isabel, Tex. (40)</i>
621	.....	Harry and Stratton Demosthenes, Box 111, Beaufort, S. C.
622	.....	P. Cyril Pfister, 3907 Dumaine St., New Orleans 19, La.
623	.....	John Robertson, 41 Hill St., Quincy, Mass.
624	.....	Montrose-LaCrescenta Kiwanis Club, Montrose, Cal.
625	.....	Morris Eigen, D.D.S., 1137 North Highland, Arlington, Va.
626	.....	H. B. Vogel, Box 451, Duncan, B. C., Canada <i>Maple Bay, Vancouver Island</i>
627	FARMALL	H. S. Okie, Georgetown, Delaware. <i>Indian River, Oak Orchard, Del.</i>
628	MIRACLE	Lloyd P. Carman, 932 Rundle Ave., Yeadon, Pa. <i>Delaware River (18)</i>
629	.....	Robert Cain, 106 Glenwood Ave., Jersey City, N. J.
630	.....	G. T. Semple, 19105 Fairmount Blvd., Cleveland Heights, Ohio
631	IREX	Euclid Garson, BM 2/c, U.S.N., 146 Hudson Ave., Haverstraw, N. Y. <i>Hudson River (41)</i>
632*	.....	Dealer
633*	.....	Dealer
634	.....	Lester W. White, 35 Salter St., Portsmouth, N. H. Lt. Cecil C. Humphreys, U.S.C.G.R., 35 Salter St., Portsmouth, N. H. <i>Piscataqua River, N. H. (22)</i>
635	COCALICK	Nick Poveromo, 807 Elton Ave., Bronx, N. Y. <i>Eastchester Bay, Long Island Sound</i>
636	Sam Peters, P.O. Box 270, Brownsville, Texas
637	D. E. Proctor, 2471 Seminole, Detroit, Mich.



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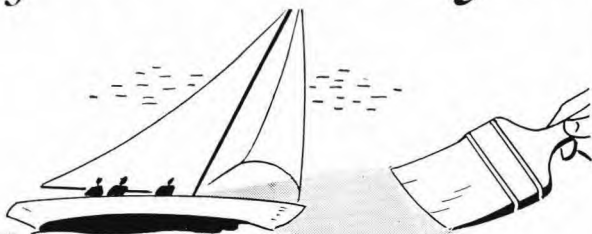
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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
638	B & M	Comley Maule, 2586 Glenmawr Ave., Columbus, Ohio James F. Brischö, 26 W. Weisheimer Rd., Columbus, Ohio <i>Scioto River, Ohio (27)</i>
639	TAIO	Charles H. Godfroy, 5723 N. Fairfield Ave., Chicago, Ill. <i>Lake Michigan (5)</i>
640	TOO PAW	Frank Thompson, Paw Paw, Mich. <i>Lake Michigan (30)</i>
641*	.....	Builder
642*	.....	Dealer
643*	.....	Builder
644*	.....	Builder
645	.....	Walter Haffner, 4127 N. Bell, Chicago, Ill.
646	STORMY	Charles H. Kronawitter, 7622 N. Rogers Ave., Chicago, Ill. <i>Lake Michigan (5)</i>
647	.....	C. V. Bacon, Mahwah, N. J.
648*	.....	S. A. Wattson, 2320 Grand Ave., Phoenix, Ariz.
649*	.....	James J. Howe—Address unknown
650	NOMAD II	Richard Nelms, 1231 Cherry St., Philadelphia, Pa. <i>Ocean City, N. J.</i>
651	.....	Wm. E., David V. and John C. Veenschoten, 1950 S. Shore Dr., Erie, Pa. <i>Lake Erie (24)</i>
652	FIREFLY	Harry H. Weining, 406 Dunn Blvd., Erie, Pa. F. E. Devine, 528 Kakhwa, Erie, Pa. <i>Lake Erie (24)</i>
653	.....	Durker and Jean Braggins, 119 E. 24th St., Erie, Pa. <i>Lake Erie (24)</i>
654	.....	Paul and Joyce O'Connor, 2152 S. Shore Dr., Erie, Pa. <i>Lake Erie (24)</i>
655	BLABS	Andrew and Betty Lou Shafer, 303 Lincoln Ave., Erie, Pa. <i>Lake Erie (24)</i>
656	HOWDEE	Howard Hoffman, Jr., Townley Garden Apts., Apt. 310, 1407 Morris Ave., Union, N. J. <i>Barnegat Bay, N. J. (3)</i>
657	.....	J. C. Heller, R.F.D. No. 1, Whippany, N. J.
658	JULIE II	Gordon E. Tompkins, Pultneyville, N. Y.
659	.....	Walter Mick, 425 West End Ave., New York, N. Y.
660	KATHWOOD II	E. Woodward Allen, 2672 W. Shore Trail, Lake Mohawk, N. J. <i>Lake Mohawk, N. J. (25)</i>
661	.....	Arthur N. Pierson, Jr., 37 Elm St., Westfield, N. J. <i>Lake Mohawk (25)</i>
662*	.....	Dealer
663	MAU-RINE	C. George Boley, 3645 Dolfield Ave., Baltimore, Md. <i>Arundel Boat Club</i>
664	.....	Allen Kaiser, Grand Island, N. Y.
665	.....	Kenneth D. Hunt, 379 Middle St., Bath, Me. <i>Piscataqua River, N. H. (22)</i>
666	.....	O. O. Ross, Jr., 2900 Tenth St., Wichita Falls, Texas
667	SSS	William P. Sutherland, Munn Ave., Grassy Point, N. Y. <i>Hudson River (41)</i>
668	BUZZ	Francis X. Sutherland, West Haverstraw, N. Y. <i>Hudson River (41)</i>
669	.....	F. K. Daggett, Jr., 134 Collins St., Hartford, Conn.
670	.....	George C. McKnight, 30 Paxton Rd., West Hartford, Conn.
671	ANNA MARIE	Joseph Solimine, 494 N. 11th St., Newark, N. J. <i>Barnegat Bay, N. J. (3)</i>
672	NOLA	Frank S. Libbe, 215 W. Jefferson St., Brownsville, Texas <i>Port Isabel Bay, Texas (40)</i>

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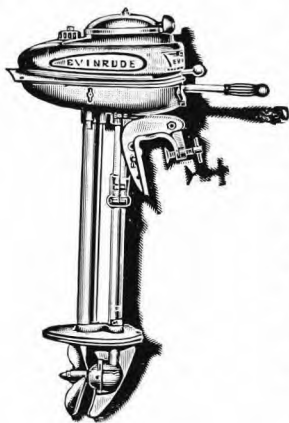
<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
673	TEDDY	Lt. Carl J. Ackerman, Signal Corps, 116 Hatton Ave., Lebanon, Tenn.
674	.....	Wm. Pierce, R.F.D. No. 3, Lehighton, Pa.
675	YEHUDI	A. Raymond Rinke, 4 Quintard Ave., Old Greenwich, Conn. <i>Long Island Sound (7)</i>
676	.....	David F. Van Harlingen, R.D. 2, Box 513, Indianapolis, Ind.
677	.....	<i>Lake Pymatuning, Pa. (36)</i> Harry E. Leckemby, 726 Third St., Ambridge, Pa.
678*	<i>Lake Pymatuning, Pa. (36)</i> Dealer
679	.....	Dr. H. I. Clark, 901 Citizens Bank Bldg., Flint, Mich.
680	THUNDERBOLT	John M. Stern, 502 E. Utica St., Buffalo, N.Y. Robert J. Woods, Oakfield Rd., Grand Island, N. Y.
681	SPINACH	<i>Lake Erie (12)</i> Susanne Wellman, 2688 Fairmount Blvd., Cleveland Heights, Ohio
682	MARI-JAN	<i>Lake Erie (37)</i> Stanley T. Gridley, 2593 Dysart Rd., Cleveland Heights 18, Ohio
683	WOLF	<i>Lake Erie (37)</i> Charles Vanis, 15998 Nelacrest, East Cleveland, Ohio
684	.....	<i>Lake Erie (37)</i> Girl Scouts of America, Jamestown, N. Y.
685	.....	Henry W. Scheibner, 3 Bradley St., Stonington, Conn.
686	.....	Graham V. Wright, Box 287, Bay Head, N. J.
687	.....	<i>Barnegat Bay, N. J. (3)</i> George B. Storer, Birmingham, Mich.
688	STREAK	Lt. Charles Phillips, U.S.A., Spruce St., Jamestown, N. Y.
689	DUNKIRK	<i>Chataqua Lake, N. Y. (19)</i> John N. Paschal, 1120 Petroleum Bldg., Oklahoma City, Okla.
690	.....	<i>Grand Lake, Okla.</i> Charles B. Miller, Sleepy Hollow, Columbia, Conn.
691	SCAMPER	<i>Columbia Lake, Conn. (49)</i> Dr. M. W. Buckborough, 1086 Monroe Blvd., South Haven, Mich.
692	.....	Curtis R. Parker, 605 N. Shore Dr., South Haven, Mich.
693	LIVELY LADY	<i>Lake Michigan (30)</i> Hendrick Vander Horst, 421 S. Union, Olean, N. Y.
694	CHANCE	Charles Pearson III, CM 3/c, U.S.C.G., 57 Clarendon Pl., Buffalo 9, N. Y.
695*	<i>Lake Erie (12)</i> Richard K. Neller, 665 Congress St., Neenah, Wisc.
696	.....	<i>Neenah-Nodaway Yacht Club</i> Paul E. Schweizer, Box 127, Franklin, Pa.
697	.....	J. T. Goosey, Harts Hills, Whitesboro, N.Y.
698*	<i>Lake Delta, N. Y. (4)</i> L. P. Akenhead, Newark, N. Y.
699	.....	Dealer Eugene P. Nolan, P.O. Box 163, Jamestown, Pa.
700*	<i>Lake Pymatuning, Pa. (36)</i> Dealer
701	.....	Rodger O. Ferguson, Stephenson Rd., Freeport, Ill.
702	.....	Edwin J. Schoettle, 533 N. 11th St., Philadelphia, 23, Pa.
703	.....	<i>Barnegat Bay, N. J. (3)</i> C. E. Patterson, Orchard Lake, Mich.
704	FLOREL II	<i>Cass Lake, Mich. (54)</i> Ward Beecher, R.D. 2, Youngstown, Ohio
705*	<i>Lake Pymatuning, Pa. (36)</i> Eugene P. Nolan, Box 163, Jamestown, Pa.

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<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
706	Lt. Col. A. H. Parker, CAC, Adjutant, Office of Harbor Defense Commander, Fort Hancock, N. J.
707	GYRFALCON	H. R. Spencer, c/o Erie Enameling Co., Erie, Pa. <i>Lake Erie (24)</i>
708	DORA B	Lester S. Bartlett, 255 Sagamore Dr., Rochester 12, N. Y. <i>Lake Ontario (52)</i>
709	THOR	Frederick R. Wiedeke, Box 98, Pine Beach, N. J.
710	WINDSONG	<i>Barnegat Bay, N. J. (3)</i> Florence and Paul Norton, Mayville, N. Y.
711	CHASER	<i>Chataqua Lake</i> Warren H. Chase, 1300 Oakridge Dr., Cleveland Heights, Ohio
712	.....	<i>Lake Erie (37)</i> John F. Thompson, 17715 Franklin Blvd., Cleveland, Ohio
713*	.....	Builder
714	JONAH	Richard A. Stockton, 107 Lexington Ave., Buffalo, N. Y.
715*	<i>Thunder Bay, Ont. Can.</i> James Wallace, Lake Hopatcong, N. J.
716	.....	<i>Lake Hopatcong (29)</i> Charles J. Marshall, 221 Ransom Ave., Sherrill, N. Y.
717	ALICE	Robert Brow, 13 Floral Ave., Cortland, N. Y. <i>Lake Skaneateles, N. Y. (1)</i>
718*	.....	Builder
719*	.....	Builder
720*	.....	Builder
721	.....	John M. Herron, 379 South Roys Ave., Columbus, Ohio <i>Buckeye Lake, Ohio (43)</i>
722*	.....	Builder
723	.....	L & H Manufacturing Co., South Bound Brook, N. J.
724	.....	Harry E. Hill, 2440 80th Ave., Philadelphia, Pa.
725	.....	<i>Barnegat Bay, N. J. (3)</i> Frank M. Van Dyck, Leetes Island, Guilford, Conn.
726	.....	William Bowers, Buchanan, Mich.
727	.....	C. Peter Johnson, Jr., Tompkins Corner, N.Y.
728*	.....	Dealer
729	.....	Ralph Schmitt Co., 6166 Elizabeth St., St. Louis, Mo.
730	.....	R. S. Kidney, Pewaukee, Wis.
731	FALCON	Samuel Zorovich, 48-11 195th St., Flushing, N. Y.
732	.....	<i>Great South Bay, N. Y.</i> Dr. James B. Smith, Ford Hospital, Detroit, Mich.
733	.....	Henry Hartmann, 143 Broad St., Charleston, S. C.
734	.....	Donald B. Boyce, 875 Borden St., Prince Rupert, B. C.
735	.....	John J. Devlin T. Frank Devlin, Manor Ave., Langhorne, Pa. <i>Barnegat Bay, N. J. (3)</i>
736	.....	Allen G. Studewell, 638 Lakeview Ave., Rockville Centre, L. I., N. Y.
737	ALLURE	<i>Sheepshead Bay, N. Y. (38)</i> Edwin F. Whitehill, 6 Mill St., Vincentown, N. J.
738	JOLLY ROGER	<i>Barnegat Bay, N. J. (3)</i> William Dunnington, c/o Dupont Co., Explosives Dept., TNX., Wilmington, Del.
739	ALGLO II	<i>Barnegat Bay, N. J. (3)</i> Col. Allan F. Reif, 10 Livingston Pkwy., Snyder, N. Y.
740	.....	<i>Lake Erie (12)</i> T. O. Wentworth, c/o Vulcan Supply Co., Cincinnati, Ohio
741	.....	Harry E. Stahl, Jr., Arborlea, Morrisville, Pa. <i>Little Egg Harbor, N. J. (26)</i>

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
742	SECOMIS	Franklin H. Bartlett, 133 Cascadilla Park, Ithaca, N. Y. <i>Cayuga Lake, N. Y.</i>
743	BREEZE	George I. Danly, 246 Forest Ave., Elmhurst, Ill. <i>Lake Michigan (30)</i>
744	BETTY	Robert A. Astone, 22 Ralph St., Beacon, N. Y. <i>Hudson River (39)</i>
745	.....	Harold E. Thomas, M.D., Gloucester, Va.
746	DAUNTLESS	Carl Kolb, 288 Bird Ave., Buffalo, N. Y. Miss Hyacinth Kolb, 42 Tennyson Ave., Buffalo, N. Y. William O'Hern, 42 Tennyson Ave., Buffalo, N. Y. <i>Lake Erie (12)</i>
747	.....	Jean Morton, Skaneateles, N. Y.
748*	.....	Dealer
749	EIGHT BALL	Carl C. Ade, 31 Gibbs St., Rochester 4, N. Y. <i>Lake Ontario (52)</i>
750	BUCKO	Dwain E. Weaver, 27 Manning Rd., Eggerts- ville 21, N. Y. <i>Lake Erie (12)</i>
751	.....	H. E. Christfield, Gilbertsville, N. Y.
752*	.....	Dcaler
753	JOY II	Leonard Ladenburger, 37 Cass St., South Haven, Mich. Ward Webster, Cass St., South Haven, Mich. Henry Williams, 622 N. Shore Dr., South Haven, Mich. <i>Lake Michigan (30)</i>
754	.....	Bruce Gregory, 61 E. Lake Rd., Skaneateles, N. Y.
755	.....	<i>Lake Skaneateles, N. Y. (1)</i> Dr. W. J. McNerey, 125 Onondaga Ave., Syracuse, N. Y.
756	.....	<i>Lake Skaneateles, N. Y. (1)</i> Edmund L. Chapin, Box 313, Canandaigua, N. Y. <i>Lake Canandaigua, N. Y. (44)</i>
757	.....	Stephen L. Walter, Galveston Boat Yard, P.O. Box 125, Galveston, Texas
758	HIC-CUP	Dr. James S. Houck, 53 Aberthaw Rd., Roch- ester, N. Y.
759	NONI TOO	R. Wellesley Jarboe, Belle Island, S. Norwalk, Conn.
760	HELJAK	H. Jack Siekmann, 2974 Douglas Terrace, Cincinnati, Ohio <i>Ohio River (57)</i>
761	.....	Raymond Faust, Riverside Boat Co., Amity- ville, L. I., N. Y.
762*	.....	Dealer
763	.....	Harold E. Thompson, 1190 Woodside Dr., Rocky River, Ohio
764	RHINEGOLD	Dr. C. W. Kroeger, 739 Sumner St., Akron, Ohio <i>Turkeyfoot Lake, Ohio (33)</i>
765	.....	C. H. Britton, Jr., U.S.N.R., Palace Theatre Bldg., McAllen, Texas
766	.....	Richard Schneer, 1035 Dickens Ave., Far Rockaway, N. Y.
767*	.....	Dealer
768	.....	Dr. Howard M. Young, 129 Main St., Cam- den, N. Y.
769	.....	Walter A. Clayton, Lake Mohawk, N. J.
770*	.....	Dealer
771	BETTY JEAN II	R. W. Pitts, Star Electric Co., Brownsville, Texas <i>Port Isabel, Texas (40)</i>
772	KASSY III	Howard L. Rankin, 3413 Cheltenham Rd., Toledo, Ohio <i>Devil's Lake, Mich. (31)</i>
773	.....	Bernard Halterbeck, 3025 49th St., Long Is- land City, N. Y.
774	LOREEN	John H. Snyder, 3451 Westminster St., Dallas, Texas <i>White Rock Lake, Texas (35)</i>

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
775	.....	Edward De Merritt Robert L. Robinson, 969 Washtenaw Ave., Ypsilanti, Mich. <i>Devil's Lake, Mich. (31)</i>
776	.....	Donald W. Neal, 2645 Woodbine Dr., Pon- tiac 10, Mich. <i>Cass Lake, Mich. (54)</i>
777	.....	J. Lewis Foster, c/o Wichita Falls Sailing Club, Wichita Falls, Texas
778	SYLVIA	William G. Phillips, 11661 Coyle Ave., De- troit, Mich. <i>Lake St. Claire, Mich. (51)</i>
779	FOLLY	Carle A. Forster, 89 W. Passaic Ave., Bloom- field, N. J. <i>Lavallette, N. J.</i>
780	.....	Joseph Rommell, 866 Kockner Rd., Trenton, N. J.
781	.....	Harrell Dial, CRT, Radio & Sound Div., E. & E. Dept., U. S. Submarine Base No. 128, c/o Fleet Post Office, San Francisco, Calif.
782	GET	George E. Tranberry, 276 Collins St., Hart- ford, Conn. <i>Lake Pocotopaug, Conn.</i>
783	.....	C. A. Shettler, Pulteney, N. Y. <i>Kenka Lake, N. Y.</i>
784*	.....	Dealer
785	FLASH	Walter Wellman, 1204 E. Johnson St., Madi- son, Wisc. <i>Lake Mendota, Wisc.</i>
786	MIDGIE	Fletcher V. Youngs, 285 S. Van Dien St., Ridgewood, N. J. <i>Barnegat Bay, N. J. (3)</i>
787	JEANIE	John H. Elfman, 56 S. Main St., Doylestown, Pa. <i>Lower Barnegat Bay, N. J., Surf City</i>
788	RA-JO	Raymond P. Stewart, 2629 Garrett Ave., Bal- timore 18, Md. <i>Arundel Boat Club</i>
789	SEAFOAM	Hugh Chambers, 620 Cathcart St., Montreal, Canada <i>Brome Lake, Knowlton</i>
790	.....	Balsar F. Ludwig, 651 Waverly Rd., LaPorte, Ind. <i>Pine Lake, Ind. (21)</i>
791	.....	William Buck, Jr., Newark, N. Y.
792	.....	Robert E. Barbour, Room 510, 152 Market St., Paterson 1, N. J. <i>Tupper Lake, N. Y.</i>
793	.....	Dr. C. Spencer Davison, 7 Chestnut St., Salem, N. J.
794	.....	Oliver May, South Port, Conn.
795	.....	David V. B. Duryea, R.F.D. No. 1, Mystic, Conn.
796	CHALLENGE	Robert S. Bollin, 2518 Lawrence Ave., Toledo, Ohio <i>Devil's Lake, Mich. (31)</i>
797	.....	D. W. Hanrahan, P.O. Box 231, Hoquiam, Wash.
798	.....	Emery Olah, 14921 Sussex, Detroit 27, Mich. <i>Lake St. Clair, Mich. (51)</i>
799	ISEM II	J. A. E. McDonald, c/o McDonald & Robb Ltd., Valleyfield, Que., Canada <i>Lake St. Francis and St. Lawrence River</i>
800	YANKEE DOODLE	Walt E. Swindeman, Jr., 2801—124th St., Toledo, Ohio <i>Lake Erie (42)</i>
801	.....	John E. Ciucevich, Box 262, Savannah, Ga.
802	.....	J. A. O'Donnell, 3905 W. North Ave., Mil- waukee, Wisc.
803	SUSIE-Q	Dr. Edward Young, Kingsbury Ave., LaPorte, Ind. <i>Pine Lake, Ind. (21)</i>
804	.....	Edward F. Adams, 1106 S. Franklin Ave., Flint, Mich. <i>Lake Fenton, Mich. (53)</i>
805	.....	Richard W. Schmidt, 1032 Reynolds Ave., Columbus, Ohio

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
806	PDQ	Dr. Thomas M. Proctor, Box 307, Beacon, N.Y. <i>Hudson River</i> (39)
807	PINOCCHIO	Eugene Werkman, Army Air Corps, 3017 117th St., Toledo, Ohio <i>Lake Erie</i> (42)
808	.....	James J. Walsh, 44 Trumbull St., Rear, Hart- ford, Conn. <i>Columbia Lake, Conn.</i> (49)
809	CALYPO	Walter Crocker, Charles St., Jamestown, N. Y. <i>Chataugua Lake, N. Y.</i> (19)
810	PEGASUS	William B. Forsyth, 1266 Park Ave., Roches- ter 10, N. Y. <i>Lake Ontario, Forest Lawn</i>
811	FLIK	Louise Kennedy, 316 Crescent Dr., Erie, Pa. <i>Lake Erie</i> (24)
812	SPIRIT	Kenneth M. Keenly, 119 N. Phetteplace St., Falconer, N. Y. <i>Chataugua Lake, N. Y.</i> (19)
813	BOOMER	A. C. Thompson, Y.3/c U.S.N., 19 Willow St., S. Portland, Me. <i>Casco Bay, Portland, Me.</i> (14)
814	.....	E. G. Strassenburgh, 86 Reservoir Ave., Roch- ester, N. Y.
815	.....	Kenneth Simpson, Columbia, Conn. <i>Columbia Lake, Conn.</i> (49)
816	.....	Robert C. Griggs, U.S.N., Manlius, N. Y., R.D. No. 1 <i>Lake Ontario, Fair Haven Bay, N.Y.</i> (15)
817	CARADON	Robert H. Anderson, 28 Maxfield St., W. Rox- bury 32, Mass. <i>Wequaquet Lake, Centerville, Mass.</i>
818	ALOHA	Betty Secor, 67 Rombout Ave., Beacon, N. Y. <i>Hudson River</i> (39)
819	JACKY	Bruce Hegeman, Box 71, Fishkill, N. Y. <i>Hudson River</i> (39)
820	SEAROOM	Guy R. Martin, 8 E. Broad St., Columbus, O. <i>Buckeye Lake, Ohio</i> (43)
821	TANTIVY	Wm. F. Ritcheske, Jr., Monell Pl., Beacon, N. Y. Eric A. Bergmann, Monell Pl., Beacon, N. Y. Lewis P. Larson, 4 Washington Ave., Beacon, N. Y. <i>Hudson River</i> (39)
822	.....	Frederick V. Geier, Old Indian Hill Rd., Cin- cinnati, Ohio, R.R. 1 <i>Ohio River</i>
823	.....	Charles Challice, Jr., 314 Barrington St., Rochester, N. Y. <i>Lake Canandaigua, N. Y.</i> (44)
824	FYING SAILS	Robert Buchan, 35 Ellis Ave., Jamestown, N.Y. <i>Chataugua Lake, N. Y.</i> (19)
825	.....	M. P. Ebright, 3849 Sulphur Springs Rd., Toledo, Ohio
826	MORUE II	Newton Canter, 54 R St., N.E., Washington, D. C. <i>Potomac River</i> (50)
827*	.....	Dealer
828	SNAKE EYES	Harold Byrne, 225 S. Monroe St., Green Bay, Wisc. <i>Lake Erie</i> (42)
829	MISPLACE II	E. Wm. Place, Jr., 30 Washington Ave., Pittsford, N. Y. <i>Lake Canandaigua, N. Y.</i> (44)
830	WACKIE	Bruce H. Crompton, 52 N. Ardmore, Colum- bus, Ohio <i>Buckeye Lake, Ohio</i>
831	.....	Bay Boat Works, North East, Md.
832	.....	Dr. E. C. Higgins, 118 Porter St., Manchester, Conn.
833	.....	Frank A. Halloran, 376 Beveridge Rd., Ridge- wood, N. J. <i>Barnegat Bay, N. J.</i> (3)
834	.....	Randolph T. Neilson, 136 Main St., Rocky Hill, Conn.
835	ESTRELLETA	Buel E. Starr, 132 Oliver St., Pontiac, Mich. <i>Cass Lake, Mich.</i> (54)

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
836	MARILOU	Roy T. Connelly, 551 W. Iroquois, Pontiac 18, Mich. <i>Cass Lake, Mich. (54)</i>
837	FLICKA	Charles W. Gardner, 1840 Cass Lake Front, Keego Harbor, Mich. <i>Cass Lake, Mich. (54)</i>
838	AQUA LETA	George A. Wasserberger, 91 Illinois, Pontiac, Mich. <i>Cass Lake, Mich. (54)</i>
839	KAY III	Alton N. Gray, 220 Draper, Pontiac 18, Mich. <i>Cass Lake, Mich. (54)</i>
840	RASCAL TOO	Harold A. Cousins, 2251 Pine Lake Ave., Pontiac, Mich. <i>Cass Lake, Mich. (54)</i>
841	NAUTIGAL	Merrell D. Petrie, 76 S. Genesee Ave., Pontiac, Mich. <i>Cass Lake, Mich. (54)</i>
842	EVA-E III	Ferdinand R. Eichner, 78 Oriole Rd., Pontiac, Mich. <i>Sylvan Lake, Mich.</i>
843 *	.....	T. C. Kussmaul, 568 E. Broad St., Columbus, Ohio
844	.....	Harvey B. Foote, 3221 Clio Rd., Flint, Mich.
845	.....	Jack Burgess, 924 Ontario St., Port Huron, Mich.
846	QUEEN MARY IV	Bert F. Wertman, 79 Norwood Ave., Buffalo, N. Y. <i>Lake Erie (12)</i>
847	VALKYRIE	Kenneth Knudsen, 967 Wells Pl., Stratford, Conn. <i>Long Island Sound</i>
848 *	.....	Builder
849	MALIBAR	Dr. Ralph M. Watkins, 10515 Carnegie Ave., Cleveland, Ohio <i>Fair Haven Bay, Lake Ontario (15)</i>
850	.....	E. V. Moore, 90 N. Main St., Cortland, N. Y.
851	DORSEY	John and James Callaghan, 461 St. Joseph St., South Haven, Mich. <i>Lake Michigan (30)</i>
852	.....	Paul R. Goldman, 44 Andover St., Lawrence, Mass.
853	.....	George W. Crist, 2568 E. Broad St., Columbus, Ohio <i>Buckeye Lake, Ohio (43)</i>
854	SPUNYARN	Stewart W. Gretzinger, 578 Hill Ave., Glen Ellyn, Ill. <i>Lake Michigan</i>
855	NEPENTHE	Charles L. Swem, 60 W. 10th St., New York, N. Y. <i>Barnegat Bay, N. J. (3)</i>
856	.....	Wallace W. Willard, 30 Broad St., Wethersfield, Conn.
857	.....	Leslie Huntwork, 85 Oakland Ave., Pontiac, Mich. <i>Cass Lake, Mich. (54)</i>
858	SAILSLADY II	Carl R. Heena, 3055 Colerain Ave., Cincinnati, Ohio <i>Ohio River (57)</i>
859	.....	Charles J. Long, Jr., 3638 Orchard Lake Ave., R.R. 3, Pontiac, Mich. <i>Cass Lake, Mich. (54)</i>
860	BAM	Randall Keator, Ward Ave., Rumson, N. J. <i>No. Shrewsbury River, N. J. (11)</i>
861	MICKEY	Jack Arlen McCarty, Fishkill, N. Y. <i>Hudson River (39)</i>
862	.....	Thomas Moine, Devil's Lake, Manitou Beach, Mich. <i>Devil's Lake, Mich. (31)</i>
863	SKIPPERINE	J. H. Strong, 375 Mass Ave., Trenton, N. J. <i>Barnegat Bay, N. J. (3)</i>
864	BAYRADER	John P. Harkrader, Bay Head, N. J. <i>Barnegat Bay, N. J. (3)</i>
865	.....	Gene Biber, 45 W. 15th Rd., Broad Channel, L. I., N. Y.
866	.....	Harold Keck, Pewaukee, Wisc.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
867	.....	H. E. Fellows, 6703 W. Wisconsin Ave., Wauwatosa 13, Wisc. <i>Planting Ground Lake</i>
868	ANNA-REE	Alfred G. Wendling, 2195 W. 101st St., Cleveland, Ohio <i>Lake Erie (45)</i>
869	LEEWYND	Dr. Morgan C. Davies, 2420 Coventry Rd., Upper Arlington, Columbus, Ohio <i>Scioto River, Ohio (27)</i>
870	FANCY FREE	Clifford B. Marshall, 8931 161st St., Jamaica, N. Y.
871	.....	<i>Port Jefferson Bay, L. I.</i> Carl Baumgardner, 2702½ Volney Rd., Youngstown, Ohio <i>Lake Pymatuning, Pa. (36)</i>
872	BERYL II	Rufus H. Gaul, 1543 Glen Ave., Folcroft, Pa. <i>Delaware River (18)</i>
873	.....	Richard Comstock, Star Route, W. Point Pleas- ant, N. J.
874	SEA BEE	B. R. Johnson, 145 Harding Pl., Syracuse 5, N. Y.
875	.....	<i>Lake Skaneateles, N. Y. (1)</i> George L. Todd, The Todd Co., Rochester, N. Y. <i>Pultneyville, N. Y.</i>
876*	.....	Dealer
877	.....	Berthold M. Eidlin, 12 Andrews St., Roches- ter, N. Y.
878*	.....	Builder
879	.....	Milt Bramstedt, 244 S. Main St., Fond du Lac, Wisc.
880	.....	George J. Lucas, 3738 W. 116th St., Clevel- and, Ohio
881	.....	Edward C. Baltz, 500 11th St., N.W., Wash- ington, D. C.
882	JAVELIN	John W. Orelup, 1 Crossgates, Short Hills, N. J. <i>Barneget Bay, N. J. (3)</i>
883	HELEN W. TOO	David H. Jr., and Martha Wilson, 73 Pinckney Rd., Red Bank, N. J. <i>No. Shrewsbury River, N. J. (11)</i>
884	EULACHON	A. E. Raabe, 5 Shadyside Ave., Summit, N. J. <i>Barneget Bay, N. J. (3)</i>
885	BUTCH TOO	Wilbur Walton, 120 S. LaSalle St., Chicago, Ill. <i>Lake Michigan (30)</i>
886	.....	Gene Howard, 409 Cloverly Rd., Grosse Pointe Farms, Detroit 30, Mich. <i>Lake St. Clair, Mich. (51)</i>
887*	.....	Builder
888	BOBBIN	E. A. Dernlan, Dernlan Oil Company, Swan- ton, Ohio <i>Devil's Lake, Mich. (31)</i>
889	.....	Ray Kastning, 564 E. 266th St., Euclid, Ohio
890	GARBO	Wm. Menzler, Jr., P.O. Box 36, Glenham, N. Y. <i>Hudson River (39)</i>
891	.....	George F. Reed, Oswego, N. Y.
892	GI-GI	Leyden E. Brown, 33 E. Bridge St., Oswego, N. Y. <i>Fair Haven Bay, Lake Ontario (15)</i>
893	ALJIMAR	James M. Long, 9 W. Sixth St., Oswego, N.Y. <i>Fair Haven Bay, Lake Ontario (15)</i>
894	AELOUS	Raymond Sopp, 120 W. 26th St., Erie, Pa. <i>Lake Erie (24)</i>
895	.....	Roy Hanks, Jamestown, N. Y. <i>Chatanqua Lake, N. Y. (19)</i>
896	BONIE	Paul B. Root, Jr., 222 Superior Ave., Kahkwa Park, Erie, Pa. <i>Lake Erie (24)</i>
897	.....	H. V. Putman, Woodlawn Dr., Sharon, Pa. <i>Lake Pymatuning, Pa. (36)</i>
898	JOHANNA	R. A. Walvoord, U.S.C.G., Williamson, N. Y. <i>Pultneyville, N. Y.</i>

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
899*	W. E. George, Jr., Room 323A, Brackenridge Hall, Austin, Texas
900	Jose Carulla, Carulla & Co., Bogota, Columbia
901*	Builder
902*	Builder
903*	Builder
904*	Builder
905	Thompson Bros. Boat Manufacturing Co., Cortland, N. Y. and Peshtigo, Wisc.
906	ANN S.	W. E. Schwartz, 230 Kansas Ave., Topeka, Kans.
907	<i>Lake Shawnee, Kans.</i> U. S. Marine Corps, Post Docks, Marine Barracks, Quantico, Va.
908	U. S. Marine Corps, Post Docks, Marine Barracks, Quantico, Va.
909*	Dealer
910*	Dealer
911	THUNDERCLOUD	Anthony Petrofsky, Box 157, Lyon Mountain, N. Y.
912	<i>Chateaugay Lake</i> Rene Molinari, Edificio Italio 202, Apartado 1440, Lima, Peru
913	Dunphy Boat Corporation, Oshkosh, Wisc.
914	Edward De Meritt, De Meritt Hardware Co., Morenci, Mich.
915	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
916	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
917	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
918	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
919	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
920	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
931	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
922	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
923	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
924	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
925	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
926	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
927	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
928	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
929	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
930	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
931	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
932	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
933	Chantier Naval du Petit Lac, Corsier-Port, Geneva, Switzerland
934	Kenneth S. Thomson, Middlebush, N. J.
935	VENTURE	<i>Lake Hopatcong, N. J.</i> Richard C. King, 339 Culver Pkwy., Rochester, N. Y.
936	WE-UNS	<i>Lake Ontario (52)</i> John Watkins, Ave. C, Point Pleasant, N. Y.
937	<i>Irondequoit Bay, N. Y. (46)</i> L. H. Williams, Sleepy Hollow, Columbia, Conn.
938	<i>Columbia Lake, Conn. (49)</i> Sherman E. Welch, 208 Oliver St., Owasso, Mich.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
939	HI-HO	Edmund E. Appelhof, 18970 Grand River Ave., Detroit, Mich. <i>Crystal Lake, Beulah, Mich.</i>
940	.....	Art Schmitz, R.D. 1, Pewaukee, Wisc.
941	.....	H. V. Phipps, 231 Oneida, Pontiac, Mich. <i>Cass Lake, Mich. (54)</i>
942	.....	Ruth C. Howard, Morton St., Niantic, Conn. <i>Niantic Bay, Conn.</i>
943	.....	W. W. Davenport, 2402 Locke Lane, Houston, Texas
944	.....	Otto A. Klinsmann, 404 N. P. Ave., Fargo, N. D.
945	.....	Oscar E. Olsen, 210 Cypress Ave., Jenkintown, Pa.
946	DUDIE	Thomas E. Burke, 429 W. 5th St., Oswego, N. Y. <i>Fair Haven Bay, Lake Ontario (15)</i>
947	.....	Roland Cueva (How To Build 20 Boats), New York, N. Y.
948	.....	Charles Doefke, Cincinnati, Ohio
949	RAMBLER TOO	Walter G. Vogel, 2934 111th St., Toledo, O. <i>Lake Erie (42)</i>
950	ERIE GAL	Walter J. Whitman, 14541 Michigan Ave., Dearborn, Mich. <i>Grosse Isle, Mich.</i>
951	THUNDERHEAD	Greydon Wellman, 296 Sunnyvale Ave., Sun- nyvale, Calif. <i>San Francisco Bay</i>
952	.....	Billy Patterson, 140 Hildreth Pl., Yonkers, N. Y.
953	ZIG-ZAG	R. O. Luchtenberg, 256 N. Ardmore Rd., Columbus, Ohio <i>Buckeye Lake, Ohio (43)</i>
954	.....	James W. Skaling, P.O. Box 205, Bath, Me.
955	.....	Albert Meadows, 499 E. 46th St., Brooklyn, N. Y.
956	DAUNTLESS	Harold L. Pond and A/C H. Kenneth Pond, U.S.N.A.T.C., 799 S. 7th St., San Jose, Calif. <i>San Francisco Bay</i>
957	COUNT TOO	George C. Hull, Jr. and Elroy A. Hull, 34A Park View Dr., Millburn, N. J. <i>Barneget Bay, N. J. (3)</i>
958	.....	John B. Birkholz, 613 E. Street, Sparrows Point, Md.
959	.....	George N. Reeke, 421 S. VanBuren St., Green Bay, Wisc. <i>Green Bay and Sturgeon Bay</i>
960	.....	E. W. Hansen, Mokomis Rd., North Wilbra- ham, Mass.
961	NICKI TOO	Arthur Burtscher, 3525 Harley Rd., Toledo, O. <i>Lake Erie (42)</i>
962	.....	George B. Satterwhite, 14 N. Walnut Ave., Danville, Ill. <i>Lake Vermilion</i>
963	WINDY II	Archibald H. Davis, 3817 Westwood Rd., Cleveland 18, Ohio
964	.....	J. K. Smith, Maple Ave., Laporte, Ind. <i>Pine Lake, Ind. (21)</i>
965	.....	Stanley M. Shaw, 13238 Lakeside Landing, Fenton, Mich. <i>Lake Fenton, Mich. (53)</i>
966	STORMY WEATHER	Clarence C. Crites, Sr. and Harold G. Crites, 3067—137th St., Toledo 11, Ohio <i>Lake Erie (42)</i>
967	.....	B. Conway Taylor, Jr., 112 E. Lake Ave., Baltimore, Md.
968	.....	Dr. Edward E. Haley, D.D.S., 88 W. Utica St., Buffalo, N. Y. W. N. Raines Randal Messersmith
969	.....	Adolph Gude, Jr., Rockville, Md.
970	.....	George W. Ladd, 2036 W. Harding Way, Stockton, Calif.
971	.....	A. P. Marble, 1250 Calvert, Detroit 2, Mich.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
972	.....	Fox River Boat Works, Inc., West DePere, Wisc. <i>Green Bay, Wisc.</i>
973	.....	Charles A. Dupre, 168 Perkins Ave., Brockton, Mass.
974	JOAL	Russell B. Collins, 3359 210th St., Bayside, L. I., N. Y. <i>Long Island Sound (55)</i>
975	.....	Thomas J. Ford, 2820 Maryland Ave., Baltimore, Md.
976	.....	Philip E. Fritz, 11 Cross St., Kittery, Me.
977	FLICKA	G. V. Crawford, 4452 S. W., 14th St., Miami 34, Fla.
978	.....	Charles F. Lewis, Goose Neck Point, Little Silver, N. J.
979	.....	Charles F. Lewis, Goose Neck Point, Little Silver, N. J.
980	.....	Charles F. Lewis, Goose Neck Point, Little Silver, N. J.
981	.....	Wm. E. Hargreaves, 79 Bakerdale Rd., Rochester 12, N. Y.
982	SILVER HEELS	Frederic J. Gottwald, 88 Kennedy St., Fall River, Mass. Wm. S. Owen, 144 Dickinson St., Fall River, Mass. <i>South Watuppa Lake</i>
983	MARIELIN	George M. Karns, 25 Wellesley Rd., Swarthmore, Pa. <i>Delaware River (18)</i>
984	.....	Weston M. Jenks, E. Hartford, Conn. <i>Columbia Lake (49)</i>
985	LUCKEY STAR	John Bayer, 719 Conant, Maumee, Ohio <i>Maumee River, Ohio</i>
986	.....	Frederick H. Lovejoy, Concord, Mass.
987	.....	William H. Zuber, George Rutledge Co., Montclair, N. J.
988	.....	Frank W. Auchmoody, Box 414, R.F.D. No. 1, Perth Amboy, N. J. <i>Shore Acres, N. J.</i>
989	.....	Edward L. Miller, 87 E. Howard Ave., Worthington, Ohio Otto G. Acker, Selby Blvd., Worthington, O. Robert R. Counter, 1071 Cassingham Rd., Columbus, Ohio
990	.....	U. S. Marine Corps Air Station, Edenton, N.C.
991	.....	U. S. Marine Corps Air Station, Edenton, N.C.
992	.....	U. S. Marine Corps Air Station, Edenton, N.C.
993	.....	U. S. Marine Corps Air Station, Edenton, N.C.
994	.....	U. S. Marine Corps Air Station, Edenton, N.C.
995	.....	U. S. Marine Corps Air Station, Edenton, N.C.
996	.....	Jack Conrad, 1414 Sunset Ave., Seattle, Wash.
997	SEA JAY	Cliff S. Dum, 143 Algonquin Ave., Columbus, Ohio <i>Scioto River, Ohio (27)</i>
998	.....	C. H. McDonald, 2315 Western Ave., Seattle, Wash.
999	.....	U. S. Coast Guard Training Station, Brooklyn, N. Y.
1000	THUNDERBOLT	Janet Frid, 805 Farmington Ave., West Hartford, Conn. <i>Columbia Lake, Conn. (49)</i>
1001	CITADEL	Vernon G. Clute, 7 Gale Pl., Troy, N. Y.
1002	.....	Frank Pearson, Ensign, U.S.N.R., Optical Shop, X-37, 280 Building, 8th Floor, Navy Yard, New York
1003	TIMBO TOO	H. Numa Tedder, 621 Grinnell, Key West, Fla.
1004	PATSY ANNE II	Harry W. Pierce, 217 East Linden Ave., Collingswood, N. J. <i>Metedeconk River, N. J. (34)</i>
1005	.....	Lt. J. G. Anthony, U.S.N.R., U. S. Naval Station, Key West, Fla.

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
1006	SNIP	David F. Palma, 96 Sanford Pl., Staten Island 10, N. Y. <i>Greenwood Lake, N. J.</i>
1007	.....	Charles Rosasco, 10 Harwich Rd., Hewlett Point Park, East Rockaway, L. I., N. Y. <i>Hewlett Bay (58)</i>
1008	SEASPRAY	Joseph A. Grimmig, 2 Harwich Rd., Hewlett Point Park, East Rockaway, L. I., N. Y. <i>Hewlett Bay (58)</i>
1009	.....	Percey P. Bowen, 55 Pine Woods Dr., North Tonawanda, N. Y.
1010	LEPRICON	Dalton Myles, Beach Rd., Stony Point, N. Y. <i>Hudson River (41)</i>
1011	.....	Edward Van Gorden, 15365 Ohio Ave., Detroit 2, Mich.
1012	.....	A. Petrinovich, R1, Box 238, South Jacksonville, Fla. <i>St. Johns River</i>
1013	NANCY LEE	Warren G. Engle, 232 Lewis Ave., East Lansdowne, Pa. <i>Barneget Bay, N. J. (3)</i>
1014	.....	Fred P. Gill, 62 Poplar Ave., Red Bank, N. J.
1015	.....	Harwood E. Park, 601 East Holly St., Bellingham, Wash.
1016	.....	F. J. Villars, Jr., 607 Metairie Rd., Metairie 20, La.
1017	.....	John A. Lewin, 2338 West Cullerton St., Chicago, Ill.
1018	.....	Elverton E. Clark, 111 Perrin Dr., Rochester 9, N. Y.
1019	.....	George G. Schorr, 823 Newington Ave., Baltimore 17, Md.
1020	WILMONT	D. N. Montgomery, 12 Anderson St., Valleyfield, Quebec, Canada <i>Lake St. Francis</i>
1021	MOANA	Thomas S. Jones, c/o Petersen & Jones, 808 South Vermont Ave., Los Angeles, Cal. <i>Newport Bay</i>
1022	MILDRED	William Penn, 1428 Lawnview Ave., Toledo, Ohio <i>Lake Erie (42)</i>
1023	.....	George D. Maers, Rear 735 Brownsville Rd., Pittsburgh 10, Pa.
1024	.....	William Krippendorf, Island Heights, N. J.
1025	LUCKY STRIKE	Morris Schwartz, 11 Hill St., Newark, N. J. <i>Shore Acres, N. J.</i>
1026	.....	E. D. Hayman, 26 Fairbairn Ave., Ottawa, Ontario, Canada
1027	.....	Edward Arbanos, 1012 West 19th St., Chicago, Ill.
1028	.....	Lloyd C. Johnson, 6349 North Clark St., Chicago, Ill.
1029	SPITFIRE	Robert L. Harrison, 3836 Summit St., Toledo 11, Ohio <i>Lake Erie (42)</i>
1030	.....	John E. Bachman, CBM, U.S.M.S., 6044 Tyn-dall Ave., New York, N. Y.
1031	.....	Stewart L. Relyea, 338 Olentangy St., Columbus 2, Ohio <i>Scioto River (27)</i>
1032	.....	Clayton E. Jones, 3906 Maxwell Rd., Toledo 6, Ohio
1033	.....	J. Eblen Rau, 420 Poydras St., New Orleans, La.
1034	VI-LES	Leslie Strong, 51 White St., Sea Breeze, N. Y. <i>Irondequoit Bay, N. Y. (46)</i>
1035	.....	P. F. Pedersen, 11384 Mark Twain Ave., Detroit 27, Mich.
1036	.....	Lt. William H. Sypher, 0677317, 706 Bomb Sq., APO 634, c/o Postmaster, New York
1037	.....	J. B. Sewell, c/o Garlock Packing Co., Ltd., New Birks Building, Montreal, Quebec <i>Brome Lake</i>

<i>Boat No.</i>	<i>Boat Name</i>	<i>Owner—Address—Sailing Waters—Fleet</i>
1038	BUCKSKIN	Howard C. Johnson, 886 East 149th St., Cleveland, Ohio <i>Lake Erie</i>
1039	.....	Ensign Clayton H. Crawford, USS Pathfinder, c/o Fleet Post Office, San Francisco, Cal.
1040	.....	Jim Hastings, 9400 35th St., S. W., Seattle, Wash.
1041-50	.....	United States Marine Corps., Camp Lejeune, New River, N. C.
1051	.....	Frank E. Wildey, c/o Century Aircraft Prod- ucts, 247-255 Sherman Ave., Newark, N. J.
1052	.....	Frank H. Watson, 927 Iliff St., Pacific Palis- ades, Cal.
1053	AEOLUS	Lt. Osmond C. Faulkingham, U.S.C.G., 26 Ocean View Ave., South Portland, Me. <i>Casco Bay, Portland, Me. (14)</i>
1054	JACOMO	Albert E. Moore, 286 High St., South Port- land, Me. <i>Casco Bay, Portland, Me. (14)</i>
1055	MARY ANN	John D. Lindsay, 1660 Ford Court, Grosse Pointe Woods 30, Mich. <i>Lake St. Clair, Mich. (51)</i>
1056	.....	Clifford C. Wrigley, 1625 Ford Ct., Grosse Pointe Woods 30, Mich.
1056	.....	H. W. Roberts, 1669 Robert St., New Orleans 15, La.
1057	HELLS BELLS	Eldon H. Hahn, 67 College Ave., Portland, Me. <i>Casco Bay, Portland, Me. (14)</i>
1058	STOUT FELLOW	James H. McAfee, 125 Ocean Ave., Portland, Me. <i>Casco Bay, Portland, Me. (14)</i>
1059	.....	Robert W. Trost, 912 Buckingham St., Toledo, Ohio <i>Lake Erie (42)</i>
1060	.....	Wagemaker Company, Grand Rapids, Mich.
1061	.....	Wagemaker Company, Grand Rapids, Mich.
1062	.....	Francisco J. de Loizaga, 35 Newcomb Blvd., New Orleans 18, La.
1063	.....	W. E. Schwartz, c/o Commercial Candy Co., 230 Kansas Ave., Topeka, Kans.
1064	.....	Dr. Lawrence H. Frost, 98 West Main St., Plainville, Conn.
1065	.....	E. F. Larrabee, Lakehurst, N. J.
1066	ROCKET	Harry Hahl, 77 Edgewood Ave., West Orange, N. J. <i>Lake Hopatcong, N. J.</i>
1067	.....	Rev. Harry S. Ward, Catawissa, Pa.
1068	.....	Joseph White, 817 Chalmers, Detroit 15, Mich. <i>Lake St. Clair</i>
1069	.....	Sanford D. Beecher, c/o Duane, Morris & Heckscher, 1617 Land Title Bldg., Phila- delphia 10, Pa.
1070	.....	E. C. Hill, 242 North Ave., Battle Creek, Mich.
1071	.....	Wm. A. Schafhirt, 33 Bay View Homes, Biloxi, Miss.
1072	.....	Henry H. Potter, 724 Griffin St., Watertown, N. Y.
1073	.....	S. D. McCready, Hacker Boat Company, Mount Clemens, Mich.
1074	.....	B. A. Barstow, 151-45 Sixth Rd., Whitestone, N. Y.
1075	.....	R. R. Fowler, c/o Owens-Illinois Glass Co., 2446 Pemberton Dr., Toledo, Ohio

Associate Members

AS OF MARCH 1, 1944

Associate members are for the most part crew members, those long forgotten men, women, boys and girls who do more toward winning races than is ever fully appreciated. We refer you to National Champion Karl Smither's excellent article on this subject in "Lightning Thoughts by Lightning Skippers" to prove the point. The surprise to us is that the list of Associate members is not far bigger than it is—not only because crew members deserve this recognition, but also because no skipper can enter any sanctioned Lightning event unless his crew consists of Associate or Active members from his fleet or locality, properly enrolled on the Association records. (Article VII of Lightning Rules.) The names of co-owners of Lightnings do not appear in this list as they are shown in the official Registry list.

Abrev, Henry J.	Newburgh, N. Y.
Adams, Mrs. Edward F.	Flint, Mich.
Astone, Dr. D. A.	Beacon, N. Y.
Bacon, Leonard	Flint, Mich.
Bartlett, Jack L.	Rochester, N. Y.
Beck, Gladys B.	Bayside, Long Island, N. Y.
Beck, Theodore	Bayside, Long Island, N. Y.
Bentley, Peter	Red Bank, N. J.
Boyer, Wilson	Georgetown, Del.
Bedno, Edward	Chicago, Ill.
Benson, Janice	Mt. Morris, Mich.
Calhoun, E. T.	Georgetown, Del.
Carmony, Rita	Canton, Ohio
Carson, Katherine C.	Skaneateles, N. Y.
Collins, Alice Louise	Bayside, Long Island, N. Y.
Collins, Joan Eleanor	Bayside, Long Island, N. Y.
Cooper, George	East Rockaway, Long Island, N. Y.
Corey, Ruth	Kittery Point, Me.
Courtney, John	Stony Point, N. Y.
Crate, John J., ASV 12—U.S.N.R.	South Orange, N. J.
Crate, James H., ASV 12—U.S.N.R.	South Orange, N. J.
Crittenden, Helen	Manitou Beach, Mich.
Dack, James	South Haven, Mich.
Dillenbeck, James	Ithaca, N. Y.
Engle, Calvin	E. Lansdowne, Pa.
Engle, Robert	E. Lansdowne, Pa.
Fidao, Marjorie	Riverside, Conn.
Forsman, Paul E., Jr.	Larchmont, N. Y.
Forsman, Thomas C.	Larchmont, N. Y.
Forster, A. Jack	Bloomfield, N. J.
Forster, Carle A., Jr.	Bloomfield, N. J.
Geherin, John	Ithaca, N. Y.
Gray, Mrs. Kathryn E.	Pontiac, Mich.
Gray, Samuel A.	Pontiac, Mich.
Greenley, Joanne	Flint, Mich.
Greenley, Sarah	Flint, Mich.
Gretzinger, Betty Jane	Glen Ellyn, Ill.
Gretzinger, Ruth Jean	Glen Ellyn, Ill.
Halloran, Marikyn	Ridgewood, N. J.
Halloran, Patricia	Ridgewood, N. J.
Hamilton, Allen R.	Rochester, N. Y.
Harabablia, Nick	Flushing, Long Island, N. Y.
Harris, Anthony	Bayside, Long Island, N. Y.
Hickory, John	Addison, Mich.
Hutchens, Harold G.	Pittsford, N. Y.

Jefferies, Norman, 2nd
Johnson, Robert B.
Johnston, Christine
Johnson, Mrs. Olive M.
Joslyn, Mrs. George R.
Jova, Joseph L.

Kalning, Mrs. William C.
Karus, Marian
Karus, Elinor
Kraft, William
Kroeger, Carl B.
Kroeger, Nancy U.

Lawson, E. D.
Leonard, Wm. M.
Leopold, Dr. Francis D.
Leverenz, Jack
Liptuk, Joseph M.
Listiak, M. R.

Maher, Arthur P.
McCain, E. Eleanor
McCain, Thomas E.
McCarty, Mrs. B. Y.
McCutcheon, Christopher
Menzler, Wm., 3rd
Morgan, Alfred
Mylacrairie, Herbert G.
Myles, Viola

Nall, Beverly Ann
Nall, Ida K.

Perry, Kenneth M.
Picking, Frances G.
Picking, Henry F.
Pierce, Anne
Pierce, Patricia
Place, Eleanor R.

Ragsdale, Helen H.
Richter, Mrs. Nell J.
Ross, Jessie S.
Round, Sally F.

Sandberg, Dr. E. H.
Sawyer, George
Scholtz, Fred
Schuller, Gordon J.
Shenstone, Michael
Shields, Fred W., Jr.
Shields, Mrs. Fred W.
Siferd, Mrs. Ted
Smither, Mrs. Karl
Solum, Carl V.
Stern, Jack
Stern, Philip
Stokes, Malcolm T.

Taylor, John A.
Thorn, Lt. John H., U.S.N.R.
Tinsley, T. R.
Trenary, E. Ray
Trub, Richard

Walton, Janet
Wiedeke, F. J.
Winchester, Clinton T.
Winchester, Mrs. W. H.

Rose Valley, Pa.
Syracuse, N. Y.
Canton, Ohio
Kenmore, N. Y.
South Haven, Mich.
Newburgh, N. Y.

Larchmont, N. Y.
Swarthmore, Pa.
Swarthmore, Pa.
Toledo, Ohio
Akron, Ohio
Akron, Ohio

Chicago, Ill.
Old Greenwich, Conn.
Buffalo, N. Y.
Grosse Pointe, Mich.
Roebing, N. J.
South Haven, Mich.

Riverside, Conn.
Canton, Ohio
Canton, Ohio
Fishkill, N. Y.
Downington, Pa.
Glenham, N. Y.
Mt. Holly, N. J.
Rochester, N. Y.
Stony Point, N. Y.

Riverside, Conn.
Riverside, Conn.

Falls Church, Va.
Falmouth Foreside, Me.
Falmouth Foreside, Me.
Collingswood, N. J.
Collingswood, N. J.
Pittsford, N. Y.

New York City
Norwood, Ohio
Riverside, Conn.
Riverside, Conn.

Fullerton, Calif.
E. Rockaway, Long Island, N. Y.
Riverside, Conn.
Cleveland, Ohio
Ottawa, Canada
Alexandria, Va.
Alexandria, Va.
Lima, Ohio
Eggertsville, N. Y.
Skaneateles, N. Y.
Buffalo, N. Y.
Buffalo, N. Y.
Philadelphia, Pa.

Rochester, N. Y.
Washington, D. C.
South Haven, Mich.
Greenwich, Conn.
South Orange, N. J.

Kenosha, Wis.
Toms River, N. J.
Flint, Mich.
Flint, Mich.



PAID ASSOCIATE MEMBERS—NAMES UNKNOWN

Crew of Wm. A. Straub, Rochester, N.Y.
Crew of Harold Liebenow, Rochester, N.Y.
Crew of John McIntosh, Rochester, N.Y.
Crew of John W. Orelup, Short Hills, N.J.

Crew of Oren M. Ragsdale, New York City
Crew of James & Wm. Walker, Erie, Pa.
Crew of Dr. M. K. Fritz and
Howard Dart, South Haven, Mich.

The Lost Column

Here following are our missing owners. We want to find them, not only because we need their support, but also because we believe they should know about the Association and receive the benefits of membership. We urge all members to keep their weather eye open and report any clues to the Secretary. Their reward will be the deep appreciation of their officers and the knowledge that they have helped to strengthen their Association.

Where a "dealer" or "builder" is listed it means that the boat has been sold but the new owner is unknown, either because the dealer or builder does not have the record or is unwilling to cooperate. The great majority of builders and dealers are very helpful. A few—you can count them on the fingers of one hand—are uncooperative and cause no end of trouble.

This list is proof of how urgent it is that transfers and changes of address be sent in to the Secretary.

- 15 Douglas M. Dimond, 1 William St., New York City (mail returned)
- 23 * John H. King, Northport, Long Island, N. Y. (mail returned)
- 27 Dealer
- 40 H. J. Walter, Weekapaug, R. I.
- 85 W. S. Greenfield, 310 Pine St., Lockport, N. Y. (mail returned)
- 88 Sold by Richard S. Dirkes of Floral Park, L. I., N. Y., to an unknown owner
- 107 R. Butler & J. Bishop, 6660 No. Wabash Ave, Chicago, Ill. (mail returned)
- 110 Harle B. Long, Kirkland Lake, Canada (mail returned)
- 111 Builder
- 116 Builder
- 126 G. Waller, c/o Eastern Airlines, Municipal Airport, Atlanta, Ga. (mail returned)
- 145-6 Builder
- 148-52 Builder
- 156-8 Builder
- 164 Dealer
- 195 Builder
- 242 Sold by Wellington Kennedy of Greenwich, Conn., to an unknown owner
- 263 Sold by H. P. Buck of Riverside, Conn., to an unknown owner
- 266-7 Builder
- 271 Dealer
- 284 Earle Machold, Sackets Harbor, N. Y. (mail returned)
- 304 Inland Lakes Boat Corp., Oconomowoc, Wis. (mail returned)
- 305-6 Builder
- 310 Sold by Lt. George E. Hobbie, U.S.N.R., of Petaluma, Cal., to an unknown owner
- 331 Sold by Dr. Sidney Deutsch of Chicago, Ill., to an unknown owner
- 334-5 Dealer
- 404 Dealer

- 406 Harold Hyman, Nautilus Club, Atlantic Beach, L. I., N. Y. (mail returned)
- 407 George Roper (in the Army; address unknown)
- 420 Joseph Legner, South Bend, Indiana (mail returned)
- 426 Builder
- 438-9 Builder
- 461 E. M. Wagner, Elkins Park, N. J. (mail returned)
- 477 Sold by F. G. Adams to unknown owner in Philadelphia, Pa.
- 482 Emil O. Lindner, 19 Lincoln St., Baldwin, L. I., N. Y. (mail returned)
- 490 C. A. Butler, Jr., Davenport, Iowa (mail returned)
- 532 Henry M. Mitchell, 6 Trefethron Ave., Kittery, Me. (now on war work in Panama; address unknown)
- 571 Dealer
- 609-12 Dealer
- 618 Dealer
- 632-3 Dealer
- 641 Builder
- 642 Dealer
- 643-4 Builder
- 648 S. A. Wattson, 2320 Grand Ave., Phoenix, Ariz. (mail returned)
- 649 James J. Howe; address unknown
- 662 Dealer
- 678 Dealer
- 695 Paul E. Schweizer, Box 127, Franklin, Pa. (moved; left no address)
- 698 Dealer
- 700 Dealer
- 705 Eugene P. Nolan, Box 163, Jamestown, Pa. (uncertain if he owns this boat as well as 699)
- 713 Builder
- 715 James Wallace, Lake Hopatcong, N. J. (mail returned)
- 718-20 Builder
- 722 Builder
- 728 Dealer
- 748 Dealer
- 752 Dealer
- 762 Dealer
- 767 Dealer
- 770 Dealer
- 784 Dealer
- 827 Dealer
- 843 At one time owned by T. C. Kussmaul of Columbus, Ohio, who is now on the West Coast
- 848 Builder
- 876 Dealer
- 878 Builder
- 887 Builder
- 899 W. E. George, Jr., Room 323A, Brackenridge Hall, Austin, Tex. (mail returned)
- 901-4 Builder
- 909-10 Dealer

BACK
LIGHTNING SKIPPERS
★ IN SERVICE ★
by Buying
MORE
WAR BONDS

