LIGHTNING CLASS Association

1954 YEAR BOOK

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LIGHTNING CLASS ASSOCIATION

YEAR BOOK-1954

Wayne L. Brockett, Editor

Pat Young, Advertising Manager

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Lightning Class Association

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ON OUR COVER

Tacking Duel, Boats of Fleet 70

Dedication

This book is dedicated to the wives and sweethearts of the skippers and crews of Lightnings. They have stuck with us through fair weather and foul. They have rode with us along the many weary miles to regattas which were far from home. They have had to wait in small towns while we had to fix trailor breakdowns, etc. They have had to rough it along the way as accommodations were not always of the best.

They have cruised with us and really roughed it living aboard a Lightning. Have gotten soaked in the squalls and baked in the hot sun. Have been sunburned and thirsty. Have sat through races in light air when time must have seemed endless.

They have helped us paint and groom our pride and joy. Maybe they have felt a little jealous at times when our affection for our boat kept us from being with them. To some of them that Lightning is no doubt a very real rival. No doubt at times their patience must have been sorely tried.

So to all those grand ladies let's take off our hats. We appreciate your patience and help and enthusiasm more than you know. Smooth sailing.

The Editor

FOREWORD

This is a great year for our Class. It is the culmination of 15 years of a growth that has been guided well by the thought, good judgment and hard work of our past officers. It is the result of the great enthusiasm that our members have shared over the years. We all enjoy its success and being a part of it. Let us always hope that we can keep that spinnaker full and sail to win but sail mostly for the love of the sport itself.

C. B. Crittenden

President

Officers of Lightning Class Association

President C. B. "Barney" Crittenden

R. R. D. #1, Hudson, Mich.

"Barney has been sailing Lightnings since 1940, the same one in fact which is some kind of record. He organized the Devils Lake Fleet, served as Fleet Secretary, Captain and Commodore of the Devil's Lake Yacht Club. He is Past Commodore of the Michigan District and its first District Champion. He has served as Secretary and Chief Measurer of LCA and also edited our Yearbook. This year he is doing a bang-up job as our President. In between all this activity he acts as Maintainence Products representative of the S. C. Johnson & Sons, Inc.

VICE-PRESIDENT & CHIEF MEASURER—Clifford J. Prados
946 Ockley Drive, Shreveport, La.

Cliff has put in many hours as Assistant Chief Measurer and written many helpful articles for members and prospective builders.

He has been building and racing his own boats for 32 years on the Mississippi Gulf Coast and Lake Pontchartrain in Louisiana. He recently finished building his third Lightning "Dixie Doodle" #5202. He is a member of the Shreveport Lightning Fleet but has been Captain of the Lake Pontchartrain Fleet at New Orleans and Secretary of the Bay-Waveland Fleet at Bay St. Louis, Miss. Cliff is Commodore of the Southern District this year and served the LCA as Vice-President last year. To keep the five little Prados in shoes, Cliff acts as District Sales Manager for the Southern Bell Tel & Tel Co.

VICE-PRESIDENT—Henry Abreu
M. D. No. 16, Balmville Newburgh, New York

Henry has been an active sailor in Fleet No. 39 for eight years. As skipper of FIESTA II No. 1900 he has taken many sailing honors including the Atlantic Coast Championship. He has been Fleet Captain of the Chelsea Fleet and Commodore of the Metropolitan District, and the Hudson River Squadron. He is Superintendent of the plant on the Hudson river which manufactures J. J. J. bricks.

VICE-PRESIDENT—Pat Young
1550 W. 25th St., Cleveland, Ohio

Pat is now sailing his third Lightning. He is former Fleet Captain and Secretary of Edgewater Y. C. Fleet No. 45. He is Past Commodore of the Ohio-Indiana District. He was former Junior National Diving Champion in 1920 and National Jr. Handball Champion in 1928 but finds it much more difficult to win in Lightning competition. He is Advertising Chairman for this issue of the Yearbook. He traveled 10,000 miles to sail five races in Hawaii in 1953. He is President of PAT YOUNG SERVICE, Inc. Wholesale Auto Parts Distributors.

VICE-PRESIDENT—Cy Gillette
510 N. Kalaheo, Lanikai, Hawaii

Cy has been sailing boats for thirty years and started his sailing career on the Detroit River at the age of ten. He served in Naval Aviation for seven years of the last War and landed in Hawaii where he organized Fleet 143 at Kaneoke Bay. He has served as Fleet Commodore and in 1953 was both Fleet and Hawaiian District Commodore. Sailing his Lightning "Nubbin", No. 3124 Cy has beeen both Fleet and District Champion. He crewed for Bill Hole in the 1953 Internationals, Hawaii's first entry. Cy sells Real Estate in Honolulu.

VICE-PRESIDENT—Arnold "Arne" Gorman
54 Monkton Ave., Toronto, Ontario

Arn has been sailing on Lake Ontario for twenty years, being quite successful in long distance curising races and six metre races. In 1947 he acquired a Lightning and organized the Toronto Bay Lightning Fleet, No. 146, the largest Canadian fleet. He was Lake Erie District Secretary in 1950 and District Commodore in 1951. He has been rear commodore of both the National Yacht Club and the Queen City Yacht Club and is currently commodore of the Queen City Yacht Club. Last year he took time off from his Lightning and won the 8 metre championship of Lake Ontario. Active in various yachting organizations in his spare time, his working hours are taken up as chief design engineer for Gurney Dominion Furnaces Limited.

VICE PRESIDENT—Abe Jacobs
7750 Phillips Ave., Chicago, Ill.

Abe has sailed and raced Lightnings since 1940. He is an original member of the group that organized Fleet #56. He is Past Commodore of Burnham Park Yacht Club and present Vice-Commodore of Burnham Park Yacht Club. Abe has been Captain of the Chicago Lightning Squadron for the past two years. He owns his own Insurance Agency which is a sideline to sailing Lightnings.

TREASURER—Len Ladenburger
37 Cass Street, South Haven, Michigan

Len is a very familiar person to members of the Lightning Class Association. No reminder is needed for the untiring efforts of this strong supporter of the Lightning. He served as Vice - President in 1944, Secretary-Treasurer in 1945 and President in 1946. Although Len is very busy running his own Crown Frame Co., he has given generously of his time to help the South Haven office function smoothly and efficiently this year.

HONORARY COMMODORE—H. R. (Dick) Krauss
3720 Woodmont, Toledo, Ohio

Dick has been appointed Honorary Commodore after serving as President and doing a wonderful job in that office. Before serving as President he was Chief Measurer and put in many hours in that capacity. He has served as Secretary and Captain of Toledo Lightning Fleet #42. He was 1950 International Champion. Dick operates his own Insurance Agency.

ASSISTANT CHIEF MEASURER—Ross G. Allen
Wymberley, Isle of Hope, Savannah, Ga.

Ross has been active in Lightning affairs since 1947 when he helped organize Savannah Fleet #127 and was first Fleet Captain. He has owned two Lightnings and now sails the "Wild Goose", #4671. Ross served in the Navy during the war and is a Commander in the Naval Reserve. He is the Secretary-Treasurer of the Southern States Iron Roofing Co.

SECRETARY—Jay Donnovan
2894 St. Paul Blvd., Rochester, N. Y.

Jay bought #1825 in 1947 and "sailed" (laughter) at Newport Y.C., Fleet 77. After two years, he was barred from the boat by the crew, and from the Bay by the other Fleet members, as a menace to life, limb, and navigation. Still owns the "Jayvis" and is happily surprised when it turns up, here and there, at regattas. Spends summers on Race Committees, and says he is just dumb enough to like it. Past Commodore of Newport Y. C., Past Secretary and Past Commodore of Central New York District. Has made a life study of avoiding labor, in all forms, resulting in the development of a secret formula for selling advertising from a rocking chair, for the Rochester Times-Union.

VICE-PRESIDENT—Al Webb
Terrace Ave., Riverside, Conn.

Al is a former officer of the LCA. Has done very fine work in promoting the Junior YRA on Long Island Sound. A Lightning booster from the word go. He is father of the four "sailing Webbs", Jack, June, Judy and Skipper. Judy is the present Women's National Champion. Has just regained ownership of his famous Lightning, "Rogue". Owns a fine market in Greenwich, Connecticut.

EXECUTIVE SECRETARY—Mrs. Margaret Teske

308 Center St., South Haven, Michigan

Former National Officers

C. N. Nicholson	President	1940–1041
L. Stauffer Oliver	Chief Measurer	1940–1941
	President	1942–1943
E. Gordon Cronk	Secretary-Treasurer	1940–41–42–43
Gilbert L. Wolfe	Vice-President	1940
John L. Koehne	Vice-President	1940–1941
Russell J. Nall	Vice-President	1940–1942
Robert F. Hart, Jr.	Vice-President	1942
Mortimer E. Graham	Vice-Pres. & Chief Measurer	1942
George R. Joslyn	Vice-President	1942–1943
Henry L. Schimpf, Jr.	Vice-President	1942–1943
A. J. Webb	Vice-Pres. & Chief Measurer	1943–1944
Dr. A. C. Dumke	Vice-President	1944
Ted Siferd	President	1944
	Honorary Commodore	1945
Dwain E. Weaver	Vice-President	1945
Len Ladenburger	Vice-President	1943
	Secretary-Treasurer	1944
	President	1945
	Honorary Commodore	1946
James H. Trenary	Secretary-Treasurer	1945
	President	1946
	Honorary Commodore	1947
William Stubbins	Vice-President	1947
Alexander Dougan	Vice-President	1947
John W. Orelup	Vice-Pres. & Chief Measurer	1945–1946
	President	1947
	Honorary Commodore	1948

Richard Carr	Vice-President	1947
	Honorary Vice-Commodore	1948
Walter G. Vogel	Vice-President	1948
Frank H. Watson	Vice-President	1948
Louise Cattus Miller	Vice-President	1948
Henry Williams	Treasurer	1948
Edward W. McCain	President	1948
	Honorary Commodore	1949
Arthur Burtscher	Vice-Pres. & Chief Measurer	1947–1948
	Honorary Vice-Commodore	1949
Dr. W. W. Jennings	Vice-President	1949
Park S. Hedley	Vice-President	1949
W. A. Grimm	Treasurer	1949
Karl Smither	President	1949
	Honorary Commodore	1950
LeRoy Amy	President	1950
	Honorary Commodore	1951
Russ Luchtenberg	Vice-President	1950–1951
Magnus Pedersen	Vice-President	1950–1951
Ed. B. Overton	Vice-President	1950
	Treasurer	1951
LeRoy Amy	President	1950
Carl J. Ackerman	Vice-President	1950
Alfred V. Amy	Treasurer	1950
E. F. Cotter	Vice-President	1951
Walter E. Swindeman, Jr.	Chief Measurer	1950
	President	1951
	Honorary Commodore	1952
Morgan Powell	Vice-President	1952
David P. Shay	Vice-President	1952
Mrs. Carl J. Ackerman	Vice-President	1952
Charles H. Dore III	Treasurer	1952--1953
Edward R. Olsen	Vice-President	1953
John W. Campbell	Vice-President	1953
John Robertson	Vice-President	1953
Clifford O'Kane	Asst. Chief Measurer	1952
Wayne L. Brocket	Secretary	1949--1950--1951
	President	1952
	Honorary Commodore	1953

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Ralph G. Kenney, 41 Lippitt Ave., Riverview, R. I.

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J. Lewis Foster, P. O. Box 1005, Wichita Falls, Texas
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Amos T. Leavitt, Jr., 6508 102nd Place, Lakeside Terr., Kirkland, Wash.
D. A. Waddell, P. O. Box 924, Tacoma, Wash.
Walter B. Morris, Bellingham Yacht Club, Bellingham, Wash.
Robert W. Long, 2808 Williams St., Bellingham, Wash.

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R. G. Evans c/o Tape, Inc., Green Bay Wis.
Norbert L. Schmitz, 931 W. Johnson St., Madison, Wis.
Walter Roller, Paynes Point, RFD #1, Neenah, Wis.
Edward Brismaster, 324 E. Irving St., Oshkosh, Wis.
John F. Karl, 2629 70th St., Milwaukee, Wis.
Robert Cunningham, 2606 N. 35th St., Milwaukee, Wis.
Nate Walters, 619 E. Mason St., Milwaukee, Wis.
Morris Thomas, 225 S. Aldrich St., Milwaukee, Wis.
George S. Oliver, 2825 N. Downer Ave., Milwaukee, Wis.

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, 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 "Linnett", 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, POINT ABINO, ONTARIO, CANADA
(THIRD SPECIAL WAR TIME REGATTA)

Champion—Theodore Maher of Riverside, Conn. (Fleet 7) in a local boat drawn by lot.

Runner-Up—Karl Smithers and Robert Crane of Buffalo, N. Y. local boat drawn by lot.

1945—RIVERSIDE YACHT CLUB
LONG ISLAND SOUND, RIVERSIDE. CONN.
(FOURTH SPECIAL WAR TIME REGATTA)

Champion—George R. Barnes of Skaneateles, N. Y. (Fleet No. 1) in "Westerly."

Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.

1946—SKANEATELES COUNTRY CLUB
SKANEATELES, N. Y.

Champion—Walt E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.

Runner-Up—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice", No. 588.

1947—TOLEDO YACHT CLUB
TOLEDO, OHIO

Champion—Walt. E. Swindeman, Jr., Toledo, Ohio, (Fleet 42) in "Yankee Doodle" No. 800.

Runner-Up—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.

President's Trophy Winner—Robert H. Siemer of Williamsville, N. Y. (Fleet 59) in "Salt Shaker" No. 1676.

President's Trophy Runner-Up—George A. Wasserburger of Pontiac, Mich. (Fleet 54) in "Aqua Leta" No. 838.

1948—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Dodge-Trophy" No. 2891.

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

President's Trophy Winner—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.

President's Trophy Runner-Up—J. R. Ludlow Wray of Philadelphia, Pa., (Fleet 91) in "Nipper" No. 3704.

1949—MIAMI, COCONUT GROVE & BISCAYNE BAY YACHT CLUBS
MIAMI, FLORIDA

Champion—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Sue", No. 2891.

Runner-Up—Bob Graf of Buffalo, New York (Fleet 12) in "Rampage", No. 467.

President's Trophy Winner—Dr. Herbert Virgin, Jr. of Miami, Florida (Fleet III) in "Flame", No. 3880.

President's Trophy Runner-Up—Felix Ross of Miami, Florida (Fleet 130) in "Tavana", No. 4411.

1950—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—H. R. Krauss of Toledo, Ohio (Fleet 42) in "Jinks," No. 447.

Runner-Up—Magnus Pedersen of Nyack, N. Y. (Fleet 75) in "Two Bits," No. 1565.

President's Trophy Winner—Bill Walker of Erie, Pa. (Fleet 24) in "Caroline II," No. 4282.

President's Trophy Runner-Up—Dr. Gerald Murphy of Lake Fenton, Mich. (Fleet 53) in "Double B," No. 4545.

1951—TOLEDO YACHT CLUB
TOLEDO, OHIO

Champion—John Teigland of Bedford, N. J. (Fleet 91) in "Seductress" No. 4571.

Runner-Up—John Robertson of Hamilton, Ontario (Fleet 118) in "Rhoda" No. 2327.

President's Trophy Winner—Howard Foht of Erie, Pa. (Fleet 24) in "Zephyr" No. 1916.

President's Trophy Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 3333.

1952—SPRAY BEACH YACHT CLUB
Spray Beach, N.J.

Champion—Robert W. Graf of Buffalo, N. Y. (Fleet 12) in Rampage No. 467

Runner-Up—Eugene Walet, III, of New Orleans (Fleet No. 62) in Spirit II, No. 5082

President's Trophy Winner—Thomas Allen of Buffalo, N. Y. (Fleet 12) in Atom No. 4811

President's Trophy Runner-Up—Ed. Water of Little Silver (Fleet 80) in Revenger No. 4918

1953—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—Hank Cawthra of Detroit, Michigan, (Fleet 51) in "Broom" No. 4924.

Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Five M's" No. 5000.

President's Trophy Winner—Warren Jones of Detroit, Michigan (Fleet 51) in "WaHa" No. 2904.

President's Trophy Runner-Up—Jim Carson of Philadelphia, Pa. (Fleet 34) in "Sparks" No. 5284.

LIGHTNING CLASS ASSOCIATION

POLICY

To promote and develop Lightning Class racing under uniform rules, governed by this Association, and to rigidly maintain the one-design features of Lightning Class sloop, as designed by Sparkman and Stephens, Inc., which plans are known as 265.

To cooperate with all other yachting organizations and to demand in return observance of the rules of the Lightning Class.

To keep the Lightning Class within the financial reach of the man of moderate means without handicapping ability or encouraging neglect in conditioning yachts.

To rigidly maintain a strictly one-design Class, in order to positively insure that all Lightning Class races held under the auspices of this Association be to determine the skill of the skipper, and to eliminate all variation in construction of the yachts. Everything in the Constitution, By-Laws and all building restrictions is intended to insure competition between boats of identical design and the spirit of the Constitution, By-Laws and building restrictions is to this end.

JURISDICTION

The Association has jurisdiction over all Lightning activities. Its Class rule govern all sanctioned Lightning races regardless of by whom held. Its Constitution, By-Laws and Rules are binding upon all members and Fleets and all registered Lightning yachts must conform to its official plans and specifications.

ATTENTION OWNERS, BUILDERS AND SAILMAKERS

The Lightning name and emblem as applied to sailboats 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 or prospective owners the Association proposes to take whatever steps necessary to protect both the Lightning name and emblem from any unauthorized use.

ROYALTIES AND REGISTRATION

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 Official Lightning Class plans. **The fee for each and every boat built is $15.00** which includes the assignment of a registered number, blueprints and the book entitled "Building the Lightning."

Every Lightning built is recorded by the Association and a complete registry of owners is maintained. All changes in ownership or sale of new boats by builders and dealers must be recorded with the Secretary of the Association.

A $1.00 royalty must be paid by sail makers on each sail made, as evidenced by the above label securely sewn thereon. The colors in this label are red and black lettering on a white background. This label, as evidence of payment of royalty is required beginning with 1948 sails. These labels may be purchased from South Haven for $1.00 each less 2% for cash with order.

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 the Constitution and By-Laws. It is the policy of the LCA to make no changes which would give more recent Lightnings any advantage over the first Lightnings built. The responsibility of keeping advised as to these annual revisions rests with the purchaser of plans and specifications. Never copy another Lightning.

CONSTITUTION - BY-LAWS - RULES SPECIFICATIONS

The Constitution, By-Laws, Specifications of the Lightning Class Association are contained in a special pamphlet available to all members—builders and yachting organizations.

MEMBERSHIP

Each and every Lightning owner should be an active member of the Association. Our modest dues are a very small amount to pay for the many benefits received from such a membership. You are not only helping to support your own Association that is doing everything possible to enhance and protect your investment in your Lightnings but you will receive numerous publications of interest and benefits (which alone are worth the investment). Only members are permitted to enter sanctioned Lightning Class races and receive the official Yearbook and special Lightning Class publications.

Every crew member or person sailing and interested in Lightnings but is not an owner should be an Associate member. The Yearbook (which is sent to Associate and crew members as well) alone is worth more than this membership costs, not to mention our other publications.

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THE EFFECT OF IMPERVIOUSNESS ON SAILS

by Walter W. Roller

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The advent of Synthetic sail cloth has brought with it a whole new problem of that quality of a sail which prevents the positive pressure on its windward side from causing a flow of air through the cloth to the leeward side where a negative pressure exists, thereby reducing both the positive and the negative pressures and twice reducing the resultant force which the sail can develop to propel the boat. When there was only cotton sail cloth, a sailor paid a premium to get as closely-woven a cloth as possible and the feeling that this cloth lost some of its drive through use still persists. This is evidenced by Arthur Knapp Jr's. observations on washing new sails on page 61 of his book "Race Your Boat Right," not-with-standing, Dr. Manfred Curry's opposite stand page 124 of his book "The Aerodynamics of Sails." However today the degree to which sail cloth can prevent pressure loss has been magnified. In extreme cases it may be seventy times that which either Dr. Curry or Arthur Knapp had in mind. One of the factors which has made the results with synthetic sails so extremely variable is the fact that imperviousness in synthetic weaves themselves varies very much more greatly than cotton ever did.

In the January 1954 Issue of "Yachting" sailmaker and pioneer developer of synthetic sails, Kenneth Watts, has a very enlightening article on the history, advantages, and short comings of Egyptian cotton, Nylon, Orlon, and Dacron sails. However he only suggests that their added smoothness and impermeability may be factors in added power.

Without getting technical the writer will attempt to analyze it. If one holds one's finger over the end of a bicycle pump hose, a considerable pressure (resistance) is developed by the plunger. As the air is allowed to flow out of the hose ever so little the plunger can be lowered with correspondingly less pressure. Conversely, if one had in a vessel a vacuum, one could slowly destroy that vacuum (negative pressure) by allowing a little air to flow into the vessel. On a sail, the pressure distribution

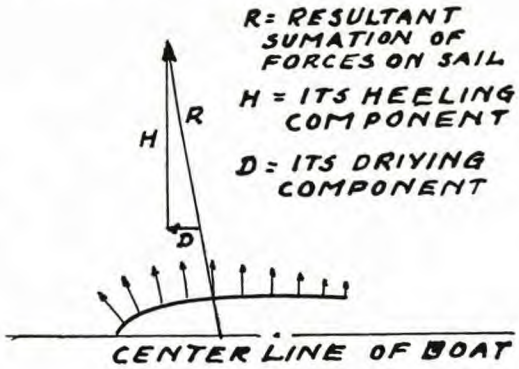


FIG. 3

is something like the upper curve in figure 1, on the windward side, and on the leeward side a negative pressure (less than atmospheric) is distributed somewhat as shown in the lower curve. Since both of these pressures act on the sail in a direction to leeward, they may be added and the total pressure on a section of the sail is as shown in figure 2. This plotted on an air foil section of the sail yields a resultant driving force R in figure 3 which exerts a large heeling force and a smaller propelling force on the boat.

A basic law of the flow of fluids demands that whenever a difference of pressure exists, the higher must neutralize the lower thereby crating a flow in that direction. Thus the very winds which make sailing possible are created. Likewise the sail fabric which is the separating membrane between air under two pressures must either let the positive find the negative around its margins or thru its membrane, or this force must be turned into working energy driving the boat. It is obvious that any air which flows through the cloth, thereby reducing the positive and the negative pressures, likewise reduces the resultant force on the sail by some proportional amount. The only question that remains is whether that amount is still a negligible factor in a racing sail.

To answer this, the writer tested various fabrics with the identical test used by Dr. Curry in his experiment. These results are tabulated in Figure 4. The method of preparing the samples and testing them is also illustrated. These tests deal in pressures similar to those on a sail in a 10 to 15 m.p.h. wind.

Using a grade of new Egyptian 4 oz. cotton sail cloth which was currently offered by reputable sailmakers as a basis and which was by no means a cheap grade of sail duck, the writer found that it had a 3 second interval for the passage of the untrapped air in a frozen fruit juice can thru the fabric as illustrated. It was found, however, that some very carefully woven and costly Egyptian cotton which was mildew proofed and waterproofed, tested 3 to 4 times better. This new cotton is about in the range of the 1952 3.5 oz. Orlon which was not heat set. In 1953 the same grade of Orlon but heat set and waxy, doubled its imperviousness and was six to eight better than the basic cotton. Since the waxy finish cracked like wax paper, there was a question whether these cracks impaired its imperviousness. One sample was therefore severely abused, this being the sample that was only six times better. A 1954 sample of 5 oz. Orlon tested seven times bet-

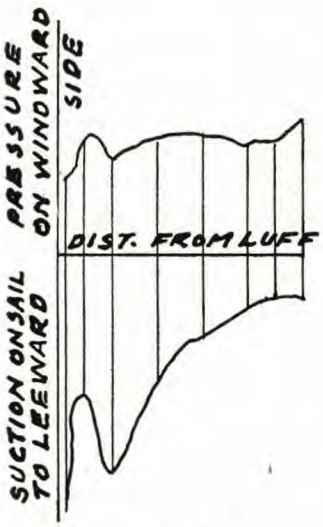


FIG. 1

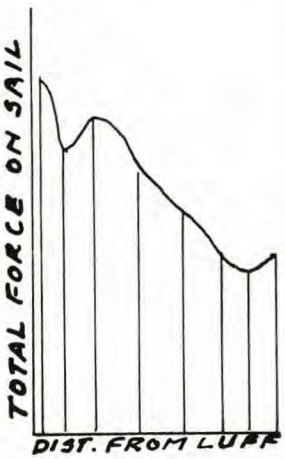


FIG. 2

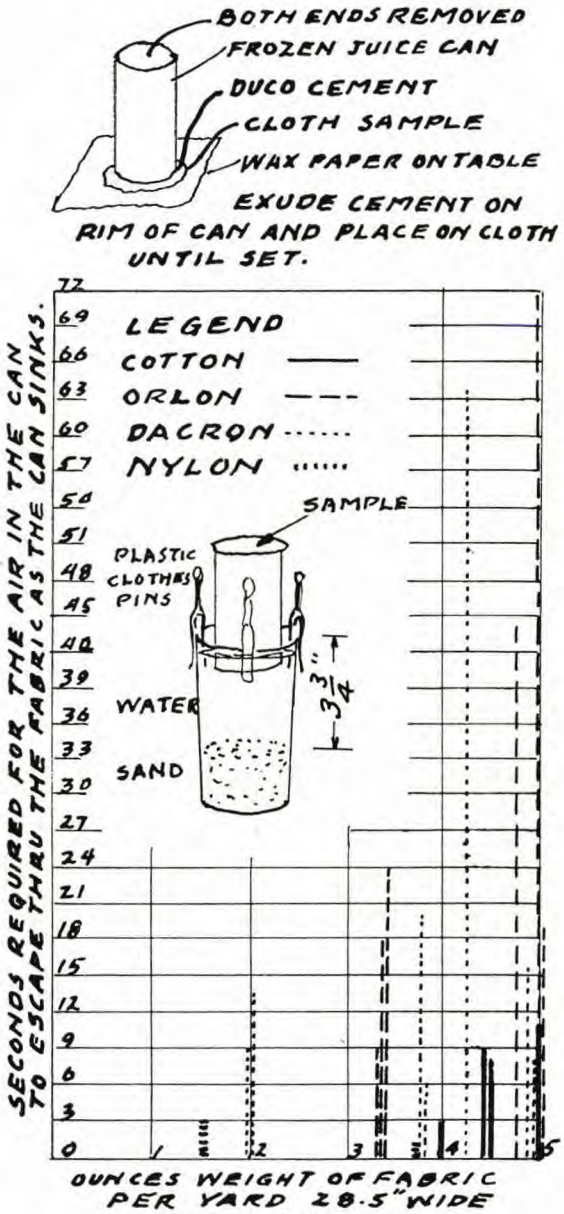


FIG. 4

ter than the basic cotton, whereas the most resistant sample tested was some 1952 5 oz. Orlon which was 24 times as impervious as the basic cotton, and the second best Orlon sample tested 15 times basic and was 1954 sample weighing 4.7 oz. These were all not heat set. The writer inspected three heat-set samples of Orlon. One weighing 7.5 oz. was absolutely impervious, and two 2 oz. samples tested only 3 to 4 times better than the basic cotton. In further defense of cotton it should be stated that a 6.25 oz. sample of very dense English cloth tested six times better than the basic cotton. Only two samples of Nylon were tested. The 3.73 oz. type was very open and only tested half as good as the basic cotton but the same 1.5 oz. spinnaker nylon tested the same as the basic cotton. The great variation found in cotton and Orlon was also foud in Dacron. One 1954 sample of 3.89 oz. Dacron tested only twice as good as basic cotton, while another (with 150 x 75 thread count) 3.8 oz. sample was seven times better than the basic cotton. A coarser 5 oz. sample was only 5.5 times better than basic, and a 4 oz. sample was only three times better. The other extreme was a 1953 sample of 4.25 oz. Dacron which was the second best sample tested, being 21 times the basic cotton. All of these were non-heat-set. The most open sample tested was a 2.45 oz. heat-set Dacron which offered almost no resistance and could not be timed. It can therefore be seen that just because sails are synthetic, does not guarantee that they are impervious also. All of the heat-set samples are smoother and some of them can be written on as though they were writing paper.

A microscopic analysis of the cloth reveals the reasons for this diversity. If the threads forming the cloth are not pressed close enough together in both directions to completely close the interstices between them when pressure and heat is applied, no amount of heat setting, can create an impervious fabric. However, besides leakage through the interstices, there is leakage through the threads, and heat sealing compresses the filaments or fibers of which the threads are spun into ribbons and this does increase the imperviousness of the fabric not only in this respect, but also creates a closer contact between threads as they cross one another squeezing some of it into the four sides of the interstice and so closes up the voids to a considerable extent. However, cotton and Nylon do not respond to this treatment, hence Orlon and Dacron are at an advantage. See figures 5 and 6. Calendering is also a form of heat-setting but at a lower temperature. Therefore there are degrees of deforming between those illustrated.

CALENDERED SYNTHETIC
FIG. 5

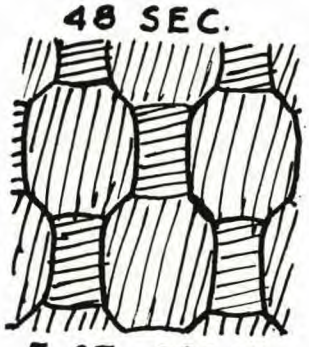
EXTREME CASE OF HEAT SET SYNTHETIC
FIG. 6

The threads from which sail cloth is woven are not tightly spun like sewing threads, but are more like yarn. This is easily accomplished with synthetic fibers which are endless and about one thousandth of an inch thick. (In heavier cloth fibers seemed to be 1½ thousandths in diameter). The bundles of fibers are only twisted enough to keep them in distinguishable threads and as they cross over one another they flatten out, being gathered at the interstice, and so can quite effectively be woven into a dense fabric, even without heat setting. Cotton fibers are only half a thousandth of an inch thick and are only a couple of inches long. To make a thread which will hold together for weaving they must be spun more than synthetic fibers, and if they are spun too tightly and round they will not flatten at the crossovers. So a premium is

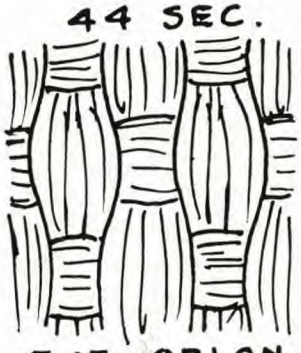
paid for Egyptian cotton which is longer, and can be spun looser. But the weaving is much more troublesome, and again a premium is paid to get a really dense cotton sail cloth. The tests on imperviousness seem to indicate that the fineness of the cloth is not the criterion of its imperviousness. The coarser weaves, that is, those with less crossings (less interstices) and yarns with fuller body, more effectively close the fewer interstices and produce the most impervious fabrics. However, a cotton cloth of the same weight as a synthetic will have almost twice the thread count and even though it is mildew proofed and water proofed, and the synthetic cloth is not heat set, and even though no free light can be seen through any interstices in either fabric, the synthetic will be almost six times as impervious as the very finest cotton fabric known. The cotton fabric will show up with many fuzzy ends under the microscope. The synthetic will have none. The writer does not know enough about weaving, but believes that the synthetic even though not "heat-set," responds to the pressing it gets in calendering to squeeze the fibers into one another, whereas the fibers of a cotton fabric will not respond in the same way and the margins of its interstices are not as solid as they appear to the eye to be. He also does not think that mildewproofing and waterproofing had any appreciable effect on the imperviousness of the superior cotton samples but lays it entirely to their denser weaving and shrinking caused by the processing. However, sizing (lubricants used in weaving) may be a factor if a solid residue is left. The 1953, 3.5 oz. orlon definitely had a waxy characteristic and under the microscope one saw particles clinging to the individual fibers.

4 OZ COTTON
96 × 106
BASIC GRADE
FIG. 7

4.5 OZ. COTTON
100 × 112
FINEST GRADE
FIG. 8



5 OZ. ORLON
35 × 50
HEAT SET
FIG. 9



5 OZ. ORLON
35 × 72
CALENDERED
FIG. 10

Figures 7, 8, 9 and 10 show enlarged views of various woven fabrics, and the table and curve fig. 11 show that there is a definite relation between the area of openings and the permeability of the cloth. The two points not on the curve were heat-set Dacron indicating that there may be a different curve for heat-set materials. Many more tests are needed to establish exactly a whole series of nesting curves which also account for that part of the leakage which goes through the threads themselves. This is a function of the thickness of the threads and of the calendering and types of fibers. It is apparent that all of the curves will tend to run to infinity in both directions. At one extreme is the open lattice of the Dutch Windmill. At the other the sheet plastic sail of the Sailfish class or the metal wing of the aeroplane. Both work. Quite obviously the curve is not a measure of the sails efficiency and other laws govern at the extremities. The portion of the curve with which we are concerned is therefore quite logically at the transition between the two sets of laws which is at its center portion.

WEIGHT OUNCES	MATERIAL	THREAD COUNT	TREATMENT	% OPEN AREA	TIME SECONDS
4.	EGYPTIAN COTTON	96 × 106		0.9	3
4.5		94 × 112	MILDEW PROOFED AND WATER PROOFED	0.3	8
4.5		82 × 96		0.2	9
5		84 × 94		0.1	11
6.5		70 × 80		0	21
1.5	NYLON	96 × 96		0.9	3
3.75		55 × 70		1.1	1.5
2.	ORLON	100 × 130	SLIGHTLY HEAT SET	0.6	8
2.		100 × 130	HEAT SET	0.6	13
3.5		64 × 72	1952 CALENDERED	0.4	8
3.5		64 × 72	1953 H.S. & WAXED	0.05	24
3.5		64 × 72	DITTO ABUSED	0.1	18
3.8		65 × 70	1954 CALENDERED	0.45	8
4.0		55 × 56	CALENDERED	0.1	11
4.7		35 × 72		0	46
5.		44 × 48		0	70
5.		50 × 52	SLIGHTLY HEAT SET	0.25	20
2.4	DACRON	103 × 130	HEAT SET EXTREME	3.0	–
3.8		75 × 150	CALENDERED	0.05	20
3.89		75 × 144	SLIGHTLY HEAT SET	1.1	6
4.25		46 × 72	CALENDERED	0	65
5		64 × 80		0.5	9
5.		70 × 80		0.14	16

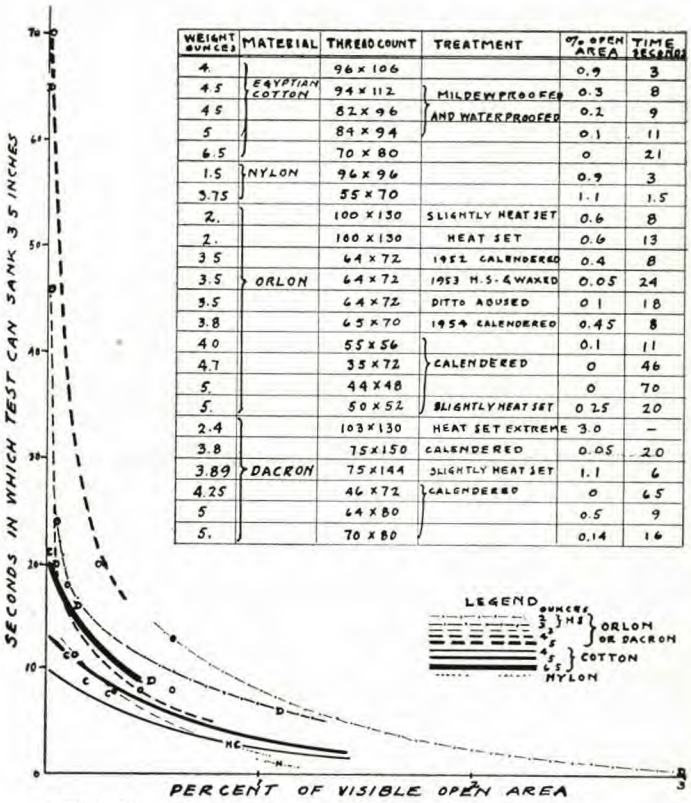


FIG. 11

The upshot of the whole subject is therefore, that simply having an Orlon or Dacron sail of good cut and fit is no guarantee that it will be a world beater. It must be dense as well and these synthetics can be made infinitely denser than can the best cotton. However there probably is a point of diminishing return and a sail which rates 20 times the basic may have a hard time beating one that is 3 times the basic particularly if the latter can be bent to suit the wind better. But a sail with 3 times basic should be able to sail right through the lee of a boat equipped with basic grade sails. Similarly a sail of basic grade will not be found too superior over one that is more impervious, although it was in this range that Arthur Knapp Jr. felt that a difference could be noticed.

One can test the fabric from which one is ordering a sail as the writer did or one can get a good idea by holding it to the light, (it may be translucent but no clear light may come through), or by blowing cigarette smoke through it.

The fit of the sail is another problem. Few good-setting synthetic exist. The closer the threads are woven, the less the fabric will give on the bias. Heat setting will further interlock the threads to prevent bias movement. Consequently this cloth is stiffer and bending these sails as one did cotton sails to suit the wind of the day will be next to impossible. Unlike nylon, the Orlon and Dacron sails will not change shape with humidity, but they will have to be cut for the specific wind force for which they are being sailed and it may be wisest to compromise for a more open weave in the range between 10 and 20 on the curve. This puts excessive demands upon the sailmaker's art and the sailor's understanding of what he wants. Proximity of the customer to the sail loft is an advantage as many recutting's may be required before the perfect suit of sails can be produced, but in the end, synthetics can be expected to produce sails which can not be beaten by even the best of cottons.

The eating of the pudding is its proof. In the middle of the 1953 sailing season, the writer, was anxious to prove that increasing the density of a given sail would increase the performance. He had used an excellent suit of 1947 Rasteys against a fleet having four new suits of Orlon sails, for the first six races, and could not even come close to the Orlons, although in the years BO (before Orlon) he had been a lively contender with the same boats. He then sprayed these sails with a preservative having a waxy sediment. This did seal the cloth to about twice its former impermeability with the result, that in the last six races, he could stay in striking range, and even won one race on a wind shift, and never placed poorer than third. To further prove his point he sent a questionnaire to the top ten boats in the 1953 Lightning Internationals and the President Series. Of those interrogated, fourteen replied. (One reply was indirectly sent through his sailmaker. He had 4½ oz. cottons of the mildew proofed, water-proofed imported Egyptian variety which tested 3 to 4 times as impervious as the basic cotton, and claims that except for a jib accident in one of the races, he would have undoubtedly have placed in the first three. The writer is not sure of his identity, but thinks that he actually finished 4th, so this might not be an overstatement as many skippers had accidents of one kind or other in one of the races.) Therefore the end result is not really the criterion. If the sailor that placed second could consistently break through the lee of the winner one could probably give his sail credit for this superiority.

In the writer's opinion Smithers had the fastest sail, although he used a cotton jib with an Orlon main because his Orlon jib set poorly. In the second race he started at the leeward end of the line and hit the line too late so that he was in the backwind of the entire fleet of 47 starters. After sailing a hundred feet on this tack in the hopeless position he took a port tack under the sterns of almost the entire fleet until he got clear, and he finished 12th. In the other three races he had 1, 2 and 3, and his final position was only 3 points under the winners. T. D. Fallon who placed 3rd in the President's Series using cotton, has this to say of Smithers, "Until Smithers started to race his new Orlon mainsail, I could beat him quite regularly, but once he started to use his Orlons, he beat me most of the time in light to moderate." He also says, "Smithers Orlon mainsail doesn't look too good, but the boat certainly goes fast with it." H. J. Cawthra who won the regatta also used Cotton and Orlon, but he says, "I use cotton, Nylon and Orlon rather indiscriminately, and can't see any difference except in wet weather when synthetics are apparently better." Contrary to this is the experience of Jim Carson who placed second in the President's Series using Orlon. He compares his record with cotton and Orlon sails and says, "I am not convinced that Orlon is better than cotton." He also says that "one first place was gained with cotton sails in the rain against a fleet in which two other boats used Orlon" (one of which won the fleet championship). One knows that wet cotton is impervious just as a bed sheet in the washtub can entrap air and hold it. The use of cotton jibs with Orlon mains is exactly the reverse of a common practice which has brought good results on E-scows in the Inland Lakes Yachting Assn. Undoubtedly Cawthra's nylon sails also became more impervious in the rain plus having the advantage of not needing to be slacked off. The father of one of the writer's friends crewed on the clipper ships as a lad and says that they kept their sails wet with bucketsful of seawater as they raced for port.

Not too many boats which placed in the first ten of those two Lightning Contests carried Orlon sails, but the boat that placed 5th in the Championship series had both Orlon jib and main. However, the writer thought that both leeches were too tight. The boats placing third and fourth did not reply, however, if fourth place was won by the boat with the cotton that tested 10, as the writer surmises, 1, 2, 4, and 5th places were won by boats that had sails whose imperviousness was three to ten or twenty times average. On the other side of the ledger we have John Robertson who says "I used cotton sails in all races, won the last race by 2½ minutes."

In the North American Championship Regatta for Stars, a new suit of Orlon sails was used by the winner who the previous week in another Regatta also sailed at Milwaukee had been showing very poorly against other Stars some of which used Orlon sails.

Some of these experiments were made in the fall of 1952, others in 1953, and some in 1954. In the course of this crystalization of thought the writer was on the I. L. Y. A. Committee investigating synthetic sails and ideas were exchanged with sailmakers and sailors, some directly some through intermediaries, and include such personages as Ted Wells, Collin Ratsey, Charles Ulmer, Alden M. Reiser, Richard Stearns, and Kenneth Watts. The microscopic study, however, is entirely new and was never discussed with any of them. In the writer's opinion, this however has been most revealing of all, and feels that the whole idea is a step in the right direction. Obviously, the light weight synthetics tested are for light sails and not working sails about which this discussion revolves. Their inclusion in the discussion was useful in helping to establish the rule. In light sails, however, increased openness may be desirable as it would stimulate flow and avoid a dead pocket much in the manner once done by building holes into the belly of a parachute spinmaker and as is still done in the aeronautic parachute. However, that is beyond the scope of this article. One other thing would however, bear investigation. In sail-plane gliders it was found that openness reduced skin friction. So there may be an optimum point beyond which imperviousness

increases drag for a given surface texture, beyond the gain in lift. Another feature beyond the scope of this article but which will bear investigation is the thread count ratio. When the sail has a 1:1 thread count ratio its greatest bias stretch is at 45 degrees to the seams in the sail. We see a tendency in synthetics to change the thread-count ratio to as high as 1:2 which makes the angle of greatest bias stretch as much as 26 degrees to the seams. Since our sails have a high aspect ratio, this may help to shape the airfoil of the sails better and may alter the angle at which the seams are best run, that's the "cut" of the sails.

So the Lightning Class at present finds itself the guinea pig sailing class. There will needs be disappointments until all of the new problems that synthetic fiber sails have brought, but with an intelligent approach to the problem by the sailors we should arrive at strict one-design competition again very much sooner, than if the whole matter is left to unfold at the hands of the sail-makers alone.

LET'S TALK ABOUT LIGHTNINGS

By Cliff Prados

I don't know of anything that people would rather do than to talk about their favorite hobby and since ours is that wonderful little sailing yacht called a Lightning, we'll get on with the subject.

When Olin Stephens designed the Lightning in the late 1930's I think his idea was to design a comfortable well-balanced boat which was a topnotch performer and yet one that could really take a breeze without reefing. I am sure that he realized that most people liked decked boats which not only have more eye appeal but are also more comfortable to sail. He must have also considered the great desire of many to build their own boats, which of course meant that the boat should not be hard to construct. Since the day of the automobile and the super highway had already arrived, perhaps Mr. Stephens envisioned owners trailing their boats from club to club and even across country to participate in regattas. To make this practical on a large scale, a reasonably light weight centerboard boat was a must. Last but not least, the cost of this boat should be within the financial reach of the average yachtsman. Whether or not Olin Stephens considered all of these factors, he came up with the Lightning which certainly filled the bill.

It is a generally accepted opinion that when anyone is elected an officer of any organization, whether it be business or pleasure, it is his duty to render service to the very best of his ability. As Chief Measurer of the L. C. A. I will try to fulfill this obligation. I am always happy to be of assistance to each and every Lightning owner or prospective owner and will answer his questions as best I can. However, while we're talking about Lightnings let's discuss some of the things people often ask.

Who can build a Lightning?

I would say that anyone who is mechanically inclined and who can handle tools fairly well and able to read blueprints can build a Lightning.

How much does it cost to build a Lightning?

This will depend of course on the connections you have and the deals you can make; also your ability to make certain items of hardware. I would say that a good Lightning can be built for between $800 and $1,000. You can add about $340 to these figures for working sails, spinnaker, and a boat cover.

How much will a professionally built Lightning cost?

If a professional boat builder is to make any money at all out of the boat at today's costs, he must charge from between $1,600 to $1,750 without sails. Again quality will enter into the picture, and this is a very important factor.

What about buying a used boat?

There are from time to time exceedingly good buys to be had in used Lightnings. Prices of these boats are sometimes as low as $700; however it is always best to seek sound advice from some Lightning sailor who knows boat construction before buying. The boat you plan to purchase should be checked from stem to stern and consideration given to items such as weight of the boat, quality of construction, hardware, and standing rigging. A good centerboard costs about $75, so give that a looking over. Remember just because a boat is being offered for sale with two or three suits of sails doesn't mean that you're getting a bargain; a bum suit of sails is like a bum motor and worth just about as much.

Since synthetic cloths and resins are now accepted as a covering on Lightnings, the old boat has increased in value and I have seen several cases of late where owners with a little ingenuity have bought so-called clunkers, covered them with synthetics, substituted light weight seats, floors, braces, blocks, etc., and come up with a first class racing job.

Who should I get to build my boat or work on it?

I won't attempt to answer that one but again you had better inquire around quite a bit both as to the builder's ability to do a good job and also as to whether he's reliable. Always have a complete understanding as to cost, etc., before the work begins.

What are the best woods to use in a racing Lightning?

Stem—Hondouras mahogany or spruce.
Transom—Western red cedar framed in Hondouras mahogany.
Keel—Hondouras mahogany or cedar.
Ribs—Sitka spruce or western red cedar.
Chines—Oversize and of Hondouras mahogany or western red cedar. Top of chines bevelled so as not to hold water.
Planking—Side and bottom planking western red cedar.
Decking—Western red cedar.
Seats and Floors—Light-weight mahogany, sitka cedar, western red cedar.
Centerboard Trunk Logs—Hondouras mahogany and extended to form mast step.
Centerboard Panels—Western red cedar with a ½" Hondouras mahogany capping to prevent bruising.
Coaming, Spray Rail, Rub Rail, etc.—Hondouras mahogany.
Rudder—3-Ply built up criss-cross construction of sitka spruce or Hondouras mahogany. Ash tiller.
Spars—Sitka spruce (mast should weigh 18-20 pounds without hardware).

Can the Association furnish owners any information concerning the applicatio of synthetic cloths and resins?

Yes, if you write the Executive Secretary she will be glad to send you some helpful hints in this connection.

Which is the better type of bottom construction, single or double-planked?

This is a debatable question. Up until the time that our fine glues were developed, no doubt the double-planked boat was superior. However, some of the better builders have been gluing up single planked jobs for several years now and have obtained splendid results.

Should I buy cotton or synthetic sails?

This is a good question and a costly one deserving plenty of consideration. At this time boats are winning races with Egyptian cotton, nylon, orlon, and dacron sails. The sailmaker mastered cotton many years ago, but in many instances is still experimenting with the synthetics. I am of the opinion that as better synthetic sails are produced there will be a very great demand for them.

What about the tuning of a Lightning?

Good boat tuners are like good piano tuners and are in the minority. I doubt very seriously that even five percent of the people sailing boats know too much about tuning. If you are in the vast majority or non-tuners, pick out the most successful skipper in your Fleet or area and ask him to help you out. After he has tuned your boat for you (while under sail), give her a chance in a few races. Remember, you might need a little tuning yourself. The guy I really love is the one who takes you from your cold brew to go out and tune his boat and then after you have kindly obliged and are out of sight starts to improve on your handiwork, and then when he comes in last in the race spreads the word around that you don't know a damn about tuning.

In closing, let me say that I sincerely hope some will benefit from this article. I am quite sure that there are many who already know the things that I have put into print and others who might even disagree with me on certain points; however, that's what makes the L. C. A. a great class.

Rigging—Stainless steel standing rigging, with swaged fittings, stainless steel halliards. Sheets cotton, nylon, or orlon.
(Avoid heavy rigging, particularly aloft).

What causes a Lightning to sometimes leak in the garboard seams?

If the forward part of the centerboard trunk is not securely fastened to the mast partners, and if the bottom ribs are not fastened to the trunk logs, the terrific downward pressure of the mast when sailing in a strong wind and the twisting action and weight of the centerboard will work the garboards at the keel seam and cause leaks. This can often be eliminated by the use of stainless steel or bronze angles at these locations. Most of the newer glued-up boats, particularly the ones with the extended trunk logs to form the mast step never have any kind of leak trouble.

My boat doesn't leak much but the compound swells out and ruins my racing finish.

If your boat is planked with western red cedar, this can be corrected by routing out the seams to about one-half the depth of the planking thickness and three-quarters of an inch in width, and gluing in a batten of the same material. This battern should be tapped to a snug but not a driving fit. The batten deal generally does a great job because it eliminates the caulking and seam compound which really soak up a great deal of water.

Will covering my boat with synthetic cloth and resin make it faster?

Yes, it generally will if you make a first class application and come up with a good finish. Since your boat will have perfect seams and will not be soaking up water from without, it stands to reason that she should go better; however, always remember you're sailing on a painted surface whether wood or wood covered with synthetic cloth and resin. The specifications state that the bottom must have at least two coats of paint.

HELPFUL HINTS CONCERNING THE APPLICATION OF FIBERGLASS TO A LIGHTNING HULL

By Clifford J. Prados, Chief Measurer

During the past two years the Lightning Class Association has had many inquiries as to the legality of applying fiberglas on a Lightning hull. There was nothing in the specifications which prohibited the use of fiberglass in this manner; however the officers of the LCA decided to appoint a committee to sound out the membership in this connection. Opinion of a large cross-section of the membership showed that they favored the use of fiberglass by about 20 to 1.

During the Association's Annual Meeting at Buffalo in 1953 the specifications were modified to read as follows: "The entire hull may be covered by the application of resin and synthetic cloth; however, when such application is made in whole or in part, the minimum weight of the hull as specified in Article III of the specifications shall be 715 pounds."

Since this change in the specifications was voted on and approved, numerous letters have been coming in to the Chief Measurer seeking information as to the source of the fiberglass material, method of application, etc. The following notes may be helpful in answering these and other questions:

(1) The manufacturers and distributors of fiberglass generally carry advertisements in yachting magzines and we hope that some of them will take ads in future issues of the Lightning Year Book.

(2) There are two methods of applying the fiberglass resins: (a) the "Ever-Glasting" process (ready mixed resins). (b) by the use of "polyester materials" (you mix your own materials). Both of these methods have been used successfully for some time.

(3) Fiberglas cloth that is used on the bottom of a boat should weigh about ten ozs. to the square square yard and should be Chrome Processed by the manufacturer to give intimate adhesion of the glass fibers to the plastic and to also provide the highest "wet strength" values.

(4) Fiberglass should not be applied on a boat that is wet or in cold or damp weather. Hulls which which have soaked up an undue amount of oil or which have been treated with a preservative having a naptha or similar base may give you some trouble.

(5) In preparing any Lightning hull for fiberglass you should first be darn sure that the bottom frames along the centerboard trunk are securely fastened to the trunk logs with stainless steel, monel, brass, or bronze angles. Also see that the centerboard trunk is securely fastened to the deck at the mast partners. Bolted angles are also recommended at this point.

If your boat is single-planked and caulked, I would recommend removing the caulking and then routing out the seams to one half the thickness of the planking and about three quarter inches in width. This can be done with a portable router. A local planing mill or boat yard can make up battens which can be tapped to a snug fit in these rabbets and glued into place with Cascophen glue. Use glue freely in this operation. After the battens are in place they should stand proud of the bottom by about one-sixteenth of an inch before sanding flush. Garboard seams and chines should be filled flush with a good rubber-base filler and and nicks and screw heads worked over with surfacing putty. Final sanding before applying the glass should be done with a machine using coarse paper.

Preparation of a double planked hull would be just about the same except that no routing of seams is necessary.

Your manufacturer will give you instructions as to the actual application of the glass. I personally prefer a double thickness of glass over the keel and extending well into the garboards. Some also use a double thickness on the chines. Do not sand the cloth until the second coat of plastic is applied to it. Use a coarse paper and a block but be careful not to sand through the cloth. At least four coats of plastic should be applied to the cloth. For final sanding use wet paper.

(6) Celastic and other synthetic cloths are also permissible but since I have had little experience with these materials you will have to seek your information elsewhere.

Synthetic cloths applied with resins to Lightning hulls should rejuvenate many of our older boats which have become waterlogged through continuous leaking. However, one thing must be kept in mind and that is the fact that a boat can soak up just as much water from within as from without. Never let water stand in your boat more than forty-eight hours.

Rocky River Fleet No. 71

and

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JULY 23, 24 AND 25

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HOOSIER REGATTA	Lake Wawasee
GREAT LAKES REGATTA	Toledo Yacht Club
ANNUAL 4th of JULY REGATTA	Pymatuning Yacht Club
HARVEST MOON REGATTA	Atwood Lake Yacht Club
EDGEWATER REGATTA	Edgewater Yacht Club
FROSTBITES	Toledo Yacht Club
SNOW FLURRIES	Port Clinton Yacht Club
SNOW BALL REGATTA	Buckeye Lake Yacht Club
CLEVELAND YACHTING CLUB REGATTA	Cleveland Yacht Club
MENTOR HARBOR REGATTA	Mentor Harbor Yacht Club

A STRANGER IN PARADISE! ! !

By Barney Crittenden

Hurrying home one fine February day through blustery snow squalls, I turned into the drive and lo! and behold! there was 'GIZMO'! And boy, was her skipper ready! It didn't take long to get things into the duffle bag that we hadn't used since last fall, and the skipper put that new Buick into 'swift' and we were on our way, at 1430 hours.

The bleak Ohio and Indiana countryside whisked by and soon we had crossed the Ohio river and were eating a late supper in Hicks Restaurant in Louisville, Kentucky. The skipper and his mate (Al and Marge Oberson) had made this voyage before. They had been coaching the second and third mate (yours truly and wife), going over the charts, etc., and it wasn't until 600 hours the following morning that we made a slight error in navigation, about 30 miles outside Birmingham, Alabama, but we kept her rolling, with a periodic snort of 20 gallons of gas at a gulp! 1300 hours of that day found us through Tallahassee and just after dark at 1930 hours we were unhooking 'Gizmo' in St. Pete and Paradise, 28 hours from home! Tired, but happy to be in shirtsleeves in balmy weather, truly, it being my first visit, I was a "Stranger in Paradise," this was for me!

Pidge Powell, Jim and Katie Kirk were at the Club, along with Lew Brewer and wife, and the Decorating Committee, who were preparing for the "Caribbean Cruise" in the ballroom a week hence.

After finding snug berths for all hands, we tumbled in for a good night's rest. Getting up the next morning in bright warm sunshine, birds singing, we hurried down to the launching mall of the St. Petersburg Yacht Club to greet some of the early arrivals including Walt and Dot Swindeman of Toledo, Van and Ilo Phipps of Pontiac (the latter had been cruising their Lightning "April" among some of the off shore islands near Marco, farther south).

'Gizmo' was washed and groomed, launched and tuned, and we had two lazy days of brush racing, not in earnest, mind you, just sailin'. The sun was bright and warm in the 80 degree temperature, and was welcomed by one and all in their efforts to get a shade or two darker. The weather was perfect for the whole series and most of us made the shade darker or on the red side.

The trailer park was filling up as on Tuesday Dave Shay arrived for the fifth consecutive year and launched his new boat the "One Hoss Shay". This boat was shown at the New York Boat Show this winter. The launching ceremony was quite proper (we christened her with Florida orange juice and drank the champagne)! Also at this time the Marines landed headed by Captain A. E. Montrief and Mrs. Montrief, along with S/Sgt. Andrew B. Powell, and Pfc. Con D. Silard, Jr. Along about this time (one day seems like another) the New Orleans Fleet arrived, Dick Krauss, A. D. Wynne, Louie Koerner, and Ted Jocelyn from Hamilton, Ontario. There were some tall stories of that series which you will have to read somewhere else.

St. Pete Lightnings sail off the Million Dollar Municipal Pier in Tampa Bay on a regulation three mile triangular course. Although a spectator boat "Miss Florida", was available to all visitors, many took advantage of the fine view of the course off the pier to watch the races. The tune up races were sailed in light air and the first one was won by Mrs. Wallace Riley of St. Pete YC, sailing "Vixen." "Vixen" had had a mirror finish Fibre glass bottom put on by Herb Davis of St. Pete, who makes his own resins and has so far produced the best Fiberglass racing bottom the writer has had the opportunity to see. The second tune up race was won by Tom Fallon of the Buffalo Canoe Club in "Flare," and should have been the tip off on things to come.

The entry list was now most impressive and certainly gave proof to the name of this series as the Lightning Winter Championships. Besides Krauss and Swindeman, both previous winners of this series, there was Howard Foht from Miami, and the 1953 winner, Jerry "Clamdigger" Murphy, with his green "B-4". Every time Millie has a boy, Jerry has to change the name of the boat!

By states, the number of entries were as follows: Ohio, 9; Michigan, 7; New York, 3; New Jersey, 4; Louisiana, 3; Georgia, 2; Virginia, 2; Connecticut, Tennessee, Canada, Vermont, Missouri and Pennsylvania with 1 each, and the balance of the fleet coming from Florida. These figures give proof of the popularity of this series, and it was an impressive sight as the 57 hit the line at the start of the first race on Friday, February 19th, in a very light breeze which dwindled to a flat calm so that some of the boats anchored to hold their places or pass those who were not conscious of the tide on the first leg. A slight wind shift when it came put the boats who took the long port tack gamble out into Tampa bay in good shape. Spinnakers were of little help on the slow second leg and with some fickle changes of the zephyrs plus the committee calling it at once around, everyone could alibi as to how they finished!

The second race after lunch was postponed until late afternoon. All the contestants were drifting around with little steerage way. Part of the fleet latched on to the spectator boat, "Miss Florida", and some kind soul issued a round of canned beer to all those thirsty souls out there baking in the hot afternoon sun! Finally a few catspaws showed up out in the bay and the race was started. This one developed into one of those weird three weather leg affairs in very light or no air. A light shift due to a thermal under the only grey cloud in the sky caught many on the nose with the kites up and scrambled the fleet good. The race committee called it again at once around with a candlelite finish for the leaders and darkness for the pack. The race committee under the direction of Wallace Rifley had the committee boats round up the rear guard in the darkness and tow them to their berths.

Positions at the end of the first two races found Herm Nickels in a new boat "Two Bits II" #5533 first; Tom Fallon's "Flare," #5100 2nd by a point, and Joe Stueland's "EEga Beeva", tied with him on points. Crowding these leaders were Bob Crane of Noroton, Conn., in "Jimlin II", #5339, Wes Wiedrick of Bay View YC, Detroit, Doc D. S. Booth's #5160 of Toledo, Rif Rifley of St. Pete, H. Balcom of Tampa, then Dick Krauss of Toledo and Dr. Jerry Murphy of Lake Fenton, the defending champion.

Saturday morning and the 3rd race proved to be different as the wind was blowing up to ten knots out of the east and blew all day. It was a beautiful start with all 57 boats on the line at the gun on starboard tack! It was twice around the three mile triangular course and Howard Foht, a previous winner of the regatta, finishing first in "Zephyr" #1916, in about one hour and a half. Most of the fleet flew spinnakers on the outside leg to improve their positions, and what a ride! The 4th race was more of the same, with a little more wind. This proved too tough for the three boats that had to drop out due to broken rigging and gear. Sam Stowell who had trailed his new boat all the way from Rutland, Vt., had a "sore mast" (broken at the spreaders) and "Rif" Rifley pulled a turnbuckle. Foht won this one too, just to show his first win wasn't an accident! When the standings for the day were listed, we found that Tom Fallon of Buffalo Canoe Club had a comfortable lead of 19 points over Wes Wedrick in "Wee Dee" #5090, 2nd, and Bob Crane trailing one point for 3rd. Nickels was a point less for 4th, followed closely by Joe Stueland 5th, and Jerry Murphy 6th, Doc Booth 7th, Jim Kirk of St. Pete was 8th, Howard Foht, 9th, and Ed Botterell in "Mildred" #5301, 10th. Botterell had trailed his boat 1800 miles to the regatta from Montreal.

An early finish gave all hands time to prepare for the Annual gala costume fiesta in the St. Pete Y. C. ballroom that night entitled "Caribbean Cruise." The contrast and colorful costumes of the merrymakers were delightful and was a grand party thoroughly enjoyed by all

the visitors and vividly showed the wonderful hospitality for which the host club is so famous! The decorations transported us all to a sultry Caribbean atmosphere. Flowers and tropical fruits adorned hats of straw enhanced by ribbons of myriad colors, plus costumes, both brief and flowing; and shirts that would put Arthur Godfrey to shame! Truly the "Caribbean Cruise" party will be one we will long remember! Bill Genske took Fallon and Smithers home and came back to the party!!

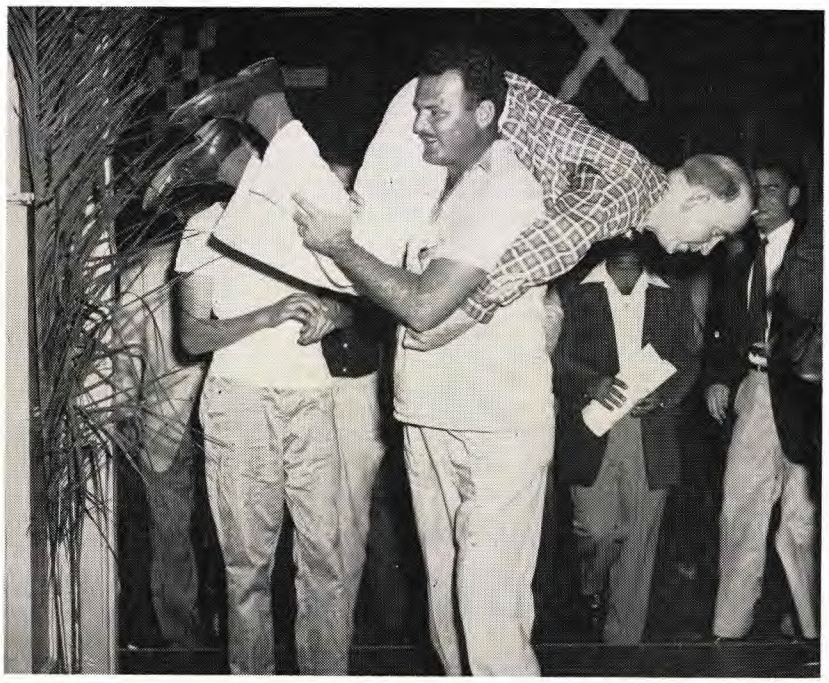
Sunday morning was brighter for some than for others as you could still see the red hue of the sunrise in some eyes! Someone very kindly wheeled Joe Stueland to his boat in a wheelbarrow! Pederson and McCaine did not show up in costume!

The final race Sunday was sailed in a perfect breeze of about five knots, with Fallon very smartly avoiding any possibility of bad luck to finish 14th and win the coveted first place for the series. Walt Swindeman, former International Lightning Champion, and former winner of this regatta got his new Olsen going, and won this one going away. H. Balcom was 2nd, pushed by Doc Booth of Toledo, in the 3rd spot, to place him 4th for the 3 days. Wedrick made it a 4th which gained him a 2nd for the series; Nickels 5th put him third and he was followed in by Foht, which placed him 5th; Botterell, Krauss, Holman, and Jim Kirk. Bob Crane had fouled a buoy and sailed his sportsmanlike way off the course.

After a few remarks by C. B. "Barney" Crittenden, President of L. C. A. Commodore W. W. Jennings, Regatta Chairman, Comm. Stan Shaver and Fleet Captain Jim Kirk gave bronze memento plaques to all contesting skippers and the finest array of silver "hardware" to the first five places in any regatta! Tom Fallon with Karl Smither and Bill Genske in "Flare" formed the perfect consistent combinations to win the "Muggs and Skeeter" and a beautiful silver punch bowl over some of the best Lightning skippers in the country, in the seventh annual Winter Championships at St. Pete, Fla., on Tampa Bay. Bob Crane's name was picked out of the hat by cute little Miss Boston (Howard's youngest) to win the special grab bag prize of the St. Petersburg Chamber of Commerce, which was an all paid 3-day cruise to gay Havana! Mrs. Botterell of "Mildred" gave a "hand" to Mrs. Fallon, of "Flare'.'

Commodore W. W. Jennings and his flag officers, aided by Commodore Stan Shaver, General Chairman, and his committee of Commodore Wallace Rifley, Chairman of the Race Committee, Fleet Captain Jim Kirk, Pidge Powell, Park Likley, Lew Brewer and all the others are to be complimented on holding a regatta of such importance that it attracts some of the best competition in the Lightning Class from all over the country. The whole gang goes "ALL OUT" to make it the great success that it is, and the Lightning Class is proud and grateful to them.

As we study the results below some things come to mind that I think will prove of interest.—Doc Booth with Bob Wood of Red Bank as crew helping was top boat from Toledo. He has worked up from pickle boat in their fleet and has served notice that there is another one to contend with in that hot league on Maumee Bay.—Jim Kirk sailed "Pinella" well and will be a contender in the Southeastern District.—We booted "Gizmo" from 53rd last year to 28th which is quite an improvement and could have been better with some one on the spinnaker besides yours truly!—"Flare" won by sailing consistently. —Everyone else who was up there had one real bad race and with a break here and there it could have been much closer.—Past Presidents were sailing as crews (hope this is a good omen for me) and are forming a union under Ed McCain who sailed with Magnus Pederson.—Karl Smithers sailed as well as Jack Orelup plus Geo. Crawford of Miami, Past Vice President, Russ Luctenburg, Morgan Powell with Krauss and Swindeman as Skippers. Pat Young, Ross Allen and yours truly represented the present officers. Bob Mann, 1953 Yearbook editor, sailed "Tar Baby" . . . We hope Capt. Montrief and Dr. Cully Cobb start those fleets in their areas . . . Next year we want to come back to "Paradise".



Tom Fallon Goes For A Ride

Boy, Oh Boy! I did it!

The Seventh Annual

WINTER CHAMPIONSHIP LIGHTNING

ST. PETERSBURG, FLORIDA

FEBRUARY 19-21, 1954

Boat No.	*Name of Boat*	*Skipper*	*Address*	*Finish Place*	*Pts.*
5100	Flare	Thomas Fallon	Buffalo, N. Y.	1	262
5090	Wee Dee II	Wes Wiedrick	Groose Pt. Woods, Mich.	2	253
5533	Two Bits II	Herm Nickels	Fenton, Mich.	3	250
5160	Rainbow	Dr. D. S. Booth	Toledo, Ohio	4	245
1916	Zephyr	Howard Foht	Coral Gables, Fla.	5	238
5040	Eega Beeva II	Joe Stueland	St. Joseph, Mich.	6	238
4382	Pinella	Dr. James Kirk	St. Petersburg Fla.	7	235
5301	Mildred III	Ed J. Botterell	Montreal, Canada	8	232
4545	B.-Four	Dr. G. Murphy	Mt. Morris, Mich.	9	231
4447	Jinx	Dick Krauss	Toledo, Ohio	10	228
3876	Zombie	Harold Balcom	Tampa, Florida	11	217
4419	Whim	Ernest McBryde	Tampa, Florida	12	211
5050	Fifty-Fifty	Clarence Holman	Lake Fenton, Mich.	13	206
4670	Red Witch	Morgan Powell	St. Petersburg, Fla.	14	205
5580	Yankee Doodle IV	Walt Swindeman, Jr.	Toledo, Ohio	15	203
5080	Buccaneer Too	Oscar Nelson	Miami, Florida	16	201
5339	Jimlin II	Robert Crane	Rowayton, Conn.	17	198
5432	Bad News	Carlton Allen	Pt. Clinton, Ohio	18	188
5098	Scalaway IV	John M. McIntosh	Savannah, Ga.	19	187
5400	Valhalla	Magnus Pedersen	Nyack, N. Y.	20	186
4040	Jane's Mink	A. D. Wynne	New Orleans, La.	21	180
2383	Vixen	F. W. Rifley	St. Petersburg, Fla.	22	178
3962	Disturbance	Horace Thompson, Jr.	New Orleans, La.	23	178
949	The Rambler	Nelson Penske	Toledo, Ohio	24	178
5424	Seductress II	John Tiegland, Jr.	Beach Haven, N. J.	25	166
4880	Dark Cloud	Pat Young	Cleveland, Ohio	26	163
5253	Glengarry	Alex Carlin	Higgins Lake, Mich.	27	149
4947	Gizmo	Allan Oberson	Pontiac, Mich.	28	149
5081	Helen Mywater	Eugene Carpenter	Oneida, N. Y.	29	140
2838	Tahiti	Ann Smith	St. Petersburg, Fla.	30	135
4879	Rea	Dr. John McIntosh	Rochester, N. Y.	31	129
318	Tom Boy	Glenn Watkins	Largo, Fla.	32	126
4283	Tar Baby	Bob Mann	Columbus, Ohio	33	125
5315	Prima Donna	George Maludy	Toledo, Ohio	34	123
2837	No Name	H. DeMaesschalck	St. Petersburg, Fla.	35	114
1830	Belle G	Charles Virgin	Miami, Fla.	36	113
5043	Red Pepper	Dr. Wm. Piper	Coral Gables, Fla.	37	110
4671	Wild Goose	Ross Allen	Savannah, Ga.	38	109
5300	April	H. B. Phipps	Pontiac, Mich.	39	104
5241	Invader	Roy Knapp	New Brunswick, N. J.	40	103
5582	One Hoss Shay	Dave Shay	North Plainfield, N. J.	41	97
4677	Sailbad-the-Sinner	J. E. Finneran, Jr.	Columbus, Ohio	42	91
4917	Sally K	Wm. Klarner	Baltimore, Md.	43	90
4566	Atlanta	E. F. Cotter	Osprey, Fla.	44	81
4696	Sampan	Louis Koerner	New Orleans, La.	45	72
2839	Playmate	Charles Harra	Tampa, Fla.	46	71
2834	Skiball	J. D. Henry	Tampa, Fla.	47	69
1664	Mere Maid	Jane Wray	St. Petersburg, Fla.	48	69
1581	Stormy C	Gail Brazier	St. Petersburg, Fla.	49	58
5477	Yankee Dandy	Sam Stowell	Rutland, Vermont	50	57
2099	Eddy Puss	Dr. C. Cobb, Jr.	Nashville, Tenn.	51	51
2144	Tempest	Louis Brewer	St. Petersburg Fla.	52	50
450	Hispaniola	Perrie Ranney	St. Petersburg, Fla.	53	48
5444	Trink	Andrew Powell	Quantico, Va.	54	43
5442	Nancy Pat	Capt. Montrief	Quantico, Va.	55	37
5174	Zephyr III	Dr. K. Westerfeld	St. Louis, Mo.	56	24
5032	Dar Bet III	J. D. Chase	Greenville, Pa.	57	16

THE LIGHTNING STORY

In the winter of 1938, a story about a new one design racing class reached the members of the sailing world through stories in the Yachting publications, and became "scuttle butt" subject in all the wind jammer circles spreading out in an ever widening circle from the Finger Lake region of New York. It was said that a fresh water sailor by the name of C. L. Nicholson and a small boat builder of the area, John Barnes and others, had at some time before listed all the necessary attributes of a good racing knockabout and day sailer, and had taken their ideas to Sparkman-Stephens, emphasizing the importance of simple construction so that there could be no advantage gained by an owner who could spend more money in its construction. The first boat had been designed, built and sailed by the fall of 1938. She was not found wanting and had performed way beyond the hopes and expectations of her creators! Early in 1939 these foster fathers found that their "LIGHTNING" had caught the interest of many neophytes and sea dogs all over the world and the LIGHTNING CLASS ASSOCIATION was formed with the following officers: President, C. L. Nicholson; Secretary-Treasurer, E. Gordon Cronk; Vice President and Chief Measurer, Judge L. Stauffer Oliver and with Vice Presidents John L. Koehne and Gilbert I. Wolf. Committees were formed to set up measurement procedure and tolerances small enough to keep all boats alike in physical detail, allowing discretion in tuneup, the idea being to keep the competition out of the hands of the builders and designers and give it to the sailors! Because the succeeding governing Boards of the Lightning Class Association have held to the original specifications with few minor changes, keeping the hull, spars, sails and standing rigging as nearly alike as possible, it has made the LIGHTNING the largest and most successful one design class today. It grew phenomenally in members even during the war years, and, with increasing building costs to over 2,000 boats in 1945 with Jim Trenary, Len Lodenburger handling the affairs of the Ass'n. After the war, with many other more expensive one designs being built of glass, wood and glue, moulded, welded or cooked, the Lightning still increased in numbers until today numbers are being issued for new boats from the Association office in South Haven, Michigan, in the 5700 series. Yes, some smaller, older classes claim higher numbers in registration but many of their earlier low numbered sisters have taken their separate voyages to "Fiddlers Green." It is a matter or record this past year in reviewing the Regatta listings that many of the boats of two and three digits in the low numbers are still competing with their newer, higher number four digit sisters! To prove this point, Bob Graf of Buffalo Canoe Club, our most recent defending champion, sailed Number 467 at Spray Beach, New Jersey, to become a winner in 1952. Warren Jones of Detroit, sailing Number 2904 won the President's Cup race in 1953. To quote Walt Swindeman, twice champion of the International Lightning Class, "It just gets tougher every year!" What is the reason for this consistent remarkable growth? First is that the Lightning's appearance and design is in her favor. She is a good dry seaworthy craft, with a good turn of speed and not like a sailing bathtub that is tender to every move of the crew, or slight change in wind velocity. She is a dry boat and just right for the skipper and his crew to race on Saturday, and then take the rest of the family out on Sunday for a sail. Having a spinnaker, she gives zest to racing, but because of her stability can be sailed competitively by young and old alike! Though most people think of the Lightning as a racing boat, the stories are many that the writer has heard and read of cruises on the Gulf of Mexico, Georgian Bay, the Great Lakes, Long Island Sound, the rugged New England coast, Chesapeake and Delaware Bay, to Catalina and in the Pacific Northwest. What with rubber mattresses, small cooking facilities, a sturdy storm cover for a cubby cabin and a bucket, she can equal a cruising sailor of many times her dimensions. This last is one of the big reasons for her universal popularity.

The greatest advantage which the Lightning Class enjoys over its one design competitors is sailing is its organization. In the executive offices in South Haven, Michigan, operated and financed by its dues paying members, the Association has its nerve center and clearing house for the exchange of ideas and information to its many Districts and Fleets all over the world. A full time Executive Secretary, Mrs. Margaret Teske, and her assistant, are handling correspondence, publishing the monthly edition of Lightning Flashes, sending all pertinent information to the many inquiries concerning the purchase or the building of a Lightning, and keeping the necessary records that are the most important part of such an organization since the Association owns the design and sells the plans to prospective owners and commercial builders. The International officers, District Commodores and Secretaries, through the Executive Secretary, keep in constant touch with fleets now approaching the 250 mark, through their Fleet Captains and Secretaries who with their enthusiasm, keep the Lightning insignia flying high in the majority of the Yacht Club Fleets throughout the world.

Since 1939, the class has published a Yearbook containing reports of the International Championships, the many important Regattas, yearly report of District and Fleets, a pictorial section, racing and cruising articles by Skippers. Each year a member of the Association voluntarily takes on the tremendous, time consuming responsibility of composing and editing this book. It also contains an alphabetical and numerical index of the members which gives a complete cross-section picture of the growing Lightning activity each year. This annual book is the envy of all the one design racing classes.

From a strictly racing standpoint, the Lightning Class offers some of the stiffest competition in sail boat racing today. To quote Past International Champion, Dick Krauss, "It used to be a two or three boat race, but now any one of twelve or fifteen can win it." (And when I say it, I mean the International Championship). To be an International Champion of this class, a skipper has first to qualify in his own fleet which may number from five to thirty boats. Next he must compete in his District eliminations which bring forth the top two or three boats from fifteen to twenty fleets. Should he be among the first three or four in the Districts, he then qualifies for the International Championships which last year numbered forty-five boats from many districts in the United States, Canada and Hawaii. Here, let me quote Hank Cawthra, 1953 International Champion, who says, "I

would guess that an International Champion of the Lightning Class would probably beat a cumulative total of over 500 boats during a single season, more than many a skipper who thinks he has experienced some competition will beat in a whole life time of racing." Many other sanctioned Regattas are held seasonally by many fleets that reach national importance. First of these is the St. Petersburg Winter Championship Regatta held during February every year, in which last year over 65 boats hit a starting line of nearly half a mile in length, off the Municipal Pier in St. Pete. This seems to be a record for the number of starters in a one design race series, but is nearly duplicated yearly in many such races as The Atlantic Coast Championships, the Great Lakes Championships at Toledo, Ohio, the Sugar Bowl and Mardi Gras at Lake Pontchartrain, on whose waters, out of the Southern Yacht Club, Eugene Walet III, who won the North American Sailing Championship at Larchmont last September, sails his Spirit II, #5082. Then we have the Devils Lake and Higgins Lake, Michigan Invitationals during the summer, The Kendall Series at Detroit, the Red Flannel Series at Chicago, the Frost-Bites at Port Clinton, Ohio, the Snow Flurries at Lake Fenton, Michigan, the Snowball at Buckeye Lake, Ohio, the Thanksgiving Day Regatta at Coronado Yacht Club in San Diego, California. In Canada, Regattas are held for Lightnings at the Royal Hamilton Yacht Club, Hamilton, Ontario, the International Exposition at Toronto every year, and Van Couver, B. C. Starting in 1952, to be held every other year in October, there is sailed in Hawaiian waters the Hawaiian Invitational in conjunction with one of their many festive occasions. The Argentine District this year is planning on holding a Lightning Regatta of International scope, and have made special arrangements for transportation to Lightning skippers who would like to compete. It will be held some time in Late March or April. Mario Cavallo, Italian District Secretary, has sent out invitations to all European Lightning Skippers for the European Championship Series to be held in Italian waters sometime this coming summer. Believe it or not, a new Lightning Fleet is now being formed in Saudi, Arabia, on the Red Sea! All of these events offer the utmost in competitive sail racing in any area to any Lightning Skipper who desires to compete, be he neophyte or veteran. It seems that wherever you are located, there is a Lightning fleet or owner nearby. However, all these advantages of a Lightning bring us back to the solid facts; that she can be built at home, as well as by a professional builder; she can be built and sailed by the family of moderate means; she can be put on a trailer and taken to any waters that beckon. With this, mix the many rivalries and friendships, new and old, a hobby in common, and you have the charm, enchantment and adventure that comes with sailing a LIGHTNING!

Because of its Universal popularity and the availability of fleets the Lightning has been the class picked many times by committees as the class in which the Leons Cup Eliminations were to be sailed and this year was the class in which the Leons Cup was sailed at Cleveland.

VITA BREVIS

(Latin—Life is Brief)

Yes, "Life is Brief," so enjoy yourself sailing with us on the sparkling blue waters of Lake Erie. Fresh breezes, plenty of water, protected moorings—all for you when you come to the

***PCYC REGATTA* AUGUST 14 AND 15**

***SNOW FLURRIES* OCTOBER 2 AND 3**

PORT CLINTON YACHT CLUB

and

PCYC LIGHTNING FLEET 136

Lowell Peterson, Sec'y. Yacht Club
American Bank Bldg., Port Clinton

Bill Benedict, Fleet Sec'y.
122 Ash St., Port Clinton

CAWTHRA IS INTERNATIONAL CHAMP

Henry J. Cawthra, of Detroit, took his "Broom" in hand and swept a 5th, 2nd, 1st and 7th from the surface of Abino Bay, into a nice neat little pile of 177 points, upon which was placed the championship trophy of the International Regatta of 1953. As Henry said, "It wasn't easy", and he was right. Karl Smither's "Thermis 5 Ms" was breathing down Hank's neck, just three points back, and Gene Walet, of New Orleans, sailed his "Spirit II" into third place, with 168 points. These three skippers played Ring-Around-the-Rosy, with Smither winning the first race, Walet the second, and Cawthra the third. In the fourth race John Robertson, from the Royal Hamilton Y. C., yelled "Gangway", and finished first.

Bob Crane, of the Connecticut Cranes, put 162 points together for fourth place, which showed Charley Dore 5th, John Robertson 6th, Walt Swindeman 7th, Cliff Prados 8th, Tom Allen 9th and Doc Murphy 10th. Bob Graf, defending champion, had more luck than Carter has pills, but it was all bad. Bob's 130 points spelled 14th place.

Old Mother Nature smiled graciously on the regatta during the first four races, Thursday and Friday. No "spanking breezes", but enough to put a premium on skill, crew-training, and a nose for wind. Here and there Old Lady Luck butted in with her little jokes, one of her best being the killing of all breeze a few minutes before the start of the third race, Friday morning. The start was made in a flat calm, with confusion rampant. Some of our best skippers were hung on the starting line, and above the cries of lament and distress carried on the still air from 48 boats, could be heard the gnashing of the Race Committee's 160 teeth, including dentures. Fortunately virtue triumphed, the breeze came up, the boats moved, and the R. C. voted against mass suicide.

The "bad race jinx" spread itself around like salt on a hamburg, and only Cawthra seemed to escape it. Smither had one 12th place finish, Walet a 12th, Crane a 15th, Dore a 16th, Robertson a 17th, Swindeman a 16th, and so it went. These proved too much of a handicap to overcome Cawthra's consistent sailing.

There was not much indication, Friday evening, that Catastrophy would rise its ugly head. The club house was jammed, the orchestra was willing and able, and merriment was rife. And then, a little after midnight, the skies opened up, and within minutes rain and 45 mile winds were lashing at $100,000 worth of moored and anchored Lightnings. From then until dawn upwards of fifty skippers and crew members waded and swam, tugged and dragged boats through the breakers to the safety of the beach. All through Saturday racing was impossible, and

Part of Fleet at Internationals

the committee cancelled until Sunday. By eleven o'clock Sunday morning the weather had shown little, if any, improvement, and the Race Committee was faced with making the reluctant decision of calling the regatta concluded, with four races. A skipper's meeting resulted in the same general opinion, and the 1953 International Championship Regatta was declared concluded. The awards of trophies followed, farewells were exchanged, and the long treks homeward begun.

The President's Trophy Series was decided in one race Thursday and one on Friday, and brought out terrific competition. Watching the skippers in the "Presidents" suggests that only circumstances such as family vacations, illness, business trips, etc., cut down their point standing during the summer enough to keep them out of the International. For instance, Tom Fallon, of the host club, won the second race in 1 hour and 20 minutes. The winner was Warren Jones, of Detroit, with a 1st, and a 2nd, for 85 points. Jim Carson, Metedeconk, N. J., won the second spot, with a 2nd, and a 3rd., Tom Fallon was third, with an 8th and 1st. Other final standings were: fourth, Bill Walker, Erie, Pa.; fifth, Bob McClaren, Youngstown, Ohio; eighth, Royden Knapp, New Brunswick, N. J.; ninth, Bob Coleman, Buffalo; tenth, Tom Ray, Buffalo.

Once more the Buffalo Canoe Club proved to be a wonderful host club, with splendid facilities and committees which know how to use them. The Association may well be proud of the fact that the Internationals had 47 entries, from 15 states, as well as from Canada and Honolulu, and that a good time seemed to be had by all.

THE BIG BLOW AT BUFFALO

By C. B. "Barney" Crittenden

Aside from the actual racing, let us picture some of the high lights of the International Championships at the Buffalo Canoe Club last September. To begin with this Regatta was the fourth at which BCC had been hosts of the Association, so that it was no wonder Ray Adams, Clarence Coleman, Ed Roseberry and their very efficient committees had all details well in hand at all times so that everything went along without a hitch. After being greeted royally by Commodore Bert Wertman, Vice Commodore Chester Bayles, the Smithers, the Grafs, the Hunts and the Fallons, we found that our own quarters were on a sand bluff overlooking 'bee-you-tee-ful' CALM sparkling Abino Bay.

Wednesday dawned bright and clear, with light breezes and the busy activities of sail measuring, weighing boats, setting up and tuning that are so familiar to all of us. The International Race Committee met with the Fleet Captain, Clarence Coleman, Bob Macubbin, Ed Roseberry, Bill Huessler, Al Angart, and nominated Cal Yaudas, Jay Donnavan, Jack Beal and Al Oberson to replace members of the committee who were contestants. Some last minute details were ironed out and all hands had a fine dinner at the Canoe Club in preparation for the annual election and meeting at 8 o'clock in the evening. We found that the class had continued to grow under the able guidance of President Krauss; that the class was healthy financially, and that although there were some differences of opinion, the interest shown proved that the Association was on the right course. To prove this we only had to look at the Registration lists to find that all districts on the North American Continent were represented in the Internationals (and this includes Hawaii), except the Pacific Northwest. Commodore Jack Abel had promised an entry but at the last minute they could not make the trip.

Thursday's weather proved perfect for sailing. Bright sky with a nice south by west breeze that lightened considerably toward late afternoon giving a finish in very light air for the second race of the Internationals.

In the 2nd race—Walter Crump Jr. Fleet 134, from Noroton, Conn. caused considerable admiration when his main halyard let go, and he immediately went up the mast and standing on the jackstays, reeved the halyard back through the mast head and down to the deck, hoisted his sail and finished the race, and he wasn't last!

A special nautical entertainment on the program for Thursday evening proved to be an understatement. It was EXTRA SPECIAL! The orchestral interlude being furnished by the Michigan District Barefoot Philharmonic Five—we sometimes wonder if they ever wore shoes! This wonderful musical quintet composed of Jerry Murphy, bull-fiddler deluxe; and "Clam-Digger" to his most intimate friends; Buzz Morley, drummer incomparable; Al Oberson and his magic (?) geetar; Sid (Triple—B) Mitchell at the piano; and Charley Grant with his Basin Street trumpet, who specialized in Dixie-land Jazz, straight from the Dixie highway in Flint, Michigan. The Bare-footers played at or on the slightest provocation; in between races, at lunch time, for the "Kaffee Klatsch" in the afternoon and provided the dinner and dance music in the evening. What with songs by Bob Graf, Cal Yaudas Karl Smither & Company and others, plus monologues by Bob Siemer and dances by Squirrely McLaren with the help of "Jitterbugger" Pudge McClure (Walet's crew), all of which was M'Ceed by "Mr. Lightning" himself, Walt Swindeman of TYC, whose pleasure it was to introduce that wonderful gang from Hawaii, the Cy Gillettes, the Bill Holes and the Phil Fisks and the rest of their party who entertained all hands with their hula dances and I mean HULA and their songs of the Islands. Their presence added so much to the enjoyment of all, and cast an aura over the regatta that we had never noticed before, travelling farther than any other entry to any International. They had had their boat shipped to Boston by freighter, bought a car and trailer and brought it to Buffalo.

Friday morning's sun again enhanced the azure blue of Abino Bay, with a fine summer breeze blowing out of the southwest that promised another good day of racing for all. It blew steadily until the committee had fired the warning gun for the start of the 3rd race in the Internationals, and then at 9:58 A.M., it shifted southeast, (what there was of it) and put everybody on a port tack with no headway in a nasty chop. At 10:45 A.M. the wind picked up again out of the southwest and stayed there for the balance of the day's racing.

Buffalo Canoe Club's social program proved as rugged as the racing schedule, what with a cocktail party, dinner at the club, and movies by Eastman Kodak Company in the evening, not to mention the singing lesson by Graf and Company for Donnavan, Brockett and the writer anent the "Little Brown Mouse on the Barroom Floor". Oh, it was very wonderful, and we all retired at about two bells of the dog-watch. AND THEN, OH THEN, the shutter on Prado's window started to shake and rattle, and our shutter blew off, and Krauss got up in his bare feet, saying, "Do you think it's blowing hard enough to get those boats in trouble?" And the sage from Shreveport drawled, "By G———, Ah reckon we better take a look!" So we all jumped in Jack Beal's car, and about that time the awning let loose on the front porch, and we really took off. We stormed down the beach like a bunch of commandos on a raid, not dressed too warmly but ready for action. The wind had shifted due south and was blowing 20 to 25 miles per hour (something that hadn't happened before in a long time, according to the Buffalo salts). We raced out the dock, soon joined by the Grafs, Ed Fink, Ed McCain (who must have been nightwatching again) and many others from the local club. Seas were rolling a good 4 feet high, boats were bobbing and pitching in the darkness (some with ¼" spinmaker sheets for spring lines!) In this wild confusion of wind, & sea everybody was shouting at everybody else, the boats were rolling and surging, chewing up bangrails, locking horns at the jack stays and slashing each other at every point of contact. Soon "Operation Sleighride" was developed. This consisted of casting off the boats in the most trouble, with the centerboard half down and a man on the bow with a paddle, heading her for the beach. It seemed quite simple after you got started; you would get that hooker on the down hill side of the sea, keeping the bow forward and she'd head for the beach like a sled down hill. The man on the bow would fend off and sift her through the boats laying at anchor closer in shore. As quick as the centerboard hit, it was pulled and another crew on shore would grab the bow line and the sides and roll her up high and dry on the soft sandy beach, safe out of harm's way. "Operation Sleighride's" crew soon numbered around 50 who worked hard till about one bell of the morning watch when we could see that all of the boats were out of trouble. All hands were rewarded with plenty of java and grog to splice the main brace after a hard fought battle. Much of our help came from the foresight of Ed Finand the Registration Committee so that "Vicey" Chet Bayles could get on the phone and call many of the residences and places where they knew sailors to be staying. After another generous portion of grog, and remember it was still howling 25 to 30, shifting somewhat west, we welcomed the second shift of skippers and crews who came hurrying down to take over "Operation Drydock", because as the wind shifted west, it piled the water up in the eastern end of Lake Erie, and would have washed many of the Lightnings off the beach, and they were lined up like cars in a parking lot, bangrail to bangrail! The hardy men of "Operation Drydock" took over and hauled the boats still higher on the beach as the water rose, and the wind she blew! The rest of us, thoroughly soaked and cold, staggered to bed for a well deserved "forty winks" knowing that all was well.

Saturday morning it was howling! Race Postponed! Wool shirts, sweaters, windbreakers, rain gear were the order of the day while all surveyed the damage of the night before. Most of the boats came through with little damage while some of the most unfortunate were stove in, shrouds dangling, fittings broken and lost, gear missing and scars on the free board and deck, but all in all, considering how closely they were berthed and the force of the sea and the wind, the damage was slight indeed compared to what could have happened. It could have lowered the price of kindling in Buffalo! Later in the day weather reports forced the postponement of all races until Sunday.

By Saturday night the officers of BCC had set up an all night watch so that all hands could go to the dinner and banquet, and enjoy the festivities of the evening. President Krauss presented the place flags for the four Championship races and the two President cup races. The high-light of Saturday evening came when the gang from Hawaii presented all the ladies present with fresh flower leis, flown in that day from Hawaii. These were presented in true Hawaiian style with a kiss! (Some guys get all the breaks, with the help of the Hawaiian Better Business Bureau!) It is an understatement when I say this was the high point of the evening, added to by the gift to the ladies by the Buffalo Canoe Club of a Lightning medallion and hand lotion. The Regatta Ball followed, was enjoyed by all, especially the "Mexican Hat Dance" by the members of BCC.

Sunday morning showed that the wind had hauled around more westerly and was still howling up to 35 knots and 45 in gusts, the thermometer was at 47—good football weather! This put the entire fleet in harbor, snugly behind Point Abino. From the club veranda, one could see the huge "gray backs" rolling out in the lake under a dull, angry sky. After a meeting of all Skippers, reports from the Weather Bureau, and a meeting of the Race Committee it was decided unanimously to call off the last race in each series, and when the figures were tallied, we found the results as follows:

International Championship Series Final Standing.

Place	Boat No.	Skipper City	Pts.
1.	—4924	H. Cawthra, Detroit	177
2.	—5000	Karl Smither, Buffalo CC	174
3.	—5032	Eugene Wolet, New Orleans	167
4.	—5339	Robert Crane, Rowayton, Conn.	162
5.	—5353	Charlie Dore, Haddonfield, N.J.	161

Presidents Cup Series

1.	—2904	Warren Jones, Detroit	85
2.	—5284	Jim Carson, Metedeconk, N.J.	81
3.	—5100	Tom Fallon, Buffalo CC	79
4.	—5010	Robert McClarin, Youngstown, Ohio	78
4.	—4282	William Walker, Erie, Pa.	78

Presidents Cup

During the presentation of trophies in the dining room, we were interrupted by Bill Rhote, of Niagara Sailing Club, dressed in most appropriate skiing attire, for temperatures at least 20 below, with his skis and poles, trudged to the 'mike' and asked casually, "What time is the chair lift open?" that nearly broke up the program! Hawaii again provided white carnation leis to the winning crew, presented by Jane Graf in the tradition of the Islands. Bob Graf closed the ceremonies by presenting Hank Cawthra, the winner, with a brass plate to put on his boat, for as Bob explained, "they just don't seem to respect a past champion and this plate will make it easily recognizable", and with that and a bracer or two, everyone hooked on to their trailer and started wending down

the highway towards home, remembering another wonderful International Lightning Regatta at the Buffalo Canoe Club, and the many old friends they had seen, and the many new ones they had made.

MEMORIES - - - The efficient boat handling by C. J. Manning, Dick Foster and Committee . . . . The scoring and recording by Hy Kolb and Company . . . . Krauss' fine tribute to Bob Mann and Lowell Frost . . . . Jack Beal's face as he disappeared into the darkness on the first boat of "Operation Sleighride" . . . . Ed McCain on the dock during the blow . . . . Swindeman's record breaking sprint when the "Doodle" cut loose . . . . Jane Graf and all of "Operations Sleighride" and "Drydock" where the rule was not to save just **one** boat but ALL. . . . Bob McLaren, who asked to beach his boat after the race Friday because he didn't like his anchorage! . . . . The Kelvin Savells of Mission Bay, California, and Mrs. Savell's presentation of the lei sent to the writer by the Ackermans . . . . Introducing Bob Crane to Bob Crane. . . . The "It Couldn't Be Happening To Me" expression on Jonsey's face as he passed the President's Cup . . . . and Hank and Martha Cawthra's smiles as they passed theirs . . . . the many moods of Abino Bay and the wonderful hospitality of the BCC . . . the afterglow with Brockett, Donnavan and Company . . . . and as we left, last but by no means least, "Vicey" Bayles with his feet on the table, happily reading the "funnies" . . . . HASTA LA VISTA! How our ulcers jumped when the wind changed and died at the start of the third race! . . . . Smithers and crew singing "The E-e-r-i-ee was, risin". . . .

MICHIGAN DISTRICT BAREFOOTED PHILHARMONIC

It happened one night—Bongo Bongo Boom!—up popped Barefooted Philharmonic of Michigan Lightning District. Strictly a Dixie bunch of cats, none of the boys read music to hurt their style. On any number, it's one, two, three, four—everybody go—first man through gets a red apple and any man caught playing melody gets sent home.

Band is free—wheeling, flexible, and liquid. Size is "dime-store"—five to ten—depending on mood and who brought a horn.

Original BP personnel numbers five; to wit: Sid "Diddle Fingers" Mitchell on the ole 88, Charley "Bubble Lips" Grant on plumbing, Gerry "Swinging Gate" Murphy on doghouse, Al "Nickel Pick" Oberson on geetar, and Buzz "Paradiddle" Morley on skins.

Band specials include "Sunny Side of Street," "Saints Go Marching In," "Jazz Me Blues," "Tea for Two," "Dinah," "After You've Gone," "I Never Knew," "Sweet Sue," "Can't Give Anything But Love Baby," "Avalon," "Nobody's Sweetheart," "On the Alamo" and such like.

When Regatta time rolls 'round at Lake Fenton, Higgins and Devils Lakes, boys unlimber and have a ball. Soon joint's jumpin. Even if BP's don't always play good they do play good and loud—but fortissimo—and ride to the barn on downbeat with no holds barred—crazy, man, crazy—but George.

Dig This Bunch Of Characters. The Michigan District Barefooted Philharmonic In Person

Sailing to Victory

Winter Championships at

ST. PETERSBURG

FLARE Tom Fallon

TOP TEN

★	1st	5100	Thomas Fallon
★	2nd	5090	Wes Wiedrick
★	3rd	5533	Herman Nickels
★	4th	5160	Dr. D. S. Booth
	5th	1916	Howard Foht
★	6th	5040	Joe Strueland
★	7th	4382	Dr. J. Kirk
	8th	5301	Ed. J. Botterell
★	9th	4545	Dr. G. Murphy
★	10th	4447	Dick Krauss

★ *All Used*

BOSTON MT. CLEMENS, MICH.

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Mt. Clemens, Michigan

WALET WINS MALLORY CUP

By Robert N. Bavier, Jr.

Eugene H. Walet 3rd, an 18-year-old sailing sensation from New Orleans, reached the pinnacle of yacht racing by winning the 1953 North American Sailing Championship for the Mallory Cup, at Larchmont, N.Y., September 22-24. It was close, very close, but Walet and his keen crew of his dad, Eugene H. Walet, Jr., John Ryan and Ralph Christman left no doubt of their right to this top sailing crown. They had to beat not only the other seven finalists but, to get in the finals, had to win the Gulf Yachting Assn. eliminations and then later the semi-final races between the top crews from Gulf Yachting, Florida Sailing, Texas Yachting and South Atlantic Yacht Racing Assns.

Hundreds of leading yachtsmen from 25 yacht racing associations of the N.A.Y.R.U., including Corny Shields, last year's Mallory Cup winner, fell by the wayside in their efforts to reach the finals, but Walet not only survived these many tests but when the chips were down in the last race of the finals, showed himself worthy of the title of North American Sailing Champion. Charles Ill of Barnegat Bay Yacht Racing Assn., last year's runner up for the North American title was again a close second —a record of high consistency in this tough series.

The many elimination races resulted in as hot a group of eight skippers and crews at Larchmont as have probably ever been assembled. Some had national reputations, others were known only locally, but all had earned their right to be there.

The eight races were sailed in 33-foot International Class keel yachts, skippers drawing for boats in the first race and then rotating thereafter so that each skipper sailed each boat.

The first day three races were run off in a puffy and strong nor'west wind of up to 25 knots. Walet gave warning that he would bear watching by leading at the last mark in all three races. Each race started upwind followed by a run or two reaches before a final beat home. Each time on the last leg Walet failed to hold his lead, taking a second, third and seventh (his only race below fourth) to be in fifth place. Jerry Castle of Lake Y.R.A. was leading at this point with 19½ points, winning the second and third races after a 6th in the opener. John Snedeker of Great South Bay was only ¼ point back with a first, fifth and second, Charles Ill and James Ducey were tied for third with 17 and Walet had 15.

The next day again offered good but shifty sailing conditions with a northerly of 10 to 18 knots, and the usual broad wind shifts to be expected in a breeze from this quarter on Long Island Sound. They were the sort of conditions when consistency was as difficult as it was important. Walet and Ill proved themselves under these conditions, the former taking a fourth, first and second in the three races sailed the second day and Ill coming through with a first, fourth and third in the same three.

The sixth race was especially significant in light of the eventual series result. In spite of his first in the fifth race, Walet was still no better than fourth for the series at that point behind Snedeker, Ill and Castle, but still only four points out of the lead. With so many skippers holding up well, he must have figured that the time had come to make a few drastic moves if he was ever to emerge on top.

The course was windward-leeward-windward-leeward, with a 7-13 mile wind. The good-sized committee boat was at the leeward end of the line with the white flag roughly amidships fore and aft. This end was favored but boats approaching it on starboard tack would have trouble clearing the committee boat, and her anchor line if they approached too closely to this coffin corner. It was a perfect situation for a port tack start for anyone with the nerve and judgment to try it. Walet, who throughout the series got outstanding starts, had a large measure of both and came boiling for the line on port tack right next to the committee boat, crossed almost in the smoke of the gun and cleared the leading starboard tack boats by several lengths.

The maneuver paid off by giving him free air to tack in each header while the boats behind had to think also about tacking into a position which would give them a clear wind. Walet led upwind and on the first run but was passed finally on the second beat by George Fleitz of Southern California Yachting Assn. who had been having his troubles in the preceding races but who closed fast from this point on.

This race, however, turned to be a crucial one with Walet gaining a second, Snedeker coming home last and Castle sixth. After six races, Ill who had gained a third behind Walet was the point leader with 36¼ to 35¼ for Walet, 33¼ for Snedeker and 32½ for Castle. With two races to go it was still wide open for any of these four with Fleitz and Ducey close enough to pass any of them but with no real chance of taking the title.

There was a 12-knot easterly blowing at the start of the seventh race next morning, as the race committee set an 11.5-mile course of a beat, two reaches, another long beat back to the first mark and a run home. Walet again got the start but Snedeker, going well, soon opened up a nice lead to be first at the windward mark with Fleitz second, and Ill a distant third just ahead of Castle and

Port Tack Puts Gene Out Front

Walet. On the first reach Snedeker and Fleitz remained well ahead with Ill consolidating his third and Walet passing Castle. On the second reach the leaders ran soft and Ill held high to sail around them and take first at the leeward mark with Snedeker second, Fleitz third, Walet fourth and Castle, who reached off to leeward into a light spot apparently out of it being a full 9 minutes behind the leader.

Things looked mighty bright for Charlie Ill at this point. If positions remained unchanged he would have a virtual stranglehold on the title going into the last race.

For one-half the leg Ill poured it on to lead by about four minutes on his nearest pursuer. At this point he was so far ahead that when some boats went offshore and others inshore he attempted to split the difference and stay between the fleet and the mark rather than covering either group. It looked at the time as the conservative thing to do, but then the roof fell in. Ill went very soft and boats on both sides of him carried better slants.

Jim Ducey who had had a bad second day after being in the thick of it on the opening day, favored the south side and then worked through to win. Castle made an even more amazing comeback by following a similar course to go from last to second ahead of Fleitz. Walet held his fourth and Snedeker who was second at the last mark still came in ahead of Ill who (if you will pardon the expression) must have felt plenty ill at coming in sixth in a race which he felt was almost his own.

This chain of circumstances put Walet in first place for the series for the very first time and with but one race to go. But what a precarious first it was! He had 40¼ points to Castle's 39½, 39¼ for Ill and 37¼ for Snedeker. Even Fleitz at 35¼ and Ducey at 34¼ could beat him, but it was pretty certain that the series winner would be one of the top four skippers—but who?

The pressure was really on and as the seconds ticked away before the start it began to tell. Ill was trying for the number one start at the leeward end of the line, realized with 15 seconds to go that he would be early, and jibed over to cross on port tack under the leeward boats. Castle appeared to have a perfect start at this end but was over by inches. He couldn't believe he was over and therefore delayed his return when hailed, finally recrossing two minutes after the fleet and out of it in the more steady wind then prevailing. Fleitz was also over early in the middle of the line. Snedeker had a fine start at the leeward end and appeared in a good spot. But how about Walet? Had the pressure gotten him? Not by a long shot! He crossed with full way on with a perfectly timed start near the windward end.

If Snedeker had tacked a moment later when first headed he might have had Walet but he didn't and a few minutes later Walet was far ahead of Snedeker, with only Ill, of the boats he had to beat, near to him. He started right then a match race with Ill, matching his every tack and never giving him a chance to break clear. To all intents and purposes the series was over right then. Castle and Snedeker were far behind, the wind had steadied down and Walet would sooner sink than let Ill break away. The fact that he was having a dingdong battle with Ducey to win the last race was incidental but interesting. After rounding the weather mark the superb spinnaker work of the Walet crew (they were excellent throughout) enabled them to sweep by but Ducey's crew came right back and gained an overlap at the last mark to lead on the beat home. Walet covered Ill who was then fourth on the last beat and Ducey covered Walet. With a quarter-mile to go Walet finally got clear air and that's all he needed to drive by Ducey and win the last race as well as the championship. Ill worked up to third place to take a comfortable, but no doubt disappointing to him, second in the series for the seocnd year in a row. Ducey's second gave him fourth place in the series, ¼ point behind Castle.

Walet's victory was all the more notable by virtue of the fact that he is a centerboard boat sailor. He has achieved a national reputation as a hot Lightning skipper but was untested in keel boats until passing the exacting test at Larchmont with flying colors.

No account of this series would be complete without recording the efforts gone to by the Larchmont Yacht Club. The hospitality of Commodore Carr, his officers and members ashore was matched only by the efficiency of Charles Vanderlaan's race committee afloat. The club also presented prizes, in addition to those given by the N.A.Y.R.U. to the First and Second place skippers and crew members, to all skippers and crews who participated in the series.

Skipper	Places	Pts.
1. E. H. Walet, 3rd	2-3-7-4-1 2 4-1	48½
2. Charles Ill	4-2-4 1-4 3-6-3	45¼
3. Jerry Castle	6-1-1-2-6 6 2-7	41½
4. James G. Ducey	3-4-3 6 7-5-1-2	41¼
5. John C. Snedeker	1-5-2 3-2-8-5-8	38¼
6. George Fleitz	5-6-5-5-3-1-3-6	38¼
7. Charles T. Sturgess	8-7-8 7-5-4-8-4	21
8. M. R. Lowenstine, Jr.	7-*-6-8-8 7 7-5	15

*Withdrawal after foul

Yacht Racing Association affiliation of the above skippers: (1) Walet, Gulf Y.A.; (2) Ill, Barnegat Bay Y.R.A.; (3) Castle, Lake Y.R.A.; (4) Ducey, Maine Y.R.A.; (5) Snedeker, Great South Bay; (6) Fleitz, Southern California Y.C.; (7) Sturgess, Eastern Connecticut Y.R.A.; (8) Lowestine, Lake Michigan Y.A.

Editor's Note: We are grateful to Yachting Magazine for their kindness in letting us reprint this article.

Aftermath

Upon reaching his home club Gene Walet was given a great ovation. Later the Southern Yacht Club which is Gene's club, gave a dinner in his honor.

The New Orleans Athletic Club gave a dinner called the Champions Dinner, honoring all the Southern AAU Champion Athletes and in particular honoring Gene Walet himself. The Mayor of the City of New Orleans gave a speech in Gene's honor.

The Lightning Class is justly proud that one of our own should win this highest award in the sport of yachting. It shows that we have among our ranks some of the nation's finest sailors. "Gene we doff our yachting caps to you."

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JUDY WEBB WINS WOMEN'S NATIONAL CHAMPIONSHIP

By the Editor

As many of you know, the Charles Francis Adams Cup was won by Judy Webb of Riverside, Conn. Judy is the daughter of Al Webb who is one of our LCA Vice-Presidents. The Charles Francis Adams Cup is emblematic of the Women's National Championship, and for one of our Lightning sailors to win it, is to me a wonderful thing.

I have watched Judy Webb grow from a youngster into a young woman. Have seen her develop into the great sailor that she is, and it is a great pleasure to write these few words about her. I have not set forth the story of the actual races in which she won the trophy as many yachting magazines have already set the story into print.

Judy is a product of a wonderful Junior Training Program, which to my way of thinking has of late years developed some of our very finest sailors. She was taught to sail at Riverside Yacht Club which has a very large Junior program and which has turned out some outstanding sailors. Remember Judy's brother, Jack Webb? He was a product of the same training and those who raced against him a few years ago remember what a hard time he could give you in a boat race.

Judy's dad is doing a great deal at the present time to develop this program all over Long Island Sound and we should get some very hot Lightning sailors from it.

We can look upon our young people with great pride, as to have a pair of National Champions from our Class in the same year is certainly a source of pride to every Lightning sailor and we take off our yachting caps to both Judy and Gene.

I have asked Judy to write a few words on her feelings about winning the Championship and they are as follows:

Winning a National Championship is a very thrilling event in anyone's life. Whenever I gaze at the beautiful Charles Francis Adams Cup it is not only with great pride but with reflection of the many people and factors which, since I was eight years old, contributed to this achievement. There have been so many I could not mention each one here, but they comprised the many loyal hard working crews, the Skippers who passed on to me their experience and know-how, the men and women who gave their time from business to serve on Race Committees, Regatta Committees, Judges and members of our various sailing organizations, The Riverside Yacht Club: Its instructive Junior program and enthusiastic support, boat owners who loaned their boats; also my family who always gave me the with-all and the confidence it could be done.

Judy Webb

I must, however, mention individually my wonderful crew, Barbara Sheldon, Sandra Gill and Jill Ayres. I want to congratulate Gene Walet winner of the Men's National Championship and I know he will agree with me that Lightning is a wonderful boat. My earnest wish is that the Lightning Class Association and Lightning sailors will continue to do the fine job they have done in the past. I feel certain many future Champions will come from our Class.

BUFFALO CANOE CLUB'S TOM ALLEN RETAINS CANADIAN CHAMPIONSHIP

Wind,—all kinds of it,—from a gentle zephyr to a baby-tornado, which not only inflicted a half million dollars worth of damage in the Canadian National Exhibition grounds, smashed a dirigible,—but also damaged four Lightnings,—marked the second annual Canadian Lightning championship held at Toronto, Ontario, September 4th and 5th.

But if the wind is long remembered so is the field of

outstanding Lightning sailors who participated, such as former International Lightning champions like Walt Swindeman, and Dick Krauss from Toledo, 1951 International runner-up and Canadian Olympic sailor John Robertson from Hamilton, 1952 President's Cup winner and defending Canadian champion, Tom Allen of Buffalo Canoe Club.

Friday morning, hot, sunny, and humid,—the wind was moderate from the southeast, and the first leg was a beat from the starting line close to the breakwater to the mark west of Toronto Island. As the contesants felt out the course, the boats were unusually close together at the first mark, and it wasn't until the second time around on the windward course, that they spread out.

At the end of the first round, Tom Allen and his "Atom" (No. 4811) was first, with old maestro, Walt Swindeman and his "Yankee Doodle" (No. 5180) in second place, followed by Dick Krauss, N. Penske (No. 949) Toledo, and Joe Holler (No. 2346) of Niagara in that order. Although Tom Allen and Swindeman held their positions and finished one, two,—there was a shuffling of positions in the second round, with Tom Fallon and "Flare" (No. 5100) creeping up from sixth place to nose Dick Krauss' "Jinx" out of third position. Dick Krauss finished fourth with his club mate Penske in fifth.

Second Race: By the start of the second race Friday afternoon, the wind had shifted to the south, and although at first a fair breeze, it began to grow flukey. The start was from the seawall mark again, but this time with buoys to port so that the first leg was a beat to the outer mark in the lake. John Robertson took the lead and held it on the first round, with Penske, Fallon, Swindeman behind him in that order, and a newcomer, Gordon Layton, of the Royal St. Lawrence Yacht Club fleet, in fifth spot.

As the boats were on their second round, the wind change, with its maddening calms, veering and hauling, was becoming apparent by this time, and to the local weather-wise sailors and the race committee, this augured the advent of the blustery nor-western which usually blows up on a hot, humid day with a southerly wind.

The leaders were beginning to come up to the finish. Tom Fallon had moved up from third spot to win the race, with John Robertson a close second. Then the Toledo boys;—Nels. Penske, third. Walt Swindeman fourth, and Dick Krauss, who had been in eighth position the first time around, had passed three boats on the second round to come in fifth; and Tom Allen had worked up to sixth position.

More finished. The wind had by this time died completely, and the committee boat rolled in an ominous ground swell. The Harbour Commission patrol boat moved in closer to the fleet. Nervously the Race committee eyed the remaining eleven boat sitting in a calm only a half mile from the finish line and the breakers making up on the Gibraltar Point Shoal to the south. Could it be possible that instead of from the northwest, the unpredictable wind was going to hit from the south?

Yes, from the south it came,—a sixty mile an hour squall and before its advance guard puffs flew the Lightnings to finish the race. Just as the last few crossed the finish line with split seconds between them, and the committee boat shouting to the skippers to haul their mainsails down and run before the wind on jib alone,—the squall hit in full fury. One Lightning, with spinnaker half down, capsized immediately. Others unable to manoeuvre were forced by the high winds and waves on to the seawall, while others, more fortunately, were able to fly under jib alone alongside until they found an opening in the breakwater.

The four most seriously damaged boats were those of Joe Holler, Niagara Sailing Club, whose chances were regrettably lessened at the Internationals by having to use a borrowed boat; of Ed Hearn, Fleet Captain Bob Allen, and Bern Collison of Fleet No. 146.

Third Race: Going into the third race, Tom Fallon of Buffalo Canoe Club was leading with 46¼ points, Walt Swindeman second with 44, and Tom Allen of Buffalo Canoe Club with 43¼ points was a close third.

Saturday morning, cloudy, considerably cooler, and with a moderate breeze from the west by northwest, the race committee started the fleet off from the Island mark, with buoys to port. Tom Allen once more took the lead, with Swindeman and John Robertson close behind at the end of the first round, and these positions were held right through to the finish of the race. Tom Fallon of Buffalo Canoe Club and Ed Botterell of the Royal St. Lawrence Yacht Club battled it out for fourth position; Fallon, fourth first time around, with Botterell fifth, and the positions reversed at the finish.

With the winning of the third race, Tom Allen retained his Canadian championship, and Walt Swindeman was runner-up. Tom Fallon ended up with the third place trophy, while Nels Penske of Toledo snatched the fifth place prize. Actually the first Canadian skipper to come into the money, John Robertson of the Royal Hamilton Yacht Club chose to take the fourth place prize in the open class. Ed Botterell of the Royal St. Lawrence Yacht Club captured the first place Canadian prize, and his club mate, Gordon Layton, the third place. Tim Nelson of the Royal Hamilton Yacht Club was the second Canadian class winner.

As if they hadn't had enough of sailing, some of the visiting sailors went on to race in the regular C. N. E. regatta Saturday afternoon, and Swindeman and Krauss came in on the money in that deal too.

Besides doing some hard racing, and battling a storm, the sailors had some light moments, especially at the cocktail party Friday evening, when they tried to raise their voices in song in competition with the noise of the jet planes that were putting on a display at the same time.

The Lightning wives must have something. With no spectators boats available, and ruled off the committee boat because of the storm warnings on Saturday morning, they were able to persuade one branch of the Canadian armed forces to provide them with accommodations to watch the races.

The Toronto Bay Lightning Fleet hopes that more sailors will make a slight detour on their way to the Internationals and race in Lake Ontario for the Canadian Lightning championship. They can't guarantee another sixty mile an hour wind, but will guarantee good racing and a good time.

This is a picture of "Rumble," LIGHTNING #5, taken at Larchmont July 5th, 1939 and being sailed by Drake H. Sparkman, Jr.

Little did we as the designers, dream then that in the next fifteen years over 5600 LIGHTNINGS would have been built.

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ANNUAL CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP REGATTA OF 1953

By John Teigland and Charles Dore

The 1953 District Championships were held under the auspices of the Lavallette Yacht Club and Fleet 104 on July 25 and 26 at Lavallette, New Jersey. The yacht club and fleet did an admirable job and all the skippers and crews who attended were indeed grateful. The facilities for weighing and launching were excellent and the entire operation was very well handled. Most skippers arrived on Friday the 24th so that they could attend the District meeting and skippers' meeting that night.

Saturday morning dawned clear and shining with a light easterly breeze which proved to be quite a puzzle as the day wore on. The fleet sailed from the yacht club to the course which was across the bay near Shore Acres. Here was a "Gold Cup" course of two times around a triangle with a windward-leeward leg added to the finish. A number of skippers had itchy tillers and jumped the first starting gun. A recall was sounded and we tried again. This time the start was good and the fleet was away. Shortly some of the skippers who knew the local waters took a long hitch to the north shore while the rest of us tried to play the flukey breezes mid-bay with shorter tacks to the weather mark. This was a real Buffalo kind of breeze with strange shifts from different directions and of wide variations in strength. Being headed every few minutes was the complaint of everyone. Sailors who do well only in a strong steady air were completely baffled and tacked excessively completely losing way each time. We could see Jack Orelup and Marge Adams along the shore and we were delighted to find that we were doing much better where we were in spite of the flukey air. Positions changed radically during this first weather leg. At the weather mark, however, we were all amazed to find that Marge Adams who had taken the shore route was right with us. So much so that by the time we had gone around the circuit again and came to the weather mark of the windward-leeward leg she was in first place with the authors trailing in alphabetical order. The race finished with no change and with no more than a few yards between the three boats. Sindle in his Smithsonian type "Bayrader" (No. 864) was a 100 yards or more behind with our fellow fleet member from Little Egg Harbor, Bill Holt, in fifth spot.

The second race was held over the same course that afternoon. There had been a slight shift in wind direction but not very much. The breeze had picked up some which was a help. A number of people overstood the first weather mark in this race which mixed things up for a while. Sindle was first at this mark followed by Craig White's "Shur-Enuf" and the "Seductress II". Another time around and to the extra weather mark brought the "Seductress II" into first place and Marge Adams into second. The "Shady Lady" in which one of the authors was heading for the Manasquan inlet on the first weather leg of the race showed she was also racy by saving her owner's points and bringing him in fourth just behind the Sindles. Bill Holt was trying the consistent approach and took fifth again.

Sunday morning was typical of Barnegat Bay—no air at all. Finally after a fifteen minute postponement the R. C. decided there was enough air so that the skippers wouldn't strangle in their own cigarette smoke and started them off for the third and final race. At this point in the contest Marge Adams was first in points with Teigland one point behind her in second and Dore one point behind him in third and Sindle holding one less point in fourth place. No one had anything in the bag except his heavy air sails. The skipper of "Seductress II" who usually claims his starts leave something to be desired hit it on the nose and sat comfortably in first place around the triangle twice and up into the last weather leg. Dore was snapping at his transom all this while and on this last uphill leg passed him near the mark. This ghastly situation so shook Teigland that Orelup and Sindle were by him before he recovered in front of Holt who was trying to change his luck with something less than fifth. On the downhill run home Dore held first to the finish and Teigland put his spinnaker up on the wrong side (in relation to the salty types ahead) and managed to pass both Sindle and Orelup to finish second in the race and first in the series. Marge Adams finished sixth behind Holt who was, of course, fifth. Marge's sixth place was unfortunate since it cost her the Championship but it did earn her a third place in the series and a chance to go to Buffalo. Harry Sindle's fourth also entitled him to a trip to sail on drinking water. Holt's fifth naturally gave him fifth in the series and if anyone had had wit enough he should have been given a prize of a fifth of something. Bill is a fine sailor and a good fellow; we're sure he would have shared it. But maybe we've run that joke aground by now.

It was a great series; one of the best that either of the authors have ever sailed in. We're looking forward to the 1954 event when Fleet 26 and Little Egg Harbor Yacht Club will be hosts.

FIFTH ANNUAL NEW JERSEY STATE LIGHTNING CHAMPIONSHIP

By Harry Sindle

The 1953 New Jersey State Lightning Championship Regatta was held at Bay Head Yacht Club on the weekend of June 20, 21.

The first race was held Saturday afternoon in a Southerly breeze of 10-12 knots. After the first leg, a short beat, the race consisted of largely reaching and running. The end of the second leg found June Methot, sailing her new **Chantey,** running through the lee of Charlie Dore in his **Shady Lady** to take the lead. As June pulled away to a clear lead, which she never relinquished, a hot battle for second place ensued when Harry Sindle, sailing **Bayrader** pulled up to nose out Dore at a windward mark. On the following spinnaker run these two ran neck and neck to the leeward mark with Sindle on the inside.

Dore miscalculated his turn around the leeward mark and, trying to cut inside of the **Bayrader,** he fouled Sindle, unfortunately ruining his chances for the title. Marge Adams came on fast near the finish to grab third place, with June Methot winning by a comfortable margin, and Sindle second.

The second race was held on Sunday morning, under clear skies and gentle westerly breezes. A beautiful course was laid out consisting of a long beat up the Metedeconk River, followed by a fairly short reach, and a run to the finish line. The triangle was sailed twice around. After the start, the boats split up into main groups, each following one short of the river. At the first mark, Bob Morris led in **Jolly Roger,** with a rather comfortable lead, followed by Ed Waters in **Revenger,** John Teigland in his new **Seductress II,** and June Methot, all rather closely bunched. As the race progressed, however, Waters took the lead away from Morris and went on to win, followed by Teigland, Methot, Rod Gordon and Bob Wood sailing **Magic,** Marge Adams, and Sindle in sixth place.

So, at the end of two races, June Methot, the 1950 State Champion, was leading in the series, and in runner-up spot was Ed Waters, 1951 State Champion. Last year's champion, Jack Orelup was not really in the running after some bad breaks. Tied for third place were Harry Sindle and Marge Adams, while the two hot skippers from down-bay, Teigland and Dore were further down the list, both having had bad races.

In the final race, held on Sunday afternoon, the breeze piped up, and the first leg (and subsequent beats) were held in rather shallow water. Watching the large fleet beating up the narrow channel at low tide, running aground frequently, the getting knocked around by the gusty wind, was really exciting. Harry Sindle, in **Bayrader,** took the lead with one man hanging on the centerboard pennant, and rounded the first mark trailed very closely by Langworthy and Teigland. The second leg was a reach, and once around the mark, the leading boats took off on a plane that spread them out somewhat. After sailing several more beats, reaches and spinnaker runs in the rather dusty going, the finish found Sindle the winner by a hundred yards over Teigland, with Ed Waters in third place, and June Methot out of contention several places back.

When the points were all calculated, Harry Sindle and Ed Waters were tied for first place. Since Harry had beat Ed in two out of the three races, he got the nod, and became the new State Champion. Marge Adams did a fine job of sailing her new Whirlwind II, and took third place honors. The victory was a sweet one for Sindle, who was runner-up for the honors in both 1951 and 1952. It was a rather familiar neck-and-neck finish between him and Waters, the two having been tied for the Championship in 1951, but Ed getting the title because of beating Harry two out of three. It is also interesting to note that the three money winners were all young people, beating all of the olders in the hot, statewide competition.

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THE FINNISH CHAMPIONSHIP FOR BOATS OF LIGHTNING CLASS 1953

The Champion Sailings of this year for Lightning Boats took place in Lovisa, the Yachting Club of East Nyland acting as host. With the memory of the Lovisa yacht racings of 1950 fresh in our minds it was possible to hope for fine organization and good sport even this year. It was therefore not at all surprising that up to 12 yachts from Helsinki were gathered when the towing began on Thursday, Aug. 30th at 10 o'clock in the morning from the harbour of Merenkavijat.

The towing lasted for 10 hours although there was rather a fresh breeze, and those yachts which had no helmsman, several times caused a bit of trouble. In Lovisa accommodation was arranged in a large villa, so that most of the participants were gathered on the same place. The boats were placed in Valkom, where each of them had its place at a raft, with the sterns moored to poles.

The champion racings of which there were five, were to begin on Saturday, Aug. 2nd, with three sailings on this day and the remaining two were to be settled on Sunday.

Saturday dawned grey and cloudy with fresh squalls, as the boats at 8 o'clock were prepared for being towed to the starting place at Svartholm, the wind had freshened considerably and was measured as more than 14 m/sec. All participants took down one or two reefs, according to their possibilities, and the helmsmen of the high wind yachts awaited the start with confidence. The sailing jury, however, considered the wind to be too high and the start was postponed until the wind had quieted down to 10 m/sec. This was perhaps an unnecessary precaution as the racing tracks were within the archipelago and it is to be presumed that sailors who aspire to the Finnish Championship must be capable of leading their boats even though rough weather is prevailing, and 14 m/sec. cannot be considered as too high a wind for lightning boats, if only they are correctly sailed.

At 13 o'clock the wind had fallen a little and it looked as if a further quieting down could be expected, so the first start was decided to go off in connection with the general regatta.

As the starting shot was fired for the 18 boats it was observed that they all had a reef, which was probably a consequence of the rough weather in the morning, for now the wind was fresh only during the squalls, while it was rather quiet in between. The starting line was placed in such a way, that the boats, at the direction of the wind prevailing at this moment, were clodded for starboard tacks at windward flag. The track began by tacking, the second bowside was a following wind bowside and the third leg was sailed with wind on the quarter. All tracks had to be sailed two times in order to provide opportunity for exchanging sails and maneuvers.

Joker, who had been the favorite from the beginning, started at shot with Kajava and Evy-Ann followed closely. After the first tacking Joker was leading distinctly before Rabalder who was followed by Evy-Ann and Kajava. Running before the wind Rabalder, decreased the gap a little, but the wind fell somewhat during the second tacking and Joker broke away considerably. At the finish the order of competing was: Joker, Rabalder, Kajava, Evy-Ann and Pajazzo.

The second sailing was started on the same day and now the wind had died down to only about 3 m/sec. Rabalder got the best start but was unable to gain on Joker which by and by went into the lead followed by Spectacel, Plancha and the Lovisa boat Sill i Dill. The same sequence was kept up at the finish.

The third sailing took place in Sunday morning. The direction of the wind had changed so that a start from the stroke side was the most advantageous, and consequently most of the boats started from stroke side tracks, a foolhardy venture in a class of 18 boats. The result was that as much as 5 boats were disqualified. Here among others Sill i Dill lost her chances to place herself among the best in the final record. This sailing was accomplished under a fairly chancy wind. And those who kept close to the shore gained at the start. Joker was again superior and was never menaced during the whole sailing. Results: Joker, Kajava, Rabalder and Plancha.

The fourth sailing, too, was won by Joker with a good margin followed by Kajava, Sill i Dill and Plancha.

The fifth and last sailing was also performed in a rather light breeze, with some fresh squalls from time to time. Plancha got a good start and menaced Joker in the beginning of the sailing, but at the finish Joker nevertheless outclassed the other boats by a large margin. Plancha was second, Sill i Dill the third and Wivyl the fourth.

Consequently Joker won the Finnish Championship by a large margin, sailed by Eino Ritvas with Ahti Tarkkanen and Keijo Tetri for a crew. Second was Kajava, HSS, K. Wagello, third Plancha, HSS, T. Nyren, fourth Rabalder, NJK, H. Weber, fifth Wivyl, HSS, K. Hollming, sixth Sill i Dill ONS, V. Nordstrom.

During the six years, for which championship racings have been arranged for lightning boats, nobody has ever outclassed the others by so large a margin as Joker this year. To win five victoriees when competing with 17 boats shows a superiority which cannot be surpassed all of a sudden.

In earlier FC sailings the top looked as follows:

1948	1)	Bataclang	3923	NJK	C. Weber
	2)	Ghost	3847	M	H. Isomeri
1949	1)	Joker	4048	NJK	B. Ahlman
	2)	Bataclang	3923	NJK	H. Weber
1950	1)	Sill i Dill	4131	ONS	O. Holma
	2)	Joker	4048	NJK	B. Ahlman
1951	1)	Pinoccio	4334	ONS	I. Nordstrom
	2)	Rabalder	4327	NJK	C. Weber
1952	1)	Spectacel	4014	HSS	C. Granfelt
	2)	Sill i Dill	4131	ONS	V. Nordstrom
1953	1)	Joker	4048	M	Eino Ritvas (owned by Ahti Tarkkanen)
	2)	Kajava	4132	HSS	Kai Wagello (owned by Liisa Wagello)
	3)	Plancha	4133	HSS	Timo Nyreen (owned by Timo Nyreen)

Our Thanks to All Secretaries Who Got Fleet Reports

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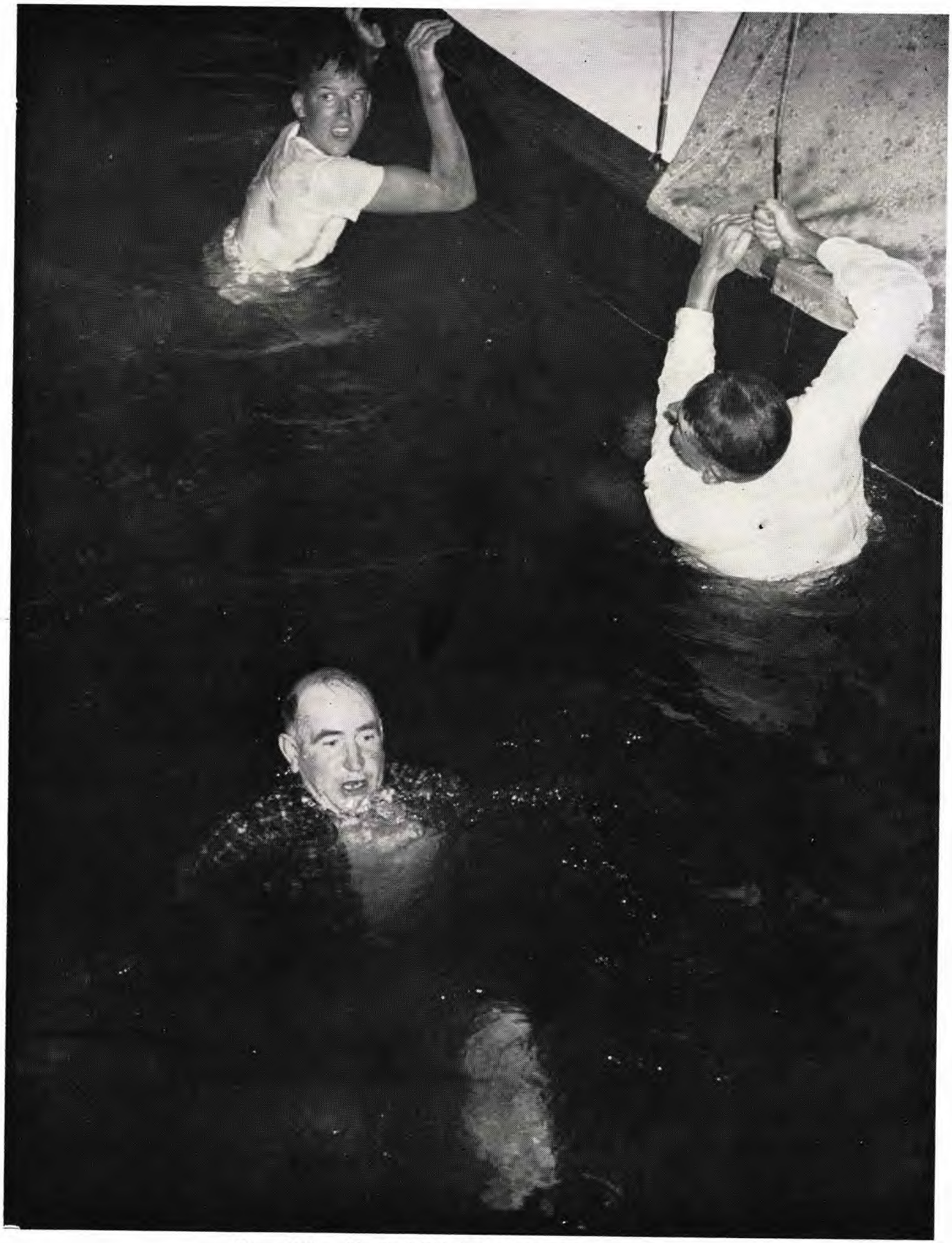

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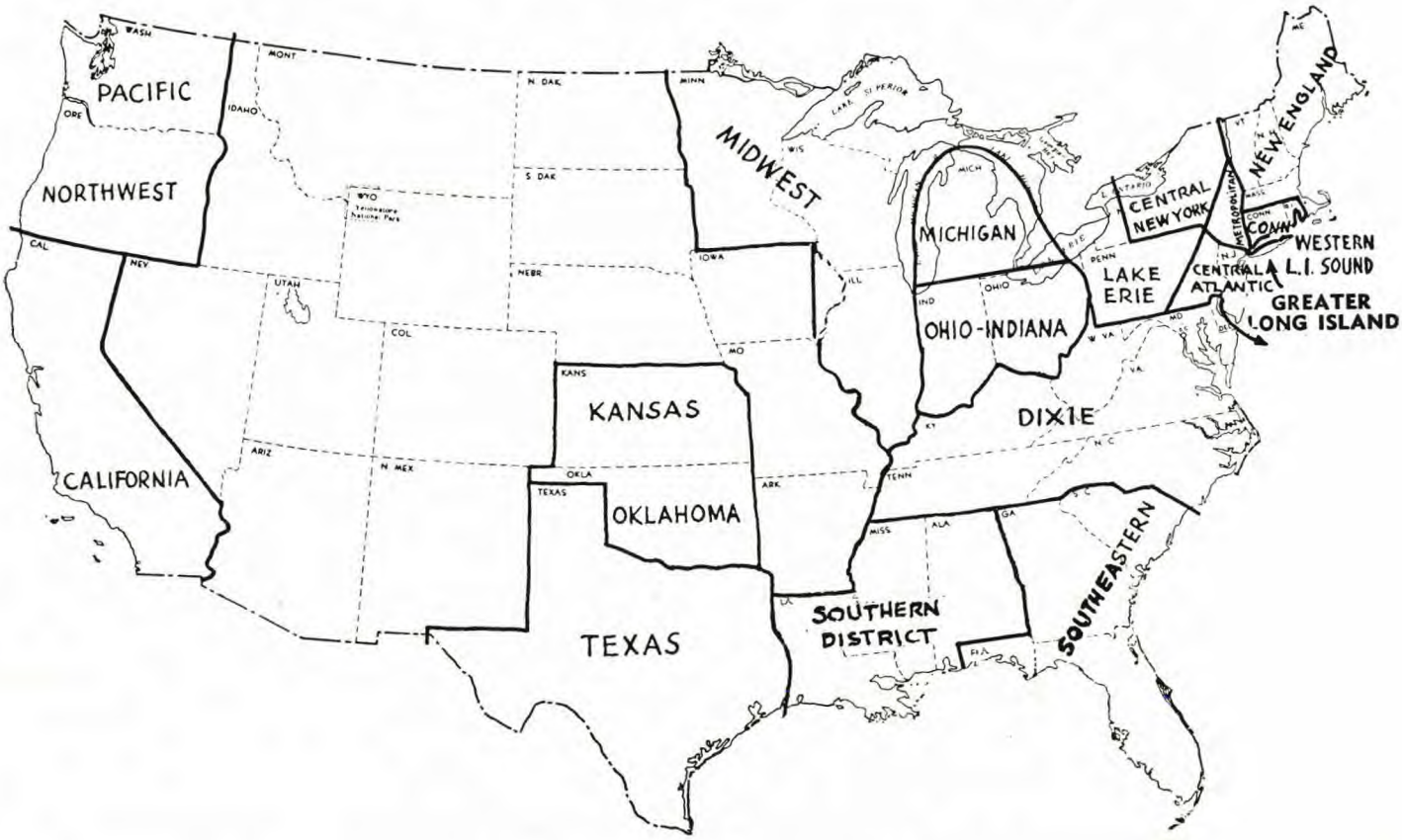

DISTRICT DIRECTORY

BRAZIL DISTRICT REPORT

District Secretary: Cyril W. Milbourne

Fleets: Flotilha de Lightnings do Rio de Janeiro (84); Flotilha de Lightnings Carioca (144); Flotilha de Lightnings de Sao Paulo (147); Flotilha de Lightnings de Florianopolis (162); Flotilha de Lightnings de Lightnings de Vitoria (201); Flotilha de Lightnings de Pernambuco (245).

District Report: During the course of the year Brazil District has acquired one more fleet (Flotilha de Lightnings de Pernambuco #245) and now comprises six chartered fleets. Racing during the season was keen throughout although interest in some of the fleets dwindled a little. Nonetheless, enthusiasm was high among those who did sail regularly.

As usual interest was keenest in fleets #84 and 147 stationed respectively in Rio de Janeiro and Sao Paulo, which are the largest two Brazilian sailing centers. During the year these two fleets sailed their annual inter-fleet regatta and on this occasion the event was held in Rio de Janeiro harbour. A series of three regattas was sailed and each fleet was represented by four boats, and after some very keen sailing the Sao Paulo fleet won by a narrow margin of points.

During the coming season (1954) the Sao Paulo fleet will be hosts to all the other Brazilian Fleets and inter-fleets regattas are being held simultaneously with the official State celebrations to commemorate the IV Centenary of the City of Sao Paulo.

Unfortunately, once again our District was unable to send a representative to the Internationals.

CALIFORNIA DISTRICT REPORT

District Commodore: Eric J. Weisberg

District Secretary: Mrs. Carl J. Ackerman

Fleets: Santa Monica Bay Fleet (102); Newport-Balboa Fleet (107); San Diego Bay Fleet (114); Mission Bay Fleet (194).

District Report: The District continues to be most active as a racing group despite an early member or two dropping out. A big loss was John Potts who had sponsored fleet 107 from the beginning and had done much to promote racing in the District. A few drinks were guzzled to John's demise and when he goes by in that power craft he now owns the boys sigh, moan and shake their heads at what happened to poor Johnnie!

Fleet 102 has had less activity as far as the fleet itself is concerned but reliable Marold Eyestone makes up for a great deal. He can always be counted on to be on the starting line of each major regatta and at the moment is having a new hull built.

Fleet 107 were really in there pitching with Eric Weisberg doing a wonderful job as a racing skipper and promoter. He won the fleet single handed race, the fleet high point race and the fleet championship, and at the district annual meeting he was elected Commodore with Donald Boase as Secretary. The District regatta held at Balboa Yacht Club was truly one of the best regattas yet and fleet 107 deserve much praise. The winner was Kelvin Savell in Fanci from Mission Bay YC, fleet 194 who won two of the three race series and placed third in the other race. This was after Kelvin and Wife Audrey had sailed the Fanci

from San Pedro to Catalina Island, a distance of 20 miles of ocean waters, cruised up and down the Catalina coast line, staying aboard for a period of five days, sailed her back to San Pedro, trailered the 15 miles to Balboa YC and the next day won the first race of the Districts! The Savells not only became our racing champion for 1953 but cruising champion as well. After all this, Kelvin and Audrey trailered the Fanci to the International regatta at Buffalo Canoe Club, competing in that classic, thereby becoming the District champion of long distance trailering. Brave! the Savells!

District of California Champion Kelvin Savell at the tiller of "Fanci". Crew member is Ed Anderson, skipper of the "Black Magic".

Fleet 114 at Coronado Yacht Club had a very active year on the home front as well as taking part in other regattas. The Lightning fleet 114 racing consists of nine fleet championship races during the year and three major regattas, the Ken Reynard in August, the Bob Herrmann in October and the Thanksgiving regatta the weekend following the holiday. The Reynard was won by Ray Chenhall in Zoom, the Herrmann by C. C. Vandergrift in G-Wiz from Fleet 194 and the Thanksgiving regatta was won by Earl Biggin in Tutu of fleet 114. Earl sailed about the pretties series many of us have ever seen. The Tutu No. 673 seemed to be in there pitching and was determined to show the younger boats that she could still outrun them if she set her mind to it and she did. Earl says he had the feeling all of the time that he couldn't hold her back if he wanted to. He won two races and placed third in the third race only after being in the lead most of the time and lost out near the finish line by a slight mistake in maneuvering.

A visitor to fleet 114 was Staff Commodore Jess Ryno of the Kanoehe Yacht Club fleet in Hawaii. Jess was one of the competing skippers in the Hawaiian Invitational regatta in 1952. He and Mrs. Ryno had been on a tour of the country visiting many of the Lightning skippers and at Coronado Jess crewed aboard the Glori B in the Ladies Handicap race. (They didn't win.)

Fleet 194 at Misson Bay Yacht Club have a large fleet and still seem to be growing by leaps and bounds. They have a large racing program and top man is C. C. Vandergrift in G-Wiz who won the Stanley Andrews perpetual regatta raced each October. Every time the G-Wiz goes away from home she always comes back with a trophy. This fleet has done much to keep the Lightning in the running in Southern California.

CANADIAN DISTRICT REPORT

District Commodore: J. A. E. MacDonald.

District Secretary: C. B. Neapole.

Fleets: Valleyfield, P. W. (65); Laurentian International (120); Kingston, Ont. (171); Lake Deschenes Lightning Fleet (188); Royal St. Lawrence Yacht Club (215).

District Report: The Canadian District completed its first year of existence with the holding of the second District Championship which was won by the same crew as the previous year, i.e., Eddy Botterell, Lynn Watters and Sicotte Hamilton, this time, however, sailing "Mildred III", one of Herm Nickels beautiful jobs. A full report of their activities otherwise will be found in the report of Fleet 215. The next District Championship in 1954 will be held at the Royal St. Lawrence and we certainly hope that there are more entries.

CENTRAL ATLANTIC DISTRICT REPORT

District Commodore: J. Leslie White.

District Secretary: David C. Langworthy.

District Treasurer: James G. Carson.

Fleets: Barnegat Bay (3); Delaware River Yacht Club (8); Tri-State Yacht Club (18); Little Egg Harbor (26); Metedeconk River (34); Shore Acres Yacht Club (86); Spray Beach Yacht Club (91); Toms River (92); Great Egg Harbor Bay (99); Lavalette (104) Brant Beach (173); Surf City (196); Cooper River (197); Mantoloking (210); Cape May Harbor (213); Brigantine Yacht Club (217); Riverton Yacht Club (228).

District Report: The first event of the 1953 season sponsored by a member fleet was the Metedeconk River Fourth Annual Spring Tune-Up Regatta held on Saturday and Sunday, June 13 and 14. The weather chose to be quite spring-like; i.e., cold and rainy. The first race on Saturday afternoon was started with a good breeze which gradually expired. Charlie Allaire from Monmouth in the Metropolitan District figured this and the two subsequent races on the Metedeconk River best and got all the guns. Dore of Little Egg Harbor followed him in the first race with June Methot also of Monmouth and Bob Adams of Metedeconk next trailed by fourteen more early birds. Sunday was really a bleak day with very high winds. All but seven stalward skippers decided to abandon the racing heading for a warm dry spot. Allaire was followed over the line in the second race by John Teigland of Little Egg with Dutch Sindle of Lavalette in the show position. In the last race Bob Adams was looking at Allaire's transom and Sindle again was in third place. The final standings were Allaire first, of course, with Dutch Sindle second, Bob Adams third and John Teigland fourth.

Almost all the visiting skippers in the Tune-Up Regatta left their boats at the Bay Head Yacht Club in readiness for the Fifth Annual New Jersey State Lightning Championship held the following week-end June 20 and 21. This event, which enjoyed fine warm weather, is reported elsewhere by the winner Harry Sindle of Lavallette.

The 1953 Annual District Championship Regatta was held under the auspices of the Lavallette Yacht Club and Fleet 104 on July 25 and 26. John Teigland who won the series and second place winner Charles Dore chronicle this important event elsewhere. The Annual District meeting was held in the Yacht Club on Friday, July 24 at 9:30 p.m. Commodore Eugene H. Kipp acted as Chairman of the meeting. The roll was called and reports were read by Treasurer Larry Kenny and Secretary David Langworthy. The Race Committee was then ratified as was an Executive Committee Ruling which liberalized the number of boats each fleet could send to the District Regatta. The next order of business was Instructions to the Measurement Committee. Considerable discussion ensued regarding the desirability of closer adherence to L. C. A. rules which provide that Measurement Certificates show boat weight and the L. C. A. requirement that such certificates be honored by groups who sponsor sanctioned Lightning events. The District Secretary was instructed to send the Association a letter imparting the sense of this meeting and requesting confirmation of the meeting's interpretation of the specific applicable L. C. A. rules. The meeting then turned its attention to the question of increasing the annual dues. This problem as well as the question of the number of boats each fleet can enter in the District and the desirability of increasing the number of races in this Regatta from three to five were turned over to committees for study with instructions to report on them in time for a mid winter District Meeting. The following officers were elected for the 1953-54 season: Commodore J. L. White; Vice Commodore, L. A. Kenny; Treasurer, J. G. Carson; Secretary, D. C. Langworthy.

The next sailing event of District-wide interest was the Third Annual South Jersey Lightning Championship Regatta on August 8 and 9 sponsored by the Brigantine Yacht Club and Fleet 217. This annual event has been opened to all District fleets and will become more important each year. John Kenny of Cape

May was the 1953 winner with Bob Morris also of Cape May and Bob Adams of Metedeconk a very close second and third. The Brigantine Fleet Report covers this event fully.

District skippers also participated in events outside the immediate area. Teigland, Dore, the Kenny Brothers, John and Larry, Dutch and Harry Sindle, Orelup, Morris, Schanche, Kinney and Langworthy joined 57 other varieties of Lightning skippers in St. Pete in February. Sindle was doing great until the last race. But, in spite of this race, he got a fifth which was far better than any of the rest of us did. It's so pretty and so much fun in St. Pete that most of us were too relaxed to try very hard. Our congratulations to everyone connected with this wonderful event and especially to the Race Committee. Getting almost seventy Lightnings off is no job for the faint hearted.

Several of our skippers went to the Atlantic Coast Championship held at Red Bank on August 1 and 2. There was quite a lot of wind and water here, the story goes, Sindle proved himself equal to it and came through with a second in the series to Ed Water's first. Teigland garnered a fourth in spite of a broken rudder in one race which left him planning at Mach 1 with nothing but a paddle to guide "Seductress II". Sindle's second brings the Atlantic Coast Championship to Lavallette in 1954.

The increased membership in the Central Atlantic District in 1953 entitled us to send four entries to the Internationals in Buffalo in September. John Teigland, Charlie Dore, Miss Marjorie Adams and Harry Sindle were the qualified entrants. Dore was tied with Cawthra for first place at the end of the second race with Walet breathing down their necks. Friday morning brought bad luck for Charlie who got tanked with a 16th place. This ended any hope of our bringing the Internationals to Barnegat Bay for 1954. It was a great try. None the less Charlie and his beautiful boat "Shady Lady" finished fifth in the series which is an outstanding performance by anyone's standards.

No mid-winter meeting of the District was held in 1953 but one is definitely planned for 1954. Objectives to be discussed at this meeting will be designed to keep the cost of participation in Lightning race activities within reason and the emphasis on sailing skill rather than on the minutiae of boat specifications.

Our congratulations to Hank Cawthra our class Champion and to Gene Walet for his outstanding victory at Larchmont.

CENTRAL NEW YORK DISTRICT REPORT

District Commodore: Nelson F. Bruce.

District Secretary: Dr. Donald B. Sanford.

Fleets: Skaneateles County Club (1); Crescent Yacht Club (9); Onondaga Lake Fleet (10); Fair Haven Bay Fleet (15); Canandaigua Yacht Club (44); Newport Yacht Club (77); Lewis Point Fleet (93); Great Sodus Bay Fleet (108); Red Jacket Fleet (125); Conesus Fleet (140); Genesee Yacht Club (148); Owasco Yacht Club (149); Cazenovia Fleet (164); Henderson Harbor Fleet (225).

District Report: Central New York's 1953 Season got off to an enthusiastic start with the Annual Spring Meeting, held at the Hotel Gardenier, Newark, N. Y. on March 22, 1953. About 40 skippers and crew members representing 7 fleets were present. Commodore Jay Donovan called the meeting to order at 3:15 P.M.

Discussion on the question of the use of Fibre Glass and similar materials was renewed, and the District voted to approve its application to any boat having had at least one year of active use, but opposed its use in new boat construction. Various reports, including the treasurer's, of significant local but little general interest were read, approved and disposed of!

Art Reis of the Newport Fleet reported on progress of plans for the District Eliminations to be held on Irondequoit Bay, August 15 and 16, 1953, under the sponsorship of Fleet No. 77. Other Lightning Regattas were discussed and dates announced, these included Lake Shore Lightning Squadron, Newport Yacht Club on Irondequoit Bay, July 3, 4 and 5; Central New York Yacht Racing Association, Canandaigua Yacht Club on Canandaigua Lake, July 24, 25 nd 26; Lewis Point Invitational on Oneida Lake, August 23 and 24; Great Sodus Bay Invitational on Lake Ontario August 29 and 30; The Lightning Internationals at Buffalo Canoe Club on Lake Erie, September 10, 11 and 12; and the Onondaga Lake Invitational on Onondaga Lake on September 12 and 13. These announcements are becoming progressively more voluminous and intriguing each year and several interesting possibilities present themselves. One might postulate an eventual elimination of the necessity for a permanent mooring in lieu of an enlarged trailer parking area at the home club; individual fleet series of course would have to be confined to a few

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weekends of "tuning up" in the early spring, providing there is an early ice breakage. Arrangements could undoubtedly be made with some large Motel for Fleet meetings. Obviously innumerable ramifications relative to soakage, stress and strain on boats and pilots, riding lights, etc., must be considered. Actually a tremendous amount of work goes into the accomplishment of a successful regatta, before, during and after, and those responsible for the events listed above are certainly deserving of the utmost thanks and appreciation. No one who has attended one or more of the meetings can deny or begrudge the pleasure and satisfaction of the keen competition and good fellowship that always exists for Lightning sailors everywhere. However, as has been noted, the demands are becoming increasingly greater, and there seems no answer at present as to how to attend them all and still sail in the home fleet series!

The nominating committee presented the names of Nelson Bruce, Fleet #140, Conesus for Commodore, and Dr. Donald B. Sanford, Fleet #164, Cazenovia for Secretary-Treasurer, and both were unanimously elected. The meeting was adjourned following the appointment of Dr. Eugene Carpenter, Fleet #93, Jay Donovan, Fleet #77, Bill Place, Fleet #44 and Lawrence Morely, Fleet #108 as the Board of Governors.

The 1953 District Eliminations were held at the Newport Yacht Club, Irondequoit Bay on August 15 and 16. Twenty-six boats from seven fleets answered the starting gun. Three races were completed in weather that would have taxed the ingenuity and intuition of a weather beaten windjammer or an Indian Swami. On one of the starts, the wind actually changed from full on the wind to a close beat between the warning signal and the starting gun, to say nothing of what it did on each of the subsequent legs. Dr. Eugene Carpenter of Lewis Point finished 2nd to Dr. John McIntosh of Newport winner of last year's eliminations in the morning stanza. Ernie Hamilton, Newport, Bill Place, Canandaigua, Lawrence Morely and John Swartz of Sodus finished in this respective order. By the end of the afternoon race, wherein the wind blew in all directions, including up and down the mast, the standings had changed materially and the eventual end was in sight. Bill Place was now leading with a 4-1; John Swartz was second with a 6-2; Lawrence Morely was third with 5-3; Dr. Carpenter and Ernie Hamilton were tied for 4th place with 3-6 and Art Reis of Newport was 6th with a pair of 8s. The last race was sailed in more dependable wind despite the occurrence of 2 brief rainstorms. Bill Place established an early and sizeable lead and was never pressed, to win the regatta. Ernie Hamilton sailed into a well deserved second place both in this race and in the regatta, and was awarded the Bill Place Plaque for this accomplishment. Warren Duerr finished third for a 6th in the regatta, while Dr. McIntosh drew a fourth to make a final regatta 4th place. Halligan of Sodus Bay finished 5th but previous pointage kept him from more than a 12th position. John Swartz followed Ed Geier in for a 7th to clinch the third position in the regatta.

A district meeting was held on Saturday night following dinner at the club. Seven Fleets answered roll call. Cliff O'Kane and Ernie Hamilton were commended for their excellent work regarding establishment and maintenance of building weights. There was considerable discussion regarding fleets delinquent in both dues and activity and it was voted to present a suggestion that after 2 years of such delinquence, they be stricken from the district rolls. Meeting was adjourned and was followed by a thoroughly enjoyed dance at the Newport Club.

As has been previously noted, inter-club activity has again flourished. Twenty-four boats entered the Lake Shore Lightning Regatta sailed on Irondequoit Bay at Newport Yacht Club on July 3, 4 and 5. There was plenty of weather and sailing with one or two knock downs involving skippers well versed in the all too unpredictable Irondequoit zephyrs! Joe Carpenter of Fleet #93, Lewis Point, won the regatta with a 6-2-1. Dr. McIntosh and Art Reis of the home club finished second and third respectively while Bill Place of Canandaigua was a close 4th. Thirty-Four Lightnings competed at the Central New York Yacht Racing Regatta at Canandaigua on July 24, 25 and 26. The improvement in representation over the previous year is commendable. Lewis Point provided their usual gracious hospitality at Fleet #93's seventh Annual Invitational on August 22 and 23, however Lake Oneida failed to provide its almost unfailing struggle of boat and man against the elements. Dr. Eugene Carpenter, with the aid, no doubt of some Macelevian force, floated his craft to victory. It should be acknowledged, however that this fleet needs no weather at all to provide a wonderfully enjoyable meeting—and this was no exception. Sodus Bay held their Invitational a week later and some fifty boats appeared, weather was excellent—sailing—the best—and next year's entries are assured. The season approached its termination with the Internationals at Buffalo. The first three boats from the Eliminations—Bill

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Place, Erne Hamilton and John Swartz were entered and placed satisfactorily considering the weather encountered. The final event on the calendar was the Onondaga Lake Regatta scheduled for the end of State Fair Week—September 12 and 13 but postponed this year because of real inclement weather and eventually sailed in almost equal inclemency on a one day instead of two day stand.

Generally speaking this has been a busy and satisfying season for the district. Several fleets have added to their rosters and all have shown enthusiasm and cooperation in the various activities. We are now looking forward to another even more successful year and until then Fair winds and Good sailing.

Jockeying for Start-Central N. Y. District Eliminations.

CONNECTICUT DISTRICT REPORT

District Commodore: Harry C. Olsen, Jr.
District Vice Commodore: Alfred E. Kuehl, Jr.
District Secretary: Samuel D. Knox

Fleets: Housatonic (6); Black Rock (17); Columbia Lake (49); Branford (63); Candlewood Lake (82); Niantic Bay (85); Groton Long Point (105); Western Narragansett 119); Cedar Point (126); Madison Beach (129); Noroton (134); Thames River (139); Pequot (153); Wadawanuck (183); Watch Hill (195); Norwalk (230); Milford (238).

District Report: At the annual meeting of the Connecticut District the above officers were elected for 1953-1954 to carry on the business of the District. They will have a hard time filling the shoes of Paul Lena, Commodore, and Mort Shepard, Secretary, who did one of the outstanding jobs in the Association in bringing paid memberships from 88 boats in 1952 to 152 in 1953, an increase of 73% in one year. This feat enabled the District to send four boats to the Internationals at Buffalo, where Bob Crane of Noroton took a well-deserved 4th place. The other three skippers to make the trip were Healy of Niantic, Knox of Wadawanuck, and Crump of Noroton.

The District Championship was sailed in Niantic Bay. A record turnout of 34 boats representing 10 fleets had two days of perfect sailing. Bill Healy, sailing his "Bottoms Up", finished first in front of John Barton of Black Rock and Bob Crane in the first race. In the afternoon Bob Crane turned the tables in a ding-dong battle with Healy, as he brought his new "Jimlin" in first. Sam Knox in his "Hot Canary II" came in third. This left Healy one point ahead of Crane for the two races, as everyone relaxed for the annual meeting and a wonderful party put on by the Niantic Bay Yacht Club. In the final Sunday morning race, Healy and Crane were forgotten for the moment as Sam Knox and Al Kuehl of Branford put on a real thriller which Sam finally won after trailing for 5 laps when Al developed spinnaker trouble. However, Healy was right in there with a third place to take the championship when all the points were added up, followed by Knox, Crane, Kuehl, Sherman Chantland of Black Rock, and Crump. The entire district owes a vote of thanks to the Niantic Bay Yacht Club and its committees, headed up by Bud Dowd, for doing an outstanding job.

The following week-end the Noroton Yacht Club, home of Fleet 134, sponsored the first annual Long Island Sound Lightning Championship. This brought together for the first time the top skippers from sixteen fleets from the Connecticut District and from the Western Long Island Sound District. In light air Skip Raymond of Norwalk took the first race, followed by Bill Healy and Connie Neher of Indian Harbor. In the second race, with

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the wind by this time very light and fluky early in the race, Connie Neher showed her heels to the pack, with Wally Crump second and Howard Bradfute of Larchmont third. The final race, in lumpy seas with a little rain and lots of Northeaster, saw George Reichelm, 1951 National Junior Sailing Champion and representing his home club of Rocky Point, get the gun at the finish. He was followed over the line by Lincoln Eveleth of Pequot and Barbara Sheldon of Riverside. The final results showed Wally Crump with a 4th, 2nd, and a 5th the winner over Skip Raymond and Connie Neher in that order. And so, with the Connecticut District taking four out of the first five places from the Western Long Island Sound everyone went home with memories of a wonderful regatta.

On the same week-end Milford Yacht Club was host to the Eastern Connecticut Yacht Racing Association's annual regatta. Harry Olsen of Housatonic won handily in three races with Dick Lena of Niantic Bay second and Ed Wilcox of Madison Beach third.

Other events that jammed the calendar to overflowing were the Pequot, Black Rock, and Groton Long Point regattas and the Governor's Trophy at Niantic Bay. We are looking forward to 1954 with anticipation. The District Championship will be sailed in Fisher's Island Sound with Wadawanuck the host club, and a full and exciting season is in prospect for all Lightning sailors in the District.

Wally Crump, Long Island Sound Lightning Champion, tuning "Trim" off Noroton.

DIXIE DISTRICT REPORT

District Commodore: Milton J. Easter

District Secretary: William Payne

Fleets: Washington Fleet (50); Indian River Yacht Club Fleet (72); Sue Island Lightning Fleet (87); Potapskut Lightning Fleet (128); North East River Fleet (192); Service Fleet at U. S. Marine School, Quantico, Va.

District Report: The 1953 Lightning activity for most of the fleets was divided into three main phases. The spring series of race began on the fleet level in May. It soon became apparent that fellows like Shearer, Mead, Holladay, and Klarner were going to be tough to beat. By June 20th most skippers had their boats tuned for active competition in the Chesapeake Bay Regattas. These events center around the Baltimore area with major races being held as far north as the Middle River and as far south as the Potomac River. In general, the Bay Regattas had better than average weather with only one race cancellation because of too little wind and one because of too much.

A pre-season survey of anticipated regatta attendance helped skippers decide which regattas would offer the best competition and greatest interest. The results were most gratifying: More lightnings were on the move to regattas and the host clubs were pre-advised of the expected turn-out. With very few exceptions, the actual attendance coincided with that predicted by the survey. (Who said those lightning people aren't consistent?) The Board of Governors recommended that the survey be tried again in 1954 since it did so much to smooth out the summer racing schedule.

This year's Dixie District Championships were held on the beautiful Magothy River, about 10 miles north of the Annapolis Naval Academy. The Potapskut Sailing Association played host on this momentous occasion and fair balmy weather topped off what you may call a perfect week-end.

Winds ranged from a whispering 3 m.p.h. to a white capping 20 m.p.h. With each of the top four skippers getting one bad race, the competition for the coveted honor was close until the final gun. Dr. J. Gilbert took the honors for the toughest luck. He was blown down while passing to wind-ward of a stick bouy in the harbor. The bouy caught the backstay and C-R-U-N-C-H, no mast.

This year our District was entitled to send two entries to the Internationals for the first time. Although Bob Purnell of Fleet 72, our many time champion, again took the honors he was unable to attend. The fourth place skipper, Bill Klarner, filled in and helped second place Lou Holliday of Fleet 192 chase the hot shots around the triangle at Buffalo.

Phase three of a successful racing season concluded with some hot competition in each fleet's fall series. Although Herm Henschen, our vice-commodore, had won the 1953 Chesapeake Bay High Point Lightning Trophy, it was apparent that Barney Mead's Shenanigan was getting close on his heels with amazing consistency. In addition, everyone seemed a bit worried about Marshall Hornblower's constant shellacing of his fellow members of Fleet 50.

With pride, we may say that Lightnings were used on the Chesapeake Bay for the selection of both, the men's and women's regional champions. Truly, the Lightning seems to fit well on the Chesapeake with the only detriment to growth the price of new lightnings and/or the absence of good old timers.

GREATER LONG ISLAND DISTRICT REPORT

District Commodore: Arthur Nelson

District Vice Commodore: James Conner, Sr.

Fleets: Cederhurst Yacht Club (2); Sheepshead Bay (38); Hewlett Bay (58); Gardiners & Peconic Bays (116); Mattituck Yacht Club (141); Meriches Bay (142); Great South Bay (178); Keystone Yacht Club (208); Port Jefferson (214).

District Report: For the third straight year Bill Uhl sailing "Spark", 3524 won the Fifth annual Greater Long Island District regatta. The Chinese Yacht Club, Greenport, New York, acted as host on July 25th & 26th the eleven boats vying for top honors.

Second place award went to Bob Conner and third place was taken by Alan McKnight. The three top skippers are members of Fleet 141.

The First Race on Saturday morning was a three lap triangular course held in Pipes Cove. The Northeasterly breeze was light and variable. The fleet quickly separated and Koeppen, 3594 took an early lead and easily won the race. Conner, 4251 was second and Uhl, 3524 a very close third.

The afternoon race was a long one lap race past Greenport harbor to the entrance of Gardiners Bay and return. The race was a hotly contested one between Conner, Koeppen and Uhl. Koeppen finished first but was disqualified rounding a mark. Uhl then took First place honors with Second going to Conner and Third to McKnight.

The Sunday race was a windward Leeward between Pipes Cove and Dering Harbor. Three laps were scheduled but because the Northwesterly wind failed the race was halted after the end of the second lap. Uhl took First with McKnight just edging out Paul Suter in 5344.

The Annual Dinner was held on Saturday night at Mitchell's restaurant in Greenport. Dinner was followed by a short business meeting at which Art Nelson was elected the District Commodore and James Conner, Sr., District Vice-Commodore.

The District officers extended their thanks to the Chinese Yacht Club, its officers and members for being such excellent hosts. Particular thanks were extended to Bill Mills, Water Burden and the Reybine's.

Next year's regatta will be held at one of the clubs at the West end of the district.

Results:

Skipper	Boat No.	Points	Place
Koeppen	3594	23	8
Conner	4251	7	2
Uhl	3524	6	1
McKnight	4883	9	3
Schauf	4882	19	4
Nintzel	566	21	6
Wren	2971	23	8
Smith	5005	25	10
Lee	4767	21	6
Suter	5344	19	4
Gibson	2070	31	11

HAWAII DISTRICT REPORT

District Commodore: Cy Gillette

District Secretary: Jess E. Ryno

Fleets: Hawaii Lightning Fleet (143); Honolulu Lightning Fleet (170).

District Report: The past year's District activities were limited to two events, the District Eliminations for the Internationals and the annual Commodore Cy Gillette Challenge Trophy Series between Kaneohe Yacht Club and Waikiki Yacht Club.

The District Eliminations in Hawaii are sailed the last of May and in most other Districts this would be a tune up series for the season because of this early date. Hawaii, however, is blessed with year round sailing weather and the series has to be sailed this early to allow the winner ample time to plan such an undertaking as invasion of the states and in the Internationals. This year's series was won handily by Bill Hole in "Genie" with three straight firsts. Ably assisted by Herb Jordon and Howard deVis Norton, Hole was unbeatable in the fresh trade winds and the three of them put on a real show of co-ordination and team work.

In the Commodore Cy Gillette Challenge Trophy Series, the Kaneohe Yacht Club again came out on top of Waikiki Yacht Club after a hard fought series that was not decided until the last race. Under the deed of gift the series this coming year will be sailed in the Waikiki Yacht Club waters and many of the local skippers predict an end to Kaneohe Yacht Club's reign.

This year will see the second running of the Hawaiian Invitational Regatta. This Regatta is run on alternate years of Trans-Pacific Race and the first running two years ago saw the largest number of visitors in the Lightning Class. See the full page announcement elsewhere in this year book for details and let's have more Lightnings out here for this great sailing event this year.

ITALIAN DISTRICT REPORT

District Commodore: Enzo di Lorenzo

District Secretary: Mario Cavallo

Fleets: Naples (191); Sorrento (223); Marivela (235); Castellammare (237); Liguria (247); Garda Lake (249).

District Report: Lightning activities in the Italian District continued on the increase during 1953. At the beginning of the season the 1952 Christmas Cup was held for the first time in Naples and consisted of 3 races.

Several successful interfleet events continued the season:

May 1953: National Regattas in Naples
Cruise Regatta Santa Lucia, Nisida, Naples

June 1953: Y.C.C. Napoli Regatta, Naples
C.R.V. Italia Regatta, Naples

July, 1953: Y.C.C. Savoia Regatta, Naples
Italian District Championship, Naples

August, 1953: Club Nautico Regatta, Naples
Garda Fleet Championship, Torri del Benaco
Circolo Velico Stabia Regatta, Castellammare di Stabia
C.R.V. Italia Regatta, Sorrento
C.R.V. Italia Cruise Regatta from Naples to Sorrento
C.V.M. Gargnano, 100 miles Regatta, Gargnano sul Garda

September, 1953: Circolo Velico Mergellina Regatta, Naples

With the help of the Italian Sailing Union, USVI, the District Championship was held in Naples. Thirteen boats entered this regatta coming from Liguria, Garda Lake, Marivela, Naples, Sorrento and Castellammare fleets. Organized by the Sport Velico of the Italian Navy and the District, the Championship had the best of success. Good care of the organization was taken by the Race Committee Chairman, an old skipper, Riccardo De Sangro Fondi, who personally followed the organization in each particular

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and afforded the District Commodore, Enzo di Lorenzo, and the contestants every facility for a successful regatta.

Before the race, Sport Velico Marina Militare, winner of the last Championships in 1950, 1951 and 1952, asked to have their own boat "Turbine" remeasured. New Measurements were taken and sent to America to the Chief Measurer, C. B. Crittenden, who found them within the tolerances of the LCA. Mr. Crittenden congratulated Sport Velico M.M. for the good sport gesture.

The 13 entries finished in the following order:
4118—Estasi—M. Della Casa, Rita Scognamiglio, G. Tortello
4966—Fandango—F. Cavallo, M. Piscicelli, M. Cavallo
3590—Turbine—M. Merola, M. Lo Sardo, Romanello
4965—Saraco—C. Ratti, B. Tafuri, Capolino
5435—Alcione—A. Cosentino, G. Caroselli, G. Lettieri
3593—Posillipo—A. Masciocchi, Masciocchi, Civita
4122—Temporale—N. Castellino, A. Valanzuila, R. Camardella
4621—Baleno—C. Corsi, I. LaGalante, E. Galassetti
5184—Lampo—U. di Marzo, P. Bracci, P. Mosca
5419—Elena—V. Boccia, F. Svelto, V. Esposito
5420—Vincenzina—C Russo, A. Montuori, G. Esposito
5418—Ti Ao—G. Garioni, A. Garioni, A. Zerneri
4654—Adriana—F. Boccia, F. Boccia, L. Polito

The regatta was preceded by the Annual Meeting, which was held in one of the Yacht Club Canottieri Savoia's saloons, kindly offered by the Governing Board of the ancient Black & White Club. During the meeting, the order of business was discussed and Enzo di Lorenzo was elected District Commodore and Mario Cavallo, District Secretary.

A party was held after the regatta on the suggestive terrace of C.R.V. Italia Club, which proved to be very gracious hosts in the traditions of the old Red and Blue Club.

Thus, the first year's activity of the Italian District came to a close. The initiation of an European Regatta is the big project for the 1954 season.

Italian Championship in Naples. Lightnings sailing towards the starting point.

LAKE ERIE DISTRICT REPORT

District Commodore: Stuart Anderson

District Secretary: Elvira Gorman

Fleets: Buffalo Canoe Club (12); Chautauqua Yacht Club (19); Erie Yacht Club (24); Novice Yacht Club Fleet, inactive (28); Silver Lake Yacht Club (47); Niagara Sailing Club (81); Cuba Lake Fleet (115); Royal Hamilton Yacht Club (118); Toronto Bay Lightning Fleet (146); Conneaut Lake Lightning Fleet (180); Tower Yacht Club Lightning Fleet (198); LaSalle Yacht Club (221).

District Report: The right to represent the district at the Internationals was raced for in the Niagara River for the first time in the history of the Lake Erie District, and the river sailors' contention that the top skippers will still come out on top no matter where they race, was proven true.

By the time the regatta started on Friday, August 7th, at the Sandy Beach Yacht Club, (which club with the co-operation of the Niagara Sailing Club put on a fine show)—the district sailors had already raced against one another in open competition at least twice and the favourites to win honours because of their performance in the summer's regattas were more or less established in everyone's mind.

Karl Smither of Fleet 12 had won the Skaneateles Trophy at the Lake Yacht Association regatta at Rochester, N. Y., July 29th-31st, and had gone on to win the Niagara River Championship regatta held by the Niagara Sailing Club on August 1st and 2nd.

Tom Allen, also of Buffalo Canoe Club, was second at the L.Y.R.A. regatta, and finished third in the Niagara River series.

John Robertson, Royal Hamilton Yacht Club, Fleet 118, finished third at Rochester; had a first and a second at the Niagara River tussle but a disqualified in the second race put him out of the running. Previous to these events, he had won the Lightning championship of the Lake Sailing Skiff Association regatta, and also won the Canadian Royals regatta, in which teams from all Canadian royal-chartered yacht clubs participated.

Joe Holler of the Niagara Sailing Club, Fleet 59, who had finished second in the Niagara River regatta, was not to be overlooked, nor were Tom Fallon and Bill McGennis of Buffalo Canoe Club who had previously made the grade in District competition.

Nor was Bob Graf, International Champion, and perennian district champ, to be counted out as a threat to those who would wear the District championship crown.

In the middle of the first race, preconceived ideas of the outcome were being revised, when John Robertson in "Rhoda" leading the pack, dropped out with a broken upper stay. A quick wire splicing job by a former district commodore enabled Robertson to carry on in the next four races—and carry on "Rhoda" did magnificently—winning all four of them!

The final outcome was: District Champion, Tom Allen, Fleet 12; Runner-Up, Karl Smither. In third place was Bob Graf, with Joe Holler of Fleet 39 in fourth place. John Robertson was in fifth

Start of 5th Race—Lake Erie District Championship Regatta 1953—Niagara River.

place, and his club-mate, Tim Nelson in 6th. Other place flag winners were Dick Bowen, of Fleet 59, who won the first race; Tom Fallon Fleet 12, 2nd in the first race, and Bill McGennis, Fleet 12, 2nd in the third race.

As Bob Graf did not have to qualify in the District Regatta, to sail in the Internationals, the district's representatives to the regatta of the year were therefore Tom Allen, Karl Smither, Joe Holler and John Robertson. How they fared is told elsewhere in the year book, but sufficient to say that Lake Erie district sailors can continue to bask in the reflected glory of nearly always having an International champion or runner-up in their district.

Many of the District sailors participated in the second annual Canadian regatta at Toronto September 4th and 5th, with Tom Allen defending successfully his Canadian championship. Tom Fallon and John Robertson took home the 3rd and 4th place prizes, while in the Canadian section, Tim Nelson was second.

Another first that was captured by a Lake Erie District sailor was the Lightning Championship of the Central New York Yacht Racing Association. Our District Commodore Stuart Anderson and Fred Steiner of the Niagara Sailing Club trailed their boats down to the C.N.Y.Y.R.A. regatta, Stu returning home with the trophy and Fred with fifth honours.

The coming season promises to be another busy one. The annual winter meeting of the District will be held in Buffalo on March 6th, and at this meeting the date will be set for the 1954 district regatta. To the Toronto Bay Lightning Fleet has fallen the honour of holding this meet, and since the L.Y.R.A. regatta will also be held in Toronto this year, there is a possibility that the date of the district series will be set so that the district sailors who want to sail in both events can do so without trailing their boats home between regattas.

METROPOLITAN DISTRICT REPORT

District Commodore: Philip W. Schumacher

District Secretary: Barbara E. Schumacher

Fleets: Paupack Sailing Fleet (16); Lake Mohawk Yacht Club (25); Lake Hapatcong Fleet (29); Chelsea Yacht Club (39); High Tor Fleet (41); Red Bank on the Shrewsbury Fleet (70); Nyack Fleet (75); South Shrewsbury River Fleet (80); Awosting Yacht Squadron Fleet (95); Black Hawk Lightning Fleet (172); Raritan Bay Lightning Fleet (185); Shattemuc Yacht Club Lightning Fleet (224).

District Report: The District Championships were held at Lake Wallenpaupack, Pa. which is the home waters of Paupack Fleet 16. Seventeen top Lightnings competed on July 18-19 for the Commodore Herbert Cox Memorial Trophy in the fifth annual Metropolitan Districts.

June Methot of Red Bank Lightning Fleet 70 walked away with the honors holding a total of 47 points with two firsts and a third. Nyack Lightning Fleet 75 took second place with Joe Hoffee sailing "Ro-Jo". He had two seconds and a third with total points of 45. Third place went to Ed Waters sailing "Revenger" placing third, fourth and second with 43 total points. Defending champion, Charlie Allaire of Red Bank was a close fourth with 42 points.

The first race, which was sailed in very light airs found June Methot changing her sails prior to the first mark to a lighter suit. At this point she was in 14th place. Staying lee of the entire fleet, June rounded the second mark in first place and held on to it until she crossed the finish line. Because of light airs the course had been shortened to one lap. Joe Hoffee was in second and Ed Waters, coming from behind, took third place.

Sunday morning was promising with some air stirring on the starting line but before the first mark was reached a deadly calm set in. A drifter that surpassed all drifters ensued and again the course was shortened. Defending champion, Charlie Allaire sailed superbly and drifted across the line first with "Ro-Jo" Joe Hoffee second and June Methot placing third.

At this point everyone was down on inland lake sailing because of the lack of a good hefty breeze. Then some ominous thunderheads slid over the horizon and things began to happen. The third race got underway in medium airs which became stronger as the storm approached. At the end of the first lap Joe Hoffee led, June Methot second and Charlie Allaire third. These three were tops in points up to that point which meant a 'down to the wire' finish. Then it happened, thunder, lightning, hail, rain, gale winds descended on the fleet. During the course of this storm four boats reporting feeling the effects of lightning and Hub Axford of Fleet 16 sustained physical damage to the transom as a result of lightning. When there again was visibility, June Methot crossed the finish line first, Joe Hoffee, second and Ed Waters, third. And that was the final point standing of the Fifth Annual Metropolitan District Championships.

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The 1954 Districts will be held at Lake Mohawk, N. J. as the Metropolitan District continues its policy of rotating the site of the districts among its various Fleets. This policy is designed to promote interest among less active Fleets. The Lake Wallenpaupack experiment resulted in increased activity on the part of the host Fleet, Fleet 16.

The District winners went to Buffalo in September to compete in the Internationals. Ed Waters placed highest in the Metropolitan District entries with a 13th, June Methot was 15th and Joe Hoffee was 17th. They sort of like to stick together. This order of finish for the Metropolitan entries placed them all in the upper two-fifths of all finishers. Roy Knapp from Raritan Bay did a fine job in the President's Regatta by placing 8th in the final standings.

Many fine regattas were held in the Metropolitan District during the past season. The "Red Grant" Regatta was held at Raritan Bay Yacht Club. The regatta was characterized by good air, good competition and fine committee work by the Raritan Yacht Club Race Committee. June Methot was winner of this one, Charlie Allaire runner-up, with Ed Waters in No. 3 spot. The third race of this regatta was an interesting windward-leeward affair. Roy Knapp of Raritan led early in the first leg by playing the tide, but "Old Maestro" Allaire took the long way around on both spinnaker runs and made it pay off which shaded out Roy Knapp and Joe Neiner from placing.

The Metropolitan District had the honor of hosting the Atlantic Coast Championships this year by virtue of Charlie Allaire's victory the previous year. Monmouth Boat Club (Lightning Fleet 70) sponsored this event and what a wonderful job they did. The scene was Atlantic Highlands Yacht Club on Sandy Hook Bay, August 1 and 2. Saturday afternoon in moderate air produced a familiar winner—yep, Charlie Allaire. Sunday produced a noreaster-gale like wind, rain squalls, and plenty of excitement. That old 'heavy air sailor' Harry Sindle from Lavallette Fleet 104 ploughed through the heavy seas to score a double victory by winning both races. But when the totals were in; consistent Ed Waters of Red Bank with a 2-3-2 record was the winner. This meant that Fleet 70 and the Metropolitan District had the Atlantic Coast Champion for two consecutive years, Ed Waters had again turned in one of his many excellent performances.

The Mid-Hudson Regatta was hosted this year by Shattamuc Yacht Club Fleet 224. July 25th and 26th provided fine, fresh, westerly winds for the three race series. Twenty-one boats were on the starting line, all of whom were finally convinced that Joe Hoffee of Nyack with 61 points was the Champ. Although Dick Murphy of Nyack and Walt Wimazel of Black Hawk tied for second in points, Murphy took it on place which gave Wimazel a consoling third.

The National Sweepstakes Sailing Regatta was sailed at Red Bank on August 15 and 16. The winner was Ed Waters, sailing Revenger; second was Charlie Allaire in Magic; and third was Reid Dickerson in Valhalla. Waters won the first two races and took third place in the final race to beat Allaire out by one point. Twenty-four Lightnings competed, including John Tiegland from Spray Beach and Bob Adams from Metedeconk. An unusual occurrence took place when June Methot and Adams locked masts as each one was going in the opposite direction. They were both dismasted on the spot and forced out of further competition.

Part of fleet of 28 entries shortly after start of 1st race—1953 Atlantic Coast Championship Regatta—Sandy Hook Bay.

MICHIGAN DISTRICT REPORT

District Commodore: Burrows Morley

District Secretary: Joseph Stueland

Fleets: South Haven Yacht Club (30); Devil's Lake Yacht Club (31); Crescent Sail Yacht Club (51); Lake Fenton Yacht Club (53); Pontiac Yacht Club (54); Grosse Ile Yacht Club (68); Bayview Yacht Club (83); Higgins Lake (110); St. Joseph Harbor (113); (Fleets 123, 124, and 131 inactive); Gull Lake (137); Tawas Bay Yacht Club (152); Watkins Lake Yacht Club (155); Omena-Traverse Yacht Club (174); Leland Yacht Club (184); Northport Point (202); Macatawa Bay Yacht Club (204); Saginaw Bay (216); Ford Yacht Club (233).

District Report: The record for 1953 of the Michigan District is something to behold. Hank Cawthra of Detroit is our International Champion, Warren Jones of Detroit is the President's Cup winner, and Doc Murphy of Lake Fenton, Michigan, the St. Pete Mid-Winter Champ. The Lightning sailors of Michigan took home a lot of the nation's important hardware. For top-flight competition, come to one of Michigan's many Regattas.

The Michigan District is blessed with a number of annual Regattas which are all well attended by Michigan Lightnings as well as out of state Lightnings. In June is the Annual Shakedown Regatta at St. Joseph. At Tawas is the Annual Tawas 4th of July Regatta. Mid-season, Detroit has the annual Kendell Series. Comes August and Higgins Lake let's go with their annual Higgins Lake Regatta in the North Woods. A week after the Internationals Devil's Lake has their now famous annual regatta labeled, "This one is for fun". Last but by no means least is the Annual White Cap Regatta at Lake Fenton. This coming season for fun and good competition, you neighboring state sailors are certainly invited to attend any or all of these fine regattas.

Of course the high spot of our season is the sailing of the District Championship. Thirty-eight Lightnings sailed in the Michigan District Championship at Saginaw Bay Yacht Club on Saginaw Bay, July 25th and 26th. Five races were sailed; however, the third race was thrown out because there was not sufficient warning of the start. The course was clear, the water deep, and the wind plentiful. All of the races were sailed in 10 to 20 mile per hour winds.

In the first race, Hank Cawthra in his usual style got off to a good start and took an early lead closely followed by Clarence Holman and Herm Nickels. At the first weather mark it was Cawthra, Holman and Nickels. On the reach and run the positions held. On the second windward leg, Joe Stueland took the lead coming up from 4th spot. At the second weather mark Stueland had a comfortable lead followed by Cawthra, Holman and

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Nickels. On the spinnaker leg to the finish Cawthra over-took Stueland while the latter was having spinnaker trouble. Cawthra went on to win the first race followed by Stueland, Holman and Nickels and Schudel. Wes Wiedrick tried to sail through the committee boat in this race thereby wrecking his final standing.

The second race got off to a splendid start with Wiedrick leading the fleet and Cawthra and Murphy pushing. At the first weather mark Wiedrick held his lead followed by Cawthra, Murphy, and Patterson. These positions held for the next two legs. Half way through the second weather leg positions changed finding Cawthra first at the weather mark followed by Patterson, Murphy, Wiedrick and Alex Carlin. These positions remained the same at the finish. This second race cost Jim Schudel the regatta. There was some question of just where the finish line was and Schudel along with Herm Nickels guessed wrong when they crossed between two flags instead of between the regular mark and the committee boat. This was unfortunate as both Nickels and Schudel sailed fine races.

The third race did not count as there was only one warning gun. Wiedrick was fit to be tied; he won this one.

The fourth race started with Murphy and Wiedrick in too much of a hurry. They had to restart. Doc Arnold tangled with the mark and came out second best. The more stable part of the fleet took off with Al Gray taking an early lead which he never relinquished. At the first weather mark it was Gray, Patterson, Schudel, and Roney. The reach and run remained about the same. The second weather leg also showed little change. The second weather mark found Al Gray still on top with Patterson, Schudel, Murphy and Roney following in that order. At the finish these positions held.

The fifth and final race found Roney in the lead shortly after the start. The usual bunch of characters were giving the leader a hard time of it. At the first weather mark it was Roney, Schudel, Murphy, Nickels and Cawthra. By the time the second weather leg got started, Roney lost his lead and dropped to 3rd spot. Schudel took over the number one position. The leaders were bunched at the weather mark with Schudel still in the lead. Doc Murphy rounded second followed by Roney, Nickels and Stueland. Cawthra dropped down to 10th at this mark. At the finish it was still Schudel, Murphy, Roney, Nickels, and Stueland. Cawthra won the Championship with two first places, a sixth and a ninth.

The first ten boats in the final standings were Cawthra 139; Murphy 137; Patterson 135; Gray 133; Holman 130; Stueland 127; Roney 126; Carlin 124; Oberson 113; and O'Dell 112.

Spinniker Run—2nd Race—Michigan District Regatta at Saginaw Bay.

MIDWEST DISTRICT REPORT

District Commodore: Walter W. Roller
District Secretary: Dr. H. C. Schultz

Fleets: Chicago Corinthian Yacht Club (5); Burnham Park Yacht Club (56); Neenah-Nodaway Lightning Fleet (67); Milwaukee Yacht Club (69); Decatur Lightning Fleet (74); South Shore Yacht Club (79); Columbia Yacht Club (97); Green Bay Lightning Fleet (112); Island Bay Lightning Fleet (117); Ivy Lightning Fleet (160); Lake Davenport Lightning Fleet (167); Mendota Lightning Fleet (177); North Shore Lightning Fleet (186); Sheboygan Lightning Fleet (187); Jackson Park Lightning Fleet (199); Gary Boat Club Lightning Fleet (222); Harbor Point Lightning Fleet (231).

District Report: The Midwest District, actually began its 1953 season while under the Commodoreship of Ted Haller, when they were host to the L.C.A. Winter Meeting at the Congress Hotel in Chicago.

Preceding the Association meeting they held their own winter meeting and selected the time and place for the District Elimination Regatta, and also changed their District boundaries to include the St. Louis area of fleet 231. Actually the District has on its mailing list quite a large group of Lightnings in and near Kansas City, which however, are not organized into a fleet. Other areas in the District have large groups of Lightnings, the most active of which is at Sturgeon Bay, Wisconsin. It is hoped that these will apply for charters in 1954 and that the two or three inactive fleets will take new life and join the fun. There is much lively activity in most of the fleets, and while the District is too large to function as a unit for all interfleet activities there is much activity between fleets sectionally, a few of which are the following: Milwaukee Journal Regatta is open to all, Chicago Daily New Regatta, Middle States Championship Regatta, Springfield, Ill., Red Flannel Regatta by the Chicago Lightning Squadron.

One might expect from the vast number of inland lakes in Wisconsin and Minnesota, that Lightning fleets would be as thick as fleas on a homeless pup in these areas. They are gaining ground, but with a struggle, as these waters have been the home of the skimming dish (skow) type racing machines for over fifty years with well knit racing associations, and although too athletic for the older generation as a whole, still offers much attraction and sentiment to the older die hards. The few Lightnings in these waters are owned mostly by day sailors, the Neenah and Mendota fleets being the exceptions. However, other fleets may be expected in time.

Commodore Roller presenting Bill Wingard with the perpetual Championship trophy, while Julia Wingard, Jim Gagman, Earl Ross and Doc Schultz each hold their first, second, third and fourth place trophies.

Neenah was the host for the District Regatta, with 29 entries representing 8 fleets participating in a 3-race series the weekend of August 8 and 9th. At the annual meeting on Friday night Walter Roller was elected Commodore and "Doc" H. C. Schultz secretary. Bill Wingard with his wife Julie, and Robt. Roemer, crewing, sailed his Jubilee most masterfully to win all the races and remain undisputed District Champion. Jim Gagnon of Green Bay did a splendid job and won second place. Earl Ross of Chicago Corinthian won third, and Doc Schultz of the host fleet, fourth. A complete report of the regatta appeared in the Dec. issue of Lightning Flashes, but the pictures should be renumbered from top to bottom 4, 1, 2, 3.

Three Midwest boats entered the Internationals, and Bill finished 12th, with a 6th and 7th in the second and third races. Chuck Berc and Alton Berg were the other two entries, but none of them sailed with their regular crews which is a mistake and Bill flew in Wed. night and entered the first race cold. However, it was good fun and experience and we hope that this district will again be well represented in 1954.

Arrangements for the 1954 winter meeting on February 13th were again made by Abe Jacobs and Bill Wingard at the Congress Hotel in Chicago. Thirty-eight persons representing nine fleets attended. The invitation of fleet #5 by Champion Bill Wingard was unanimously accepted, so the District Regatta will be sailed at the Chicago Corinthian Yacht Club at Montrose Harbor Chicago, the weekend of July 24 and 25th. The meeting concluded with talks on sail cloth and movies of the 1953 District and International Regattas, and was a good start for the 1954 season.

NEW ENGLAND DISTRICT REPORT

District Commodore: Samuel Stowell

District Secretary: Evelyn Stagg

Fleets: Centerboard Yacht Club (14); Pistagua River (22); Prouts' Neck (94); Boston Harbor (100); Taylor Pond (101); Merimack River (121); Spofford Lake (145); Annisquam Lightning Fleet (151); Wollaston Bay (165); Wequaket Lake (181); Marblehead Harbor (189); Portland Yacht Club (190); Bomoseen Yacht Club (227); Lake Dunmore (243); Harraseeket Lightning Fleet (244); Winnepesaukee (246); Sandy Bay (248).

District Report: Sailing for the District as a whole began with the annual New England Lightning Regatta held on 25th - 26th of July at Rutland, Vermont, with Lake Bomoseen Fleet #227 as hosts. Since this was the first sailing regatta ever held in this area, there was an unusual amount of interest and excitement as the boats pulled in, mostly Friday afternoon. A skipper's meeting was held early Saturday morning, and late-arrival sails measured. One boat, 1577, Price from Marblehead, #189, nearly missed the first race because his trailer broke down a few miles from the lake. Fortunately, he obtained parts from here and there, and with much assistance was launched in time for the starting gun. A very light southwest wind started the first race, and a shift to the southeast a couple of minutes after the start, quickly changed the positions of the boats. The wind was very light and spotty, or wasn't, for the first race, but despite this Bud Holt of Lake Spofford (145) obtained a comfortable lead which he held, followed in by Jane Stowell of Bomoseen (227), Dr. Bellerose (227), and Dan Stagg (227). The afternoon race found freshened winds, fairly steady, which was a relief from the anxiety of little wind in the morning, but not strong enough to tire the crews! Holt also led the fleet this race, with Fred Harris of the same Fleet (145) in second position. Dan Stagg was third and Stowell fourth. Sunday morning brought heavy winds, much more favorable to many of the sailors who are not accustomed to the light variable winds of small lakes. Disaster followed the "Celeste", owned by Richard Price, from his trailor trouble and a dunking on a spinnaker run, but they were quickly rescued and proved to be good sports over their difficulties. Fred Harris of Spofford (145) proved himself to be a good heavy wind sailor as well as light when he came in first place in the last race. Bud Holt was not far behind in second, Henry Ashley of Marblehead (189) was third, Dan Stagg fourth, and Gardner Brown of Taylor Pond (101) fifth. The series winners and recipients of silver bowls were Grant Holt 1st, Fred Harris 2nd, Dan Stagg 3rd. Trophies were also given for the first three places in each race. These were presented at a buffet luncheon on Sunday.

Seven fleets were represented at the Regatta, and it is hoped that next year, with the regatta held on Salt water, there will be even more participating.

The annual meeting was held on Saturday evening after the first two races. A cocktail party was given by the Bomoseen Yacht Club before a roast beef dinner, and many enjoyed square dancing afterwards. Commodore Charles Foss of Marblehead presided at the business meeting, the conclusion of which was taken over by the new Commodore, Samuel Stowell, Betsy II, #5335, (227). Evelyn Stagg, crew of "Old Stagg", #4874, was elected Secretary.

Larsen LIGHTNING Sails Are Winners

June 9, 1951

. . . and now good news for you—the first LIGHTNING Championship has been won by Hugo Danella with "Cato" and a set of sails made by you.

M. L. Biasotti
Buenos Aires, Argentina

November 21, 1951

I sent to you by Railway Express, Lightning sails #3998 to be checked and stored. They have won some 19 races in two years, including Florida, Georgia and South Carolina.

John H. Baker
313 Whitaker St.
Savannah, Ga.

November 20, 1951

I will send in my order within the next 2 weeks. I wouldn't buy any other sail than Larsens.

L. A. Snyder
Canton, Ohio

"Larsen Sails used on runner up in 1952 Conn. District Lightning Class eliminations at Noroton Yacht Club, Noroton, Conn. on Sue Widman's "Spitfire".

LOUIS J. LARSEN

Yacht Sailmakers

50 Warren Street **New York 7, N. Y.**

Final results of the regatta follow:

Fleet	Boat		Skipper	Points	Place
145	5363		Grant B. Holt	59	1
145	1312	Evelyn	Fred Harris	55	2
227	4874	Old Stag	David T. Stagg	52	3
227	5335	Betsy II	Samual Stowell	49	4
189	5025	Six Bits	Henry Ashley	42	5
227	506	Flirt	Dr. Alberic Bellerose	41	6
14	974	Buccaneer	Robert Scull	36	7
101	3306	Egabeva	Gardner L. Brown	36	7
151	2106	Zephyr	Janet Stevens	35	9
227	5354	Glory B	Arlington Pond	33	10
145	3454	Edith	F. W. Dean	30	11
189	4801	White Cap	Charles Foss	29	12
189	3989	Jacilo	Forrest Standley	29	12
227	3426	Passe	Christopher Webber	27	14
227	4211		Robinson Keyes	17	15
227	5107	Swabac	Joseph L'Hereux	15	16
189	401	Fouette	Edward Gleason	11	17
189	1577	Celeste	Richard Price	11	17
243	2820		G. Dutton	8	19
243	3405		Dr. Seeley Estabrook	4	20

Marblehead Race Week was well attended with 28 boats participating. Eight Fleets were represented. Because of a real blow, part of the regatta had to be cancelled. Final results and standings follow:

Skipper	Boat	Points
R. Carlton	Donelen	146½
J. Stevens	Zephyr	145½
J. Coffey	Demon	142¼
H. Ashley	Six Bits	129
Standley	Jacilo	120¼

Centerboard Yacht Club was host once again for the 1953 State of Maine Lightning Regatta held at South Portland, Maine. The regatta was held under ideal conditions with over twenty boats from the folowing fleets participating:

Fleet 14—Centerboard Y. C.—South Portland, Maine
Fleet 94—Prout's Neck Y. C.—Prout's Neck, Maine
Fleet 101—Taylor Pond Y. C.—Auburn, Maine
Fleet 145—Spofford Lake Y. C.—Spofford Lake, N. H.
Fleet 165—Wollaston Bay Y. C.—Quincy, Massachusetts
Fleet 190—Portland Y. C.—Falmouth, Maine

The results of the two days of racing found Capt. Faulkingham in front with 66 points. A most unusual situation found a 3-way tie for second place, namely:

Kurtz Bros. in "Running Wild"—60 points
John Rattinger in "Madjac"—60 points
Peter Willauer in "Hekate"—60 points

Portland Yacht Club's Capt. Randall was in third place with 57 points.

The hopes of increasing in the National as well as the District Association, letters have been sent out to all boats in the New England District. The letter includes a report of the winter meeting held January 2nd in Cambridge, Mass. where it was decided to hold next year's regatta at Marblehead. It also contains a postal card inquiring as to the present owner, sailing affilation, etc. There are over 250 boats registered in the District and it would certainly be wonderful if we could interest many more in becoming active Lightning sailors and members. Let's all work at it for the coming year!

OHIO-INDIANA DISTRICT REPORT

District Commodore: Robert McClaran

District Secretary: Cal Yaudas

Fleets: Maple City Fleet (21); Indian Lake Fleet (23); Leather Lips Fleet (27); Turkey Foot Fleet (33); Pymatuning Fleet (36); Mentor Harbor Fleet (37); Toledo Fleet (42); Buckeye Lake Fleet (43); Edgewater Fleet (45); Cincinnati Fleet (57); Rocky River Fleet (71); Commodore Perry Fleet (103); Port Clinton Fleet (136); Mohican Fleet (150); Lake Wawasee Fleet (154); Northeast Fleet (207); Atwood Lake Fleet (212); Kiser Lake Fleet (241).

District Report: The members of the Ohio-Indiana District enjoyed one of the most active seasons in the District's history. Starting with the annual winter meeting which was held at the Athletic Club in Columbus with Commodore George Fisher presiding, it seemed as though there was activity every week end until the season closed with a bang with the Harvest Moon regatta at Atwood Lake.

A couple weeks after the winter meeting, several members trailed their boats to New Orleans where they took part in the Mardi Gras regatta. Back on the trailers they went and off to St. Pete for the Mid-Winter Championship regatta, the following week end. Egads, what a party that gang in St. Pete puts on. It is certainly worth the time to be able to attend one of their extravaganza's.

As usual, Toledo opened the regular summer regatta season with their annual Great Lakes regatta. Perhaps this was the forerunner of things to come. Hank Cawthra copped this popular event and by now, every one knows who took the big casino at Buffalo. If this should continue to be the rule, Toledo can look forward to a very large entry list every year.

The next important regatta was the annual July 4th regatta at Pymatuning Reservoir. This fine regatta is growing more popular every year as proved by the increasing attendance.

Then came our District regatta which was held in Toledo. Five races in two days made for a busy week end but a good time was had by all. At the end of the regatta it was once again that perennial champion Walt Swindeman who topped the scoring for the fifth straight year. He was followed by Dick Krauss, Jerry Garinger, Dr. W. D. Barnes and Bob McClaran. The first four represented the District at Buffalo with Swindeman finishing 7th in a series cut to four races due to high winds. McClaran tied for 4th in the President's Trophy Race.

The next stop was the annual I.L.Y.A. regatta held at Put-In-Bay. This is one of the largest regattas in the country with over two hundred boats participating. Once again the Lightning class predominated the entry list with over thirty boats. Swindeman won this blue ribbon event with Cal Yaudas third.

At the annual meeting, which was held at Toledo Yacht Club prior to the District regatta, the following officers were elected for the following year. Commodore Bob McClaran of Fleet 36 Pymatuning Lake and Secretary Cal Yaudas of Fleet 42 Toledo. Commodore and Mrs. George Fisher were hosts to a cocktail party, which needless to say was a dilly.

Port Clinton again were hosts to their famous annual Snow Flurries regatta. The Snow Ball regatta at Buckeye Lake and the Harvest Moon regatta at Atwood Lake brought the season to a close. Believe me boys and girls, these last three regattas should be a must on every Lightning owner's calender. You will experience everything from a drifter to a knock-em down spanking breeze. But most of all you will enjoy a week end of the finest fellowship you will ever find anywhere.

This year we are looking forward to the first annual Hoosier regatta sponsored by Fleet 154 on Lake Wawasee. This event will take place June 26th & 27th.

The writer with his wife "Pneumonia," had the pleasure of making a flying trip to St. Pete for this year's regatta. We had the pleasure of watching the new Fleet Captain of Fleet 42, Dr. Don Booth sail his boat into fourth place in a fleet of 57 boats.

PACIFIC NORTHWEST DISTRICT REPORT

District Commodore: Hunter Vogel

District Secretary: Patricia Sutherland

Fleets: Maple Bay (64); Royal Victoria Yacht Club (66); Lake Washington (132); Bellingham Yacht Club (158); Chinook (229); Kitsilano Yacht Club (90).

District Report: The racing season for the District as a whole got under way during the first week in July when we participated in the Pacific International Yachting Association Regatta at Vancouver, B. C. Only eight Lightnings were able to attend this year's races as many of the skippers had to choose between PIYA and our District Championships. Our veteran crews had some new blood to beat this year in the person of Dr. John Tysell and family from the Chinook Fleet down in Oregon. We are looking forward to next year when John brings a few more of the Chinook Fleet up with him.

Honors went once more to a great skipper and crew, Jack Abel and Des Sessinghaus in the "Holgazan." It became a battle for second place with Spencer Davies of Victoria coming out on top. From all reports the Royal Vancouver Yacht Club should be commended for a terrific regatta.

The last week-end in July Bellingham Yacht Club played hosts to what turned out to be a howling success—the Pacific Northwest District Championship Regatta. Bellingham Bay, true to form, gave us fresh winds every day which delighted all the visiting firemen. A series of three races were run off with the number one berth going to Jack Abel and Des Sessinghaus sailing the "Holgazan"; second to Eric Dowell in the "Ariel"; and third to Hunter Vogel on the "Pastime." The parties, the Canadian boys' singing, the inactive Protest Committee (cleanest series ever run—no protests!)—well, it was a wonderful regatta which only

people in the sailing world seem to be able to put on, and now we are looking forward eagerly to next year when Victoria will be hosts with Bellingham.

There was one more event for the District—last but not least. The Cowichan Bay Regatta which was held on Labor Day is known for its hard course—six miles twice around, fluky winds and bad tides. This year was no exception. After constantly changing positions, Eric Dowell of Victoria in his "Ariel" came across the finish line first.

We look forward to an extremely busy season for 1954, and extend cordial invitations to any Lightnings to come and visit us.

SOUTHERN DISTRICT REPORT

District Commodore: Charles L. Gambel

District Secretary: Ethan Allen

Fleet: Lake Pontchartrain (62); Mobile Bay Fleet (135); Shreveport Fleet (175); Pass Christian Fleet (179); New Orleans Fleet (209); Bay Waveland Fleet (211); Gulfport Fleet (236); Biloxi Fleet (239).

District Report: Sailing activity in the Southern District began with the Sugar Bowl Regatta, sponsored by the New Orleans mid-winter Sports Association and the Southern Yacht Club. This Regatta, like most of those to follow, was won by Eugene Walet III, sailing his Spirit II. Ed Overton was second in Mauvillian, and W. C. Keenan, Jr. was third with Mystery. There were 16 entries.

The New Orleans Yacht Club mid-winter Invitational was sailed next day, and again Gene Walet won, with W. L. Somner in Smokey, second and Charles Gambel third, in Chance.

The First Annual Mardi Gras Regatta sponsored by Fleet 62 was very well attended, by yachts from all over the middle west on their way to St. Petersburg. The first race, on Saturday, was cancelled on account of 55 knot winds and rain, so three races were sailed on Sunday, in weather that started out at 25 knots by the first race and diminished to about 2 or 3 knots by the last race. This series was won by Gene Walet, with Walt Swindeman of Toledo Lightning Fleet second in Yankee Doodle and Cliff Prados of Shreveport third in Dixie Doodle II. Among the 23 Starters were Dick Krauss, Dr. Murphy, who went on to win at St. Pete, Ed Overton and many others.

Gene Walet was the District's representative at St. Pete, where he got a second, one point behind the winner.

The Shreveport Yacht Club's Spring Series was won by our old shipmate, Cliff Prados, lately moved inland, with Horace Thompson of Bay Waveland Second, in Disturbance, and Sam Townsend of Dallas Corinthian, Fleet 35, third. This is always a very lively three race series, accompanied by a heap of shore leave.

The Gulf Yachting Association Regatta sailed at New Orleans over the Southern Yacht Club course was won by W. C. Keenan sailing Mystery, with Jackie Ryan second in Spirit I and Gene Walet third in Spirit II.

Race week on the Gulf Coast is always the high point of Sailing activity in the Southern district. This year Race Week began with the Biloxi Yacht Club Series, won by Walet, with Cliff Prados second, and Ed Overton, third. The Fleet then sailed to Gulfport, Mississippi to participate in the Gulfport Series, also was won by Walet, with second place going to Cliff Prados. Ed Overton was third.

The District Championships were sailed again at Bay St. Louis, under the sponsorship of the Bay Waveland Yacht Club. It is hard indeed to find a place that combines the location, facilities, racing conditions and hospitality of the Bay Waveland Yacht Club. The Race Committee laid out excellent courses, and the weather cooperated 100%. The shore activities were fully up to the high standards set in previous years. The District Championships were won by Gene Walet, with Cliff Prados second in Dixie Doodle II, and Bobby Killun Third in Frigate.

The Bay Waveland Regatta was also won by Walet in Spirit II, with Charles Gambel second in Chance, and Cliff Prados in Dixie Doodle, third. Next day Walet completed his grand slam by winning the Pass Christian Regatta, with Ralph Christman second in Gigolo, and Frank Allen third, in Frigate.

The two skippers from our district who represented us in the Internationals gave a very good account of themselves. Gene Walet was third when the spray cleared away, and Cliff Prados seventh.

The Annual Overton Regatta, at Fairhope, sailed in honor of Ed Overton, was won by Gene Walet, with Ed's crew sailing

First Three Places

1954 Mid-Winter Championship

St. Petersburg, Fla.

Thomas D. Fallon in "Flare"

Winner 1954 Mid-Winter Championship

2nd—Wes Wiedrick in "WEE DEE II"

3rd—Herm Nickels in "TWO BITS II"

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Mauvillian, second and Chas. Gambel third, in Chance.

Our outstanding item of the year in the winning of the Mallory Cup Series emblematic of the North American Yacht Racing Championship, by our good friend and competition, Gene Walet. It is interesting to note that Gene used Lightning sailors as his crews throughout; whenever it became necessary to change a crew, he was replaced by another Lightning sailor. Among them were his father, Gene Walet, Jr., Pudgy McClure, Bobby Killeen, Danny Killeen, Ralph Christman and Jackie Ryan. In his report on the Mallory Series in Yachting for October, 1953, Robert Bavier (of Sailing to Win., etc.) specifically mentioned the excellent spinnaker work of Walet's crew. Who can suggest a better place to learn about spinnakers than on a Lightning.

As we go to press we have been advised by the N.A.Y.R.O. that the 1954 sailing of the Mallory Cup Series will be held at the Southern Yacht Club beginning September 8th, 1954, and that the series will be sailed in Lightnings. The award of the series to the Lightning Class has been a project very close to our hearts, and represents a monument to the cooperation given by the national officers and the officers of the various fleets and districts whose help made this award possible.

SOUTHEASTERN DISTRICT REPORT

District Commodore: Ernest P. MacBryde
District Secretary: Harold Balcom
Fleets: Tampa Bay (168); Savannah (127); Miami (226); St. Petersburg (109).

District Report: Miami's Sunshine Regatta was the opening gun in January for Southeastern District activities. Howard Foht, District Champion, put this one under his belt and gave notice that he was out to go to the Internationals again. The high-light of this Regatta was that everybody went the wrong way in one race. The race committee got ulcers and it was necessary to resail this one race.

Came February and more Lightnings on Tampa Bay than ever before. Sixty-seven to be exact, jockeying around ready to start in the Mid-Winter Open Championships at St. Petersburg. As usual, Fleet #109 of the St. Petersburg Yacht Club made this event one to be remembered, both, from the standpoint of sailing competition, hospitality and entertainment. With "acres and acres" of Lightnings out there, the District was happy to place several boats in the first ten.

The District Championships were held in Savannah in the middle of June. With the start of the first race, Savannah gave notice that the Districts were no longer going to be dominated by Florida sailors. John Baker's Geechee Gal and John McIntosh's Scalawag IV of Savannah finished 1-3 with Howard Foht's Zephyr sandwiched in between. After the first three races, it looked almost like Savannah was going to send both District representatives to Buffalo. However, Howard Foht with some very fine sailing, pulled the fat out of the fire and managed to retain his District title by one point. John Baker and John McIntosh of Savannah finished second and third with Foht and McIntosh representing the Districts in the Internationals.

The annual District meeting was held and Ernest MacBryde and Harold Balcom of Tampa were elected Commodore and Secretary of the District.

During the summer months, all fleets were busy with their own back yard racing and sailing in neighboring Regattas.

In October the Gulf Yachting Association Lightning Championships were sailed in St. Petersburg, and Morgan Powell and his Red Witch repeated to retain his championship. In fact, Southeastern District Lightnings from Tampa and St. Petersburg finished 1-2-3 in this event.

Competition between fleets within the District was closer than ever before, and gave promise of a hotly contested season coming up in 1954. District members were happy to see Charley Kehoe of Miami return to Lightning competition with a new boat.

TEXAS DISTRICT REPORT

District Commodore: Conrad Lau
District Secretary: O. L. Pitts
Fleets: Dallas Corinthian Fleet (35); Southmost Fleet (40); Corpus Christi Fleet (218); Lake Worth Sailing Club Fleet (232); Fort Worth Boat Club "Longhorn Fleet" (240).

District Report: This year marked Texas' First District Regatta and entry to the Internationals, with Lightning sailing enthusiasm on the upswing.

The Dallas Corinthian fleet, sailing on White Rock Lake in Dallas and representing the Dallas Sailing Club, whose club-owned boats are Lightnings—and the Corinthian Sailing Club, whose boats are individually owned, have been the hub of Lightning activity, adding several boats to its fleet this past season.

Fort Worth, only thirty miles from Dallas, and its ever-civic wise competitor, started two fleets this year, with a present total of nine boats. It is the hope of this district to soon be able to send full representation to the Internationals.

In our First District Regatta, fifteen boats participated—twelve from Dallas and three from Fort Worth. Good weather prevailed for the three race series sailed on White Rock Lake. Niel Hutson and Conrad Lau won the much-shifting 1st place, with Sam Townsend, 2nd, and O. L. Pitts, 3rd.

During the year, Texas boats went to Shreveport, Louisiana, and to Tulsa, Oklahoma, for out-of-state Regattas.

The largest groups of Lightnings were at Fort Worth Boat Club Regatta in June, with Sam Townsend and O. L. Pitts tied for 1st place, and at the Southwestern Regatta in Dallas on Labor Day week-end, which massed sixteen boats. Again Conrad Lau and Niel Hutson were 1st, followed by Townsend, 2nd, and Al Spaulding, 3rd.

The number of new Lightnings participating in the Texas District during the 1953 season increased by greater than fifty per cent. It is our hope that the coming year will bring the Gulf fleets and the Central Texas fleets closer together for inter-club participation.

WESTERN LONG ISLAND SOUND DISTRICT REPORT

District Commodore: John L. Seymour
District Secretary: Mrs. Fred Hibberd
Fleets: Western Connecticut Fleet (7); Larchmont Fleet (32); Little Neck Bay Fleet (55); Cold Spring Harbor Fleet (89); American Yacht Club Fleet (96); Northport Bay Lightning Fleet (98); Execution Rocks Lightning Fleet (106); Mamaroneck Fleet (122); Manhasset Bay Fleet (133); Hempstead Harbor Fleet (138); Eastchester Bay Fleet (163).

District Report: There were 158 boats in our district this year with Manhasset Bay Fleet heading the list with 31 boats paid up and Larchmont second with 31. It was a very active season in Long Island Sound for the Lightnings. The Secretary's report will cover the details of the various events and I will only summarize them here.

First of all there was the Yacht Racing Association of Long Island Sound racing where a total of 49 boats participated and 9 boats qualified sailing more than 13 races. We also have three fleets racing under Rule "S" of the YRA, namely:

Riverside with 23 boats participating and 12 qualifying,
Manhasset Bay with 21 boats participating and 18 qualifying,
Hempstead Harbor with 10 boats participating and 7 qualifying.

These figures only apply to the Championship Series. There were additional boats which participated in the Spring or Fall series. In addition there was local racing or so-called "Bay Racing" at Little Neck Bay, Cold Spring Harbor and Northport Bay.

American Yacht Club and Larchmont had an inter-fleet meeting which was won by American. The annual competition between Hempstead Harbor and Manhasset Bay never came off on account of postponement due to weather. It is hoped that next year will see more activity in this inter-fleet racing.

Both Seacliff Yacht Club and Douglaston Lightning Squadron conducted special regattas for Lightnings. Some of our boats went to Noroton to their regatta for the top boats in the Long Island Sound area. Larchmont Race Week, Manhasset Bay Race Week and Manhasset Bay Junior Regatta were very popular for the Lightning Class.

We were proud to have Lightnings selected for the following very important sailing events on Long Island Sound:

Associate Championship
Junior Championship
Midget Championship
Girls Championship
Women's Championship

Last but not least in importance was the District Championships at the American Yacht Club where 28 boats participated in the main event and 7 boats in the senior event. We would like to thank the American Yacht Club for the interest that they took in this affair and for their wonderful hospitality and enthusiasm for this event. Allan Stevens, the Regatta Chairman, has given me a most complete file on the series which I am sure will be of great assistance to future regatta committees. I would like to thank John Seymour for all the fine work that he did in making this event a success.

In addition to all of this organized sailing, other Lightnings were very much in evidence in all of our harbors and I hope in future years we can corral more of these into the racing activities.

This year we revised the rules for minimum boat equipment in

Western Long Island Sound District Championship—1953

FIRST—"LAGNIAPPE"—77 POINTS
Geo. Hogben; Jim McCulloh, Skipper; Bitsy Hitchcock

SECOND—"FLASH"—77 POINTS
Fred Hibberd, Skipper; Skip Purcell; Butch Hitchcock

order to insure a reasonable factor of safety particularly for the young sailors. It was hoped that these rules would be enforced by the Fleet Captains but I am afraid that such enforcement was rather lax for many sailing events.

Some problems arose during the year regarding measurement of sails and weight of boats. It has been suggested that a better system of sail measurement can be worked out to avoid skippers arriving at a regatta only to find that the sails are not within the specifications. In this connection I would like to call attention to the new requirements of the Lightning Specification which apparently now requires measurement of the luff, foot and leach of the sail. The new specification booklets are now being mailed out.

In regard to weight of boats, we were disappointed that we could not borrow the Association's scales for the District Championships. Our dates conflicted with some other group who had spoken up first. I have been assured that we can have these scales next year if we advise them in time as to the date of our District Championships. I have also talked to the Seaman's Seacraft people to see if they would be interested in acquiring a scale which could be loaned or rented to us for any special regattas. They are receptive to such a plan.

Another interesting development during the year was the change in the class rules permitting the use of fiberglass covering. This will save a lot of fussing with leaks in some of the old boats particularly those that are double planked and some feel it will result in a net reduction in weight of the boat. Mr. Prados, the Chief Measurer of the Lightning Class, has written an article outlining methods for applying this material, copies of which can be obtained from him or from the Lightning Association.

This year we have seen the use of Orlon for sails but not enough to draw conclusions as to its superiority over cotton for our class of boats.

An innovation this year was the senior sailing race at the District Championships. I would recommend that consideration be given to expanding this program next year.

I am sorry that I will not be active in the management of the district next year but I would like to wind up this report with a summary of some thoughts for next year's management:

1—Try to get Cold Spring Harbor and Northport Harbor to race under URA Rule "S".
2—Promote more inter-fleet racing.
3—Consider having Noroton type of regatta held in Western Long Island Sound District.
4—Have fleets posted as to Lightnings in their area who are not members of their fleets.
5—Encourage the Fleet Captains to enforce rules on equipment where applicable.
6—Establish an active measurement committee which can instruct the fleet and special regatta committees on proper methods of measurements.
7—Encourage more Senior sailing.
8—Have fleet secretaries exchange fleet notices.

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CONSTITUTION

ARTICLE I—NAME

LIGHTNING Class Association.

ARTICLE II—EMBLEM

As per Sail Plan.

ARTICLE III—OBJECT

To promote and develop LIGHTNING Class racing under uniform rules, governed by this Association, and to rigidly maintain the one-design features of LIGHTNING Class sloops, as designed by Sparkman and Stephens Inc., which plans are known as No. 265.

ARTICLE IV—POLICY

1. To cooperate with all other yachting organizations and to demand in return observance of the rules of the LIGHTNING Class.

2. To keep the LIGHTNING Class within the financial reach of the man of moderate means without handicapping ability or encouraging neglect in conditioning yachts.

3. To rigidly maintain a strictly one-design class, in order to positively insure that all LIGHTNING Class races held under the auspices of this Association be to determine the skill of the skipper, and to eliminate all variation in the construction of the yachts. Everything in the Constitution, By-Laws, and all building restrictions is intended to insure competition between boats of identical design, and the spirit of the Constitution. By-Laws, and building restrictions is to this end.

ARTICLE V—ORGANIZATION

1. The individual shall join, if possible, through a Fleet on whose waters he normally sails. The power to accept or reject applications for membership is vested in each fleet, subject to refusal, for cause, by the Executive Committee. Any membership in the Association is subject to acceptance by the Executive Committee, except when elected to membership by the annual meeting.

2. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory, elects its own officers, which must include a Fleet Secretary, and is self-governing in local matters not conflicting with Association rules.

3. Groups of Fleets in distinctive racing localities may organize themselves into Squadrons for the purpose of promoting local racing and Inter-fleet racing, subject, however, to the approval of the Governing Board.

4. Groups of Fleets, Squadrons or Fleets and Squadrons in the same geographical area may be organized into districts by the Governing Board.

5. The powers of the Association shall be vested in the Governing Board.

ARTICLE VI—JURISDICTION

The Association has jurisdiction over all LIGHTNING activities. Its Class Rules govern all sanctioned LIGHTNING races regardless of by whom held. Its Constitution, By-Laws, and Rules are binding upon all members and Fleets, and all registered LIGHTNING yachts must conform to its official plans and specifications.

ARTICLE VII—FLEET CHARTERS

1. A new Fleet may be granted a charter upon application to the Executive Committee, by three or more owners, who must be members of the Association of three or more LIGHTNING yachts not within the locality of an organized Fleet.

2. Charters may be granted to Service Fleets, regardless of conflict with the territory of a civilian Fleet, upon application, provided that particular unit of the service has three or more LIGHTNINGS.

3. Annual renewal fixed in By-Laws. Charters may be granted by the Executive Committee or suspended by the Governing Committee but revoked only at an annual meeting for failure to maintain in good standing a minimum membership and quota of yachts as above required, or other adequate causes.

ARTICLE VIII—DUES

Association dues and taxes shall be fixed by the By-Laws. Fleet dues, if any, by the Fleet. Both must be paid before a member can be in good standing in either.

Service Fleets must pay active dues for each LIGHTNING enrolled in the Fleet.

ARTICLE IX—MEMBERSHIP ELIGIBILITY

(a) The membership in the Association shall consist of three classes: Life, Active, and Associate.

1. A Life Member shall be entitled to all of the privileges of an Active Member so long as such member meets the requirements for active membership, must be eligible for Active membership to be elected, but shall retain such membership after such member ceases to be a Lightning owner.

2. An Active Member must be an owner or part-owner of a Lightning or a Service Fleet representative, a corinthian, regardless of age or sex, and a member of a Fleet if in a locality in which there are three or more Lightnings in close enough proximity to permit of their racing together. An Active member is privileged to hold office, to vote, and to skipper a Lightning yacht in sanctioned races, in accordance with the By-Laws. Active membership shall be retained until the end of the calendar year in which the member ceases to be a Lightning owner.

3. An Associate Member must be a corinthian non-owner of a Lightning, and if possible, be enrolled as part of the crew of a specific yacht. An Associate Member cannot vote, hold office, or represent the Fleet as skipper, but may as crew.

4. Active membership in any Fleet shall be restricted to Active members of the Association. Associate membership in any Fleet shall be restricted to Associate members of the Association.

5. A member cannot belong to more than one fleet at a time, nor can a yacht be registered in more than one fleet.

ARTICLE X—EXECUTIVE OFFICERS

Method of Election and Duties

The following Association officers shall be elected at the Annual Meeting and serve through the next Annual Meeting and the International Championship series, or until their successors qualify. Each may be nominated by: (1) a nominating Committee appointed by the President; (2) from the floor by a Fleet Delegate to the Annual Meeting; or (3) by mail by any fleet in good standing, in advance of the Annual Meeting, provided such nomination is signed by a representative number of active members of such fleet. Each shall be nominated, seconded and voted upon separately by the Fleet Delegates in the order named, the candidate receiving the greatest number

of votes shall be considered elected.

1. PRESIDENT—Chief executive presides at meetings; chairman of Executive Committee and Governing Board. Rules on procedure, jurisdiction; summarizes decisions, appoints special committees. Authorizes payment of all bills.

2. VICE-PRESIDENT—Officiates in the absence of the President.

3. SECOND VICE-PRESIDENT — Same as Vice-President.

4. THIRD VICE-PRESIDENT—Same as Vice-President.

5. FOURTH VICE-PRESIDENT — Same as Vice-President.

6. SECRETARY—Handles all correspondence and details of minutes, records, fleets, membership and yachts, awards numbers and performs all other duties pertaining to such office.

7. TREASURER—Deposits funds in depository approved by Executive Committee. Keeps the financial books and securities of the Association, disburses funds only on order of the President.

ARTICLE XI—DISTRICT OFFICERS

Method of Election and Duties

(a) The following district officers shall be elected by vote of the active membership in each Distrct in advance of the annual meeting, and shall serve through the next annual meeting or until their successors qualify. If any District shall fail to hold a district election within thirty days after any annual meeting or has not given written notice that such meeting will be held before Feb. 1, the President may appoint a District Commodore for such District to serve through the next annual meeting or until a successor is duly elected by the District.

1. DISTRICT COMMODORE—Shall be a member of the Governing Board and have general supervision over all LIGHTNING Class activities in the District.

2. DISTRICT SECRETARY—handles all correspondence and details of minutes, records, Fleets, membership and yachts and performs all other duties pertaining to such office. He shall automatically become DISTRICT COMMODORE for the unexpired term, should that office to vacated.

(b) Method of Election—The District Commodore and the District Secretary shall be elected by vote of the Fleet representatives in this district. They shall be nominated by a committee consisting of two or more representatives appointed by the President, and such nominations will be sent to the Association Secretary. The Association Secretary will then advise each Fleet of the nomination, and each member of each Fleet will then, by mail vote, signify the persons whom he designates. That person having the greatest number of votes received by the Secretary within thirty days from the date of mailing notification of nomination to the Fleets, shall be considered elected District Commodore. The candidate receiving the next greatest number of votes will be the District Secretary.

(c) Squadrons may be organized for the sole purpose of promoting local racing activities, such as Inter-fleet racing, or qualifying the Lightning Class in local recognized Yacht Racing Associations. Squadron activities are restricted to local waters and all such activities shall be subject to the rules, regulations and specifications of the Association.

(1) Active members of Fleets belonging to Squadrons recognized by the Governing Board may elect a Squadron commander who shall be the chief executive of the Squadron and in charge of all Squadron activities, and an Alternate commander may be elected to serve in the absence of the commander.

ARTICLE XII—STANDING COMMITTEES

Method of Election and Duties

(a) The following committees shall serve, except as otherwise provided, through the next succeeding annual meeting and the International Championship series or until their successors qualify.

1. THE GOVERNING BOARD—shall consist of all Executive Officers and District Commodores of the Association. The President shall be Chairman ex officio of the Governing Board. Majority vote decides all questions if not otherwise stipulated, interprets Constitution, By-Laws, and may pass new ones not conflicting therewith, conducts all business and determines policy of Association, rights and has the power to enforce its decisions by suspension of Fleet or members. Governing Board ruling shall be binding and final.

(b) The following Committees shall be appointed by the Governing Board except as otherwise provided.

2. THE EXECUTIVE COMMITTEE—A sub-committee of the Governing Board empowered to act in the name of the Governing Board in matters requiring prompt action and personal discussion. Shall consist of the President who shall be Chairman and two or more Governing Board members. Shall render final decisions on appeals; shall sanction or ban races, procedure and committees. Grant charters, create and alter territorial limits; fill vacancies in office, subject to ratification by the Governing Board in the case of Executive Committee members; impeach Fleet and Association officers, subject to ratification by three-quarters vote of Governing Board when Governing Board officer is involved; to suspend members guilty of gross violations of rules or unsportsmanlike conduct for a period not exceeding its term of office; approve the purchase and sale of securities and approve depositories.

3. INTERNATIONAL RACE COMMITTEE—The International Race Committee shall conduct the International Championship Series and generally supervise all other officials and committees connected therewith, appointing, from its own members if possible, the committee that shall conduct each race. It shall consist of all members of the Governing Board present and eligible to serve by reason of not being contestants, plus such additional members as may be necessary to make an odd number of at least five. It shall be ratified at the annual meeting and serve until twenty-fours after the last race or sailing off of said series. During this period it shall supersede the Governing Board which remains inactive, having direct appellate jurisdiction over all matters directly connected with the current series, but its powers shall not extend to other matters nor shall it revoke Executive Committee or Governing Board rulings. Hearings shall be held and witnesses heard collectively or separately and decisions rendered within twenty-four hours of the race or as described in race circular. It shall, however, have the power to reopen a hearing because of new evidence at any time during its term of office, but all protests and business must be disposed of before the Committee disbands. The ranking executive shall be chair-

man. A majority shall constitute a quorum and a majority decision shall decide all questions. The decision of the International Race Committee shall be final, if rendered in accordance with the provisions contained in this article, and cannot be appealed to any other body whatsoever, except as permission is granted by the Governing Board for contestants to appeal to N. A. Y. R. U.

4. THE BUDGET COMMITTEE—The President, Secretary and Treasurer shall prepare and publish a budget for the ensuing year. The fiscal year of the Association shall be from August 1 to July 31.

ARTICLE XIII—HONORARY OFFICERS

Method of Election and Duties

(a) The following honorary officers of the Association may be elected by a three-quarter vote of the Governing Board or by the annual meeting, but a Governing Board election must be ratified by the annual meeting next succeeding. Honorary officers shall be elected for a period of one year, but may be re-elected each succeeding year, or new honorary officers may be elected.

(b) The honorary officers shall have no vote on the Governing Board.

1. COMMODORE—There shall be but one Commodore. He shall be in charge of all social activities and functions. He shall make the opening and closing addresses at the Annual Meeting and be Toastmaster at all functions.

2. VICE-COMMODORES—Shall, according to priority, assume the duties of the Commodore in his absence and be in charge of social activities in their respective localities.

3. REAR COMMODORES—Shall, according to piority, assume the duties of the Vice-Commodores in their localities in the absence of the latter.

ARTICLE XIV—APPOINTMENT OF OFFICERS AND COMMITTEES

(a) The following Committees shall be appointed by the Executive Committee and shall serve through the next annual meeting or until their successors qualify.

1. MEASUREMENT COMMITTEE—It shall appoint and be in charge of all certified measurers, grant or reject measurement certificates, issue duplicates and answer questions on measurement rules.

2. DEVELOPMENT COMMITTEE—Shall be in charge of developing new fleets.

3. SPECIAL—Officers or Committees, including LIGHTNING Race Committees for sanctioned events, may be appointed at any time by the Governing Board.

ARTICLE XV—MEETINGS

1. The Annual Meeting shall be held the evening preceding the first race and in the vicinity of the International Championship series. Special meetings at order of Governing Board or upon demand in writing by twenty-five percent of the Fleets. Exact time and place of all meetings to be fixed by the Executive Committee.

2. Notice must be sent to the last recorded Secretary of each Fleet in time to permit of action by delegate or proxy, and if a Special Meeting the purpose thereof must be stated in such form as to permit of voting by mail and no other business can be transacted.

3. A meeting shall be held midwinter each year, perferably in the month of January, which shall have the status of a regular meeting.

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PRINTERS OF THE 1954 YEARBOOK

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ARTICLE XVI—DELEGATES

1. The membership of each Fleet shall be responsible for the selecting and instructing of a delegate, or if unable to send a delegate, they shall designate a duly authorized proxy, to present the Fleet's views and cast its votes at all meetings.

2. Any number of alternates or proxies may be named, but the first in order present shall be the only one entitled to cast the Fleet's votes. Only those properly certified to in writing by the proper Fleet Officials will be recognized.

ARTICLE XVII—QUORUM AND ROLL CALL

1. Twenty-five (25%) of the Fleets in good standing constitute a quorum at meetings.

2. If a quorum exists at roll call it exists throughout the session.

ARTICLE XVIII—VOTING

1. Each Fleet shall be entitled to cast one vote for each LIGHTNING yacht enrolled in said Fleet which has been properly recorded with the Association by a separate active member in good standing, but no Fleet is entitled to more than 33⅓% of the votes cast. Membership books close ten days before meeting, or as ordered by Executive Committee.

2. At special meetings, votes, will be allocated upon the basis of the number the Fleet had, or would have been entitled to, at the last annual meeting held except new Fleets, which shall vote on the basis of votes allocable on the date of call of the meeting.

3. Members may be heard, but only accredited delegates, proxies and active (non-fleet) members shall vote on motions and must vote unless excused by the Chair. A majority of the votes present shall decide all questions not otherwise stipulated and the Chair shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and motions.

ARTICLE XIX—IMPEACHMENTS

A member may be expelled only by a three-fourths vote at an annual meeting. (Impeachment of Officers—See Article XII, Section 2.)

ARTICLE XX—AMENDMENTS

1. The Constitution and By-Laws, except those enumerated in Section 2 hereof can never be suspended but may be amended at any meeting by two-thirds of the votes present.

2. Building tolerances are unknown except to the designers. All builders of boats and sails are hereby cautioned to exert every effort to build all LIGHTNING sloops very close to the prescribed measurements. The tolerances are held in the office of the designers, and all measurements certificates which are submitted to the Measurement Committee are referred to the designers for checking, and after checking are rturned to the Measurement Committee with comments.

Measurers can obtain method for measuring Lightning Class sloops from the Chief Measurer of the Association.

3. The basic principles of Articles III, IV, V, and VI cannot be changed nor can an amendment be passed which will render ineligible a former yacht or active member whose eligibility was established under then existing rules of this Association and whose status cannot be changed to conform to the proposed amendments, nor shall retroactive legislation be passed affecting active members' or Fleet's constitutional rights except by a three-fourths vote of the total voting srength of the Fleets in good standing in the Association. If not present, a referendum can be ordered.

4. All proposed amendments at either annual meeting or special meeting must be included in the notice thereof and shall be mailed not less than thirty days prior to the date of the meeting.

5. The Executive Committee shall have the power to simplify, clarify, or correct the wordings of any article without changing its intent or purpose.

ARTICLE XXI—ORDER OF BUSINESS

At Annual Meeting

1. Call to Order.
2. Roll Call of Fleets.
3. Minutes of Last Meeting.
4. Reports of Officers.
5. Race Committee Ratification.
6. Charters, ratified and revoked.
7. Ratification of Executive Committee Rulings.
8. Unfinished Business.
9. Instructions Measurement Committee.
10. New Business.
11. Election of Officers for following year.
12. Adjournment.

At Special Meetings

Roll Call, Special Business, Adjournment.

BY-LAWS

ARTICLE I—FLEET BUSINESS AND MEETINGS

1. The Annual Meeting of each Fleet shall be not later than December 1 of each year, and results of election of Fleet officers shall be filed with the Association.

2. The official language between Fleets and the Association shall be English.

ARTICLE II—DUES

The dues shall be:

1. For Fleets—Five Dollars annual dues to the Association, collected by the District and forwarded to the Association.

2. For Active Members—Four dollars annual dues to the Association. However, where a Lightning yacht is owned in good faith by more than one person, only one of the owners shall be required to pay $4.00 dues per year. The part owner paying such sum shall enjoy all the privileges of active membership. The remaining part owners may, if they wish, pay only $2.00 dues per year. In event of their electing to do so, they shall be deemed to be active members to the extent, and only to the extent, that they shall have the right to skipper the yacht in any sanctioned races, including the International Championship.

3. For Associate Members—Four dollars annual dues to the Association, except where enrolled as a member of a crew of a specific yacht in which case the annual dues shall be two dollars.

4. Dues are payable in January, collected by the Fleet and forwarded to the Association.

5. Fleet dues are optional, and if any, are to be kept by the Fleet.

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ARTICLE III—RENEWAL OF CHARTER

1. Each Fleet is required to file an anual report with the Association and to pay its annual dues, during January of each year in order to renew its rights and privileges under its charter.

ARTICLE IV—REPORTS AND RETURNS (PENALTIES)

1. If the annual report of fleet or annual dues and registrations of members has not been received by the Association on or before March 1st, they become automatically suspended. In the case of new fleets the same applies upon demand.

2. Suspended fleets, members and ineligible yachts may be posted by publication, and must be barred from all LIGHTNING races. They cannot be reinstated until all requirements of the Association have been fulfilled.

ARTICLE V—ELIGIBLE YACHTS

A yacht is eligible and considered in the LIGHTNING Class only if it conforms to measurement rules as certified by a class measurement certificate, has been properly registered, and is owned by a qualified active member recorded at the time as in good standing with the Association.

ARTICLE VI—YACHT'S NUMBER AND NAME

1. Official number, allotted to new yachts on application to the Secretary, shall be permanent, and affixed to sail and cut into side of centerboard trunk, with letters at least two inches in height. Name is optional but must be recorded and approved.

2. If alterations are made and affect more than one-half of the hull, or sufficiently extensive to so warrant, in the opinion of the measurement committee, a new number shall be awarded and boat be considered new as of such date. Such altered boat shall be remeasured and subject to the restrictions and governing measurements as then in force and registration must be obtained in the usual manner.

ARTICLE VII—MEASUREMENTS AND CERTIFICATES

1. No yacht shall be eligible to enter any sanctioned race for the LIGHTNING Class until measurement certificate has been granted for such yacht.

2. Qualified Certified Measurers will be appointed by the Measurement Committee. Their authority is restricted to actual measuring and filing a report of same. No certified measurer shall measure his own boat except under supervision of a disinterested person appointed by the Measurement Committee.

3. The Association's Certificate shall be binding upon all organizations conducting races for the LIGHTNING Class. A yacht holding such certificate shall not be subject to remeasurement or protest on measurements unless reasonable grounds can be shown to suspect subsequent alterations. A yacht is always subject to remeasurement by order of Governing Board, International Race Committee or Measurement Committee.

4. Fleets shall be responsible for making suitable provisions to govern use of sails in local races.

5. Protest of measurements of a certified LIGHTNING yacht must include $15 deposit plus measurement fee returnable only if sustained, except as to matters covered by paragraph 4 hereof.

ARTICLE VIII—APPEALS

(From decisions of other bodies to Association)

1. Appeal in triplicate, or notice of intention, must be filed with President and post-marked within ten days of publication of decision from which appeal is taken and a certified check of $5.00 as deposit, payable to the Association, must be attached thereto. It must be legible (see footnote), must state page, Article, and Section number of rules, alleged to be involved, and give the names and addresses of the Race Committee and others implicated along with a complete review of the case with drawings and reasons for the Race Committee conclusions. This review shall be in quadruplicate and signed by each member of the Race Committee. The President shall issue instructions on procedure, jurisdiction, and fix time limits on filing answers, etc. (time determined by post marks), and those failing to comply with such instructions shall forfeit all right to be heard.

2. In deciding appeals, the Executive Committee shall consider the interpretation and proper application of rules and accept facts as established by bona fide Regatta Committee that conducted race, if available. If not, President may appoint a Committee to establish facts. Racing rules shall be decided under approved code, see Art. IX.

3. If appeal is sustained the deposit shall be refunded. If obviously out of order or unconstitutional, the President may so rule and return the deposit. If, however, it be demanded that the Executive Committee rule upon the appeal or any part thereof, then if not sustained or not granted a hearing for any reason whatsoever, the deposit shall be forfeited to the Association.

4. The following are subject to appeal: Fleet decisions, decisions of club or special LIGHTNING committees on class or racing rules in sanctioned LIGHTNING events recognized to be under auspices of Association, class rules or restrictions in any race held for LIGHTNING as a one-design class. The following cannot be appealed: Official decisions of National Race Committee, Club committee decisions on racing rules in open or invitation regattas, except as provided in Article XII, Paragraph 3 of the Constitution. If an open regatta is an elimination race as well, the Association's decision shall be binding in so far as the elimination score is concerned.

5. There shall be no time limits on appeals over inter-fleet disputes or fleet rules or rulings claimed to be unconstitutional when same do not result from an actual protest in a race but the same deposit shall be required for hearing. Such appeals shall be heard by the Executive Committee.

In filing appeals, answers or statements, you must file three (3) legible typewritten copies in English and send by registered mail. If translated or transcribed the exact wording sense, and emphasis may not be given to the points that YOU considered most essential.

6. A member of the Executive Committee who sailed in the race involved in appeal shall have no vote. If a question of validity of race, this shall not apply.

ARTICLE IX—RACING RULES

The official code of Racing Rules which shall govern all LIGHTNING Class races held by Association unless otherwise specified in circular or invitation races, shall be that of the "NORTH AMERICAN YACHT RACING UNION" except wherein they may conflict with Rules of the L. C. A., in which event the latter shall supercede. **(It is recommended that, in so far as practicable, the rules of the N. A. Y. A. U. and of the L. C. A. shall likewise govern all fleet races.)**

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ARTICLE X—INSTRUCTIONS

Instructions contained in race circulars and local rules in fleet by-laws or published notice to its members, not conflicting with Class rules, must be observed but verbal instructions or unrecorded rules are not official. Fleet rules shall not obtain in intersectional or inter-fleet races.

ARTICLES XI—RACING RESTRICTIONS

1. Correct number must be displayed on both sides of mainsail, in letters not less than 10 inches high.

2. The number of persons allowed in one boat in race shall be (3), no more or no less.

3. All members of crews shall be corinthians.

4. No dead weight can be carried as stationary or shifting ballast.

5. No sails other than approved jib, mainsail, and spinnaker can be used.

6. A yacht must carry ground tackle of serviceable character for the locality as approved by the Race Committee, three approved life preservers, and a paddle or an oar.

7. Sculling with rudder is prohibited. Sweeping boat's head around to change course or fill away in one given direction is not considered sculling. No stopping of headway by any means except sail and rudder or anchoring, shall be allowed.

8. Skippers in Fleet series and open races must be members.

9. It is the policy of the Association that prizes and points be awarded to the eligible skipper, also that trophies of perpetual character be inscribed with name of fleet, yacht, skipper, and crew.

ARTICLE XII—DISQUALIFICATION

There is no lesser penalty than disqualification for any proven foul or violation of a published rule. It is not optional but obligatory. The responsibility for knowing rules rests with the member.

ARTICLE XIII—INTERPRETATION

In deciding any question the intended meaning of the rules shall be considered rather than any technical misconstruction that might be derived from the wording. Extenuating circumstances cannot be taken into consideration in so far as a racing rule is concerned, if there was an actual foul, but may be taken into consideration in Class rules or restrictions if the wording requires interpretation and no deliberate attempt to gain an unfair advantage has been practiced. Precedent and the established policy of the Association shall be taken into consideration in interpreting any rule or regulation of obscure meaning or not covered at all. The rulings of the Executive Committee, Governing Board, and International Race Committee shall be carefully preserved for reference.

ARTICLE XIV—OUTLAWED RACES

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.

ARTICLE XV—SANCTIONED EVENTS

1. All series for major LIGHTNING Championships territorially greater than one fleet, or events for perpetual, semi-perpetual or open trophies must be sanctioned by fleet in whose waters the event is held, if an intra-fleet event, and by the Association's Executive Committee if an inter-fleet event. The Executive Committee may outlaw any event for cause.

2. National or district teams or representatives may be chosen by a majority vote of fleet secretaries of the represented territory only if selection by elimination races is impracticable.

ARTICLE XVI—OBLIGATIONS

The Association shall not be liable for any debts contracted by its fleet or officers other than expenditure authorized by the budget or upon written order of the President and Secretary.

ARTICLE XVII
LIMITATION GOVERNING PURCHASE OF SAILS

The acquisition of new suits of sails by Lightning owners shall be limited to one suit in any year, except that one additional suit may be acquired for any yacht during its first sailing season, unless the owner already has in his possession one or more suits of sails at the time of acquiring the yacht. This rule shall apply to both working sails and spinnakers.

RULES GOVERNING THE INTERNATIONAL CHAMPIONSHIP

AND OTHER SANCTIONED EVENTS AS APPLICABLE

ARTICLE I—PURPOSE

To determine annually the International Championship of the LIGHTNING Class by bringing together, in so far as possible, the proven champions of every District.

ARTICLE II—PERPETUAL TROPHY

1. The name shall be "LIGHTNING Class Championship Trophy."

2. Held by winning fleet until next series subject to Executive Committee's approval and order.

3. Right, title and Interest in and to the trophy shall always be in the name of members of Executive Committee then serving who may impose any conditions necessary to safeguard the same.

ARTICLE III—ENTRIES

1. Each District shall be entitled to enter yachts, skippers and crews in the Championship series on the following basis: qualification for entries to the International Championship Regatta, shall be on the basis of paid active

boat owners who are accredited District and Fleet members as of July 15th preceding the Regatta. A District with 3—50 inclusive paid active Lightning boat owners who are members of Lightning Class Association will be entitled to one entry. A second entry is eligible for Districts having 51—100 inclusive such boat owners. A third entry is eligible for Districts having 101—150 inclusive such boat owners. A fourth entry is eligible for Districts having more than 151 such boat owners. Four entries are the maximum number of entries permissible from any District.

2. Elimination or Trial Races, under some fair system based upon actual results and not arbitrary choice, shall be held by each District and the winner, member having highest score among those eligible, willing, and able to represent, shall be named as its entry, except that the Champion (holder of the peretual trophy) shall have priority to defend the title regardless of the results of such elimination or trial races. The runners up, in sequence in these Elimination or Trial races shall be likewise eligible up to the number to which the District is entitled on the basis of paragraph I. Such races must be free from discrimination and open only to every active member of the District. Scoring in such trial or elimination races, shall be computed exclusively on the basis of eligible entries belonging to the particular District holding the said series. No arbitrary selection can be made if more than one member is desirous and able to represent District, and if only one such exists, the District shall have no option but must name that one. (It is suggested that elimination or trial races be held as special events and not as part of a regatta open to entries other than those of home fleet.)

Part owners not previously active members of the fleet must be registered with the Association thirty days before the first elimination to be eligible as skippers. Fleet eliminations, if necessary, shall be determined by vote of their respective Districts.

3. Challenges must be filed at such advance date as may be decided by the Executive Committee.

4. Entry to be named definitely on entry blank with information relative to eligibility twenty (20) days before first race or as directed by the Executive Committee.

5. Skipper must sail the yacht with which he won eliminations except by permission of the Executive Committee upon application filed prior to the date limited for naming entries. Such permission may be granted only in exceptional circumstances, and this rule is for the purpose of permitting the qualifield skipper to compete in the International Championships should his yacht with which he won the elimination series be demolished or badly damaged between the time of the elimination series and the time for filing application.

ARTICLE IV—PLACE

The International Championship shall be held each year on the home waters of the Fleet having last won the event, except: (1) It cannot be held by the same Fleet the next year; (2) It cannot be held for more than two consecutive years in the same District; (3) It shall not be held on waters where the Executive Committee deems it would not be satisfactory to the best interests of racing.

ARTICLE V—HOME FLEET

The responsibility for arranging and providing for proper facilities, prizes, entertainment, etc., shall rest with the fleet on whose waters series is held. In this regard it must cooperate with and be guided by the Governing Board.

ARTICLE VI—CONDITIONS GOVERNING RACE

1. The number shall consist of five (5) completed races.

2. Held in open water as free as possible from headlands, shoals, obstructions or aids to navigation. If unavoidable, aids to navigation, unless otherwise ordered, must be left on the required or channel side.

3. Courses: A triangular course or windward (leeward) and return totaling approximately six nautical miles.

4. Procedure: All procedure shall be in accordance with rules and regulations as determined by the International Race Committee in conjunction with the Home Fleet.

5. Time Limit: Three and one-half ($3\frac{1}{2}$) hours. If one finishes within time limit all must be timed.

6. Rules shall always be the approved rules of the Association and such special rules as may be published in race circular.

7. No yacht shall be prevented from entering a resail of an incompleted sanctioned, or elimination race for any cause arising out of the incompleted race. Such incompleted race shall be considered null and void for all purposes.

8. In case of a tie for a prize winning position in the series, the yacht which shall have defeated the other yacht or yachts involved the most number of times in the series shall be deemed the winner, but if a tie still remains there shall be a sail-off.

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9. Points in Each Race—One point for finishing and one point for each yacht defeated. None if disqualified or not finishing, though counted as a defeated yacht. Greatest number starting in any one day used as a basis in point award each day. Entry with greatest total points will be the winner of the series. In case of dead heat the total points for positions involved shall be divided equally among the tied yachts even though this results in fractions.

10. In the International Championship—The act of deliberately and wilfully sacrificing one's own chances of place in a race, thereby substantially injuring or improving the chances or place of others, is barred and shall be ground for disqualification. Covering or luffing, provided a yacht is sailed within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in the race or point score, shall not be deemed Team Racing tactics. In flagrant cases, affecting the point score among the leaders, the Race Committee shall have the power, with or without protest, to order the race resailed, bar the offender from the resailed and remaining races and recommend his or her suspension to the Governing Board.

ARTICLE VII—ELIGIBILITY

Note—Consult carefully Constitution and By-Laws on membership qualifications and other details affecting eligibility.

1. Yacht must be certified to as eligible by the Measurement Committee before first race. Certified copy of bill of sale must be demanded as proof of ownership if yacht was acquired from another territory or registered with Association for the first time under skipper's name within six months of the series. Sails, spars, rudders, skegs, and positions not included in certificate, must be measured and approved before any major championship series; and any or all yachts may be ordered completely remeasured by the Measurement Committee, Executive Committee or International Race Committee.

2. All sails used in the International Championships shall be measured prior to the first race in the International Championship Series and shall be stamped as approved by the Chief Measurer. If any sail does not come within the restrictions, or within the tolerances permitted, such sails shall be impounded during entire series. All sails shall bear an official label as provided under Royalties.

3. Skipper (Helmsman) must: (a) Be an active member. Be enrolled in fleet he represents. Be a bona fide owner or designated syndicate skipper of yacht to be sailed by him. (b) Have sailed his own boat in a representative number of LIGHTNING races within the territory of said fleet within a year and by reason of residence or normal yachting activities be qualified to represent that locality. Requirement B may be modified by the Executive Committee for newly formed fleets and service fleets.

4. Crew must: Be associate, active or life member enrolled in the fleet they represent, come from and qualified to represent their locality. Any exception must be with the special and specific written approval of the Race Committee in charge of that Regatta. Must be distinctly designated as crew and serve as such only touching the helm if necessary for brief temporary relief (such period may include the time required to set or douse a spinnaker or repair damage to rigging but generally no longer). If a skipper has two crewmen, members of the Association in good standing, enrolled for his yacht, he may use non-member substitutes, whenever necessary or convenient, in any races except the International Championship.

(See Classification of Events for Eligibility in other Events.)

ARTICLE VIII—SUBSTITUTION

1. Alternates may be designated but yacht, skipper and crew starting series must sail throughout except in the case of proven accident or sickness.

2. The Executive Committee may grant permission for the use of a substitute crew to fleets more than a **thousand** miles from the locality of the series, but such substitute crew shall not be a member of the home fleet or one who has sailed on waters on which the series is to be held except as visitor for a short period.

3. Permission for above or emergency substitution in any form must be obtained from International Race Committee before race. Such permission must be denied if unfair advantage is gained thereby or if not an absolute necessity.

ARTICLE IX—PROTESTS AND HEARINGS

1. Protests must be filed in writing with International Race Committee at headquarters before the hour specified in race circular so that notice thereof may be posted at that hour. All hearings and investigations to be conducted and decisions rendered that night or before noon of the following day, except as provided in Article XII of Constitution.

2. All contestants and officials are interested parties with a right to be heard but forfeit that right if absent from hearings. If no protest is filed or violation reported by the hour specified in the circular, the race must stand.

ARTICLE X—NOTICES

Official notice of hearings, decisions, rulings, changes in procedure, and instructions shall be served upon all parties by posting on a bulletin board at headquarters daily during series. By due notice, time and place may be varied because of conflicting conditions. Responsibility of being at headquarters and seeing notices at given hours rest with contestants and sub-officials.

ARTICLE XI—REPORTING AND ACCOUNTING FOR

1. Attention signal, at least one-half hour before start, cannot be given until all entries have been accounted for, for that race, within close enough proximity to the starting line to permit of reaching it, under then existing conditions, before the start, in the estimation of the International Race Committee. Thereafter the responsibility of being ready and reaching the line in time rests with the entry.

2. Entries must report at headquarters morning of race and to the International Race Committee on reaching line and follow procedure regarding same in circular or bulletin and those failing to do so may be assumed to have withdrawn and need not be accounted for.

ARTICLE XII—GENERAL PROCEDURE

1. All instructions and regulations not fully described in International Championship rules shall be published in the Race Circular.

2. The International Race Committee shall be the Regatta Committee and conduct all races.

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3. The International Race Committee shall be available for hearings at and directly following hours stated in the circular.

4. Course and Mark Officials to be appointed and instructed by International Race Committee.

5. Fouls or violations reported by or to any official before the protest time limit in the circular must be investigated and an open hearing conducted if necessary.

6. Postponements: The International Race Committee may in its discretion order postponements for special reasons, conditions, or situations arising prior to the preparatory signal.

7. The Executive Committee before and the International Race Committee during the series has the power to modify or change such details connected with the Series Rules as may be necessary to conform to local conditions, but cannot alter their basic principle and notice of such changes must be contained in Race Circular or be issued by bulletin or written notice before any race to which they shall apply.

8. Contestants and Officials must remain at or within call of headquarters until four hours after last race or sail-off and be available to attend hearings or enter sail-offs until that time when all decisions shall have been rendered and the results of the series shall become official and not subject to subsequent change for any reason whatsoever.

SPECIFICATIONS

NOTICE TO BUILDERS AND SAILMAKERS

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 Official Lightning Class plans.

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.

ROYALTIES—A royalty, or number tax must be paid by the builder to the Association on each Lightning built. A royalty must also be paid by the sailmaker on each sail made, amounting to one dollar on each sail. All Lightning sails delivered on or after January 1, 1948 must have a cloth label permanently sewn on each mainsail, jib or spinnaker as evidence of payment of royalty. This label shall read "LCA SAIL ROYALTY PAID" and may be purchased from the Association by sail makers for one dollar each, subject to 2% discount for cash with order.

PROTECTION OF NAME AND EMBLEM — 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 may be necessary to protect both the Lightning name and emblem from any unauthorized use.

ARTICLE I—EXPLANATIONS

IMPORTANT — Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, or governed by the dictates of common sense, a ruling must be obtained from the Measurement Committee. In interpreting any point not covered, or wording of obscure meaning, the Measurement Committee shall consider the intended meaning rather than any technical misconstruction that might be derived from the wording, and shall bear in mind at all times, the basic principle of the specifications, which is to maintain the Lightning as a standard one-design class.

MEASUREMENTS and WEIGHTS in the specifications are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Weights and Measures.

REQUIREMENTS—In addition to payment of a royalty or number tax as above specified, a yacht, its spars, rigging, and sails, must conform strictly throughout with respect to design, dimensions, construction and material to the official plans and specifications of the Lightning Class Association, to be considered a Lightning and be eligible to the Lightning Class. **The Association's measurement certificate is the only recognized proof of eligibility to the Lightning Class.**

YACHT'S NUMBER—Must be permanently burned or cut into the centerboard case in 2" figures for future identification before a certificate can be issued.

OPTIONS—Nothing is optional in these specifications unless the word "optional" appears in the article and then only within the limitations described.

MEASUREMENTS—All heights shall be measured from the base line plane which shall be established as 8½" from the bottom at station No. 3 and 7⅜" from the bottom at station No. 8 and shall be equi-distant from the chines on both sides of the boat. (See note on keel heights. Art. 4, Paragraph 1.)

Half breadths shall be measured from the center line plane.

Fore and aft measurements shall be measured from a plane AA at right angles to the base line and tangent to the forward edge of the centerboard pin. All deck measurements are taken exclusive of mouldings. Yachts must be built to exact dimensions given, as the allowance which will be made for expansion, unavoidable fractional inexactness, etc. is not sufficient to permit of any intentional deviation.

ARTICLE II—HULL DIMENSIONS

1. Length over all, 19'0".
2. Greatest beam at deck, 6'6⅛".
3. Greatest beam at chine, 5'6¼".
4. Water line length, 15'3" approximately.
5. Greatest draft, 4'11½" approximately.

For further dimensions see plans.

ARTICLE III—GENERAL

The hull is to be entirely of wood. When kinds of wood are indicated as optional, they must be of the varieties normally accepted in yacht practice for the purpose. Their weight must be between 22 and 38 pounds per cubic foot when commercially air dried. Waterproof plywood may be used but its thickness must be that specified for lumber unless definitely stated otherwise.

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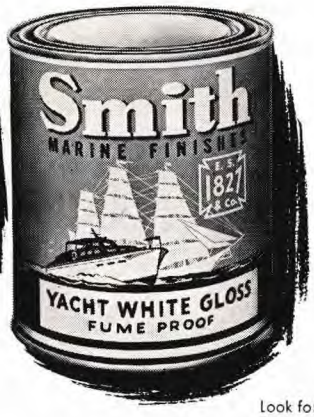

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The construction shall follow the plans and any departure will be at the builder's risk.

Chines and keel may be rounded to a radius not greater than ½". (See note on keel heights. Art. 4, Paragraph 1.)

Minimum weight of hull with all rigging, mast and boom, rudder, tiller and centerboard to be not less than 700 pounds except when the hull or a part thereof is covered with resin and synthetic cloth, at which time the minimum weight shall be 715 pounds. (If this is less than 700 pounds the difference shall be made up by the addition of any material attached to the under side of the deck.) Added weight shall be carried lengthwise over the keel and may be distributed fore and aft. It shall touch the deck and shall not extend below the deck beams more than two inches. It shall be securely fastened and may not be removed. All yachts shall be weighed under the supervision of an Official Measurer or a Fleet Committee for this purpose. This amount to be recorded on the measurement certificate. Boats that generally haul out between races shall be weighed without soakage.

All materials to be of specified or indicated dimensions except where so stated.

ARTICLE IV—KEEL, TRANSOM, PLANKING AND CHINE TIMBERS

1. Keel of mahogany or oak moulded 1⅛" as shown, or on double planked boats if the inner planking crosses the keel its thickness shall be considered as part of the 1⅛" moulding; sided not less than 6" at its greatest point or less than 4" where it intersects chine timber or less than 4½" at the transom. The keel is to stand not less than 7/16" proud of the bottom planking and the amount must be allowed on all keel heights as shown on the lines drawing and in measuring the after end of the skeg.

2. Bottom planking—May be of double or single planked construction or seam battens may be used; cedar and of not less than 11/16" total thickness.

3. Transom—Of mahogany not less than ¾" thick.

4. Top Sides—Cedar not less than 5/8" thick. May be ship lapped or seam battens may be used.

5. Chines—Oak or mahogany ⅞"x1½".

6. The entire hull may be covered by the application of resin and synthetic cloth; however, when such application is made in whole or in part, the minimum weight of the hull as specified in Article III of the specifications shall be 715 pounds.

Options—Number of planks, kind of wood.

ARTICLE V—STEM

1. Stem—Of oak sided and moulded as shown.

Option—Kind of wood.

ARTICLE VI—FRAMES

Frames—Of oak or mahogany sided and moulded as shown.

Options—Kind of wood. Additional frames may be added, but specified frames must be centered as shown. May be larger but not less than dimensions given. Gussets are not permitted.

ARTICLE VII—DECK BEAMS

Deck Beams—Oak or mahogany moulded and sided as shown.

Options—Kind of materials. Beams may be larger but not smaller than shown.

ARTICLE VIII—DECK

Deck—Of white pine 7/16" thick or waterproof plywood 5/16" thick covered with 8 oz. canvas, fiberglass, or other synthetic material carried down over the sides of top strake and covered with gunwale or moulding. Covering boards are not permitted.

Option—Kind of wood.

Doubling blocks, etc., shall be of material not less than ⅞" thick.

ARTICLE IX—COCKPIT

Cockpit—Of size and shape as shown, it shall start at frame No. 4 and run to frame No. 8½. It shall be 4'8" wide at station No. 5 and 3'5" wide at station No. 8½. The deck surrounding the cockpit shall not be less than 10" wide at any point. Coamings shall be of mahogany as shown, and the height can be as low as ½". Floor boards and seats are to be of the outline shown on drawings. They may be solid or of slats of material not less than ⅝" thick and the weight of the floor boards may not exceed 40 pounds regardless of the type of wood used. If of slats the space between slats cannot exceed 25 percent of the widths of the slats. Their height may vary plus or minus 2" from that shown on drawings.

Options—Kind of wood. Lockers, shelves.

Cockpit braces shall be material not less than ⅞" thick.

ARTICLE X—HATCHES

Hatch—One small hatch on after deck for attaching outboard motor may be used.

ARTICLE XI—FASTENINGS

Fastenings can be of iron, steel, bronze, brass, copper or nickel, or any alloy made basically of combinations thereof, but not of aluminum or other light weight metals. Other materials not permitted. They may be galvanized or plated.

ARTICLE XII—MAST STEP

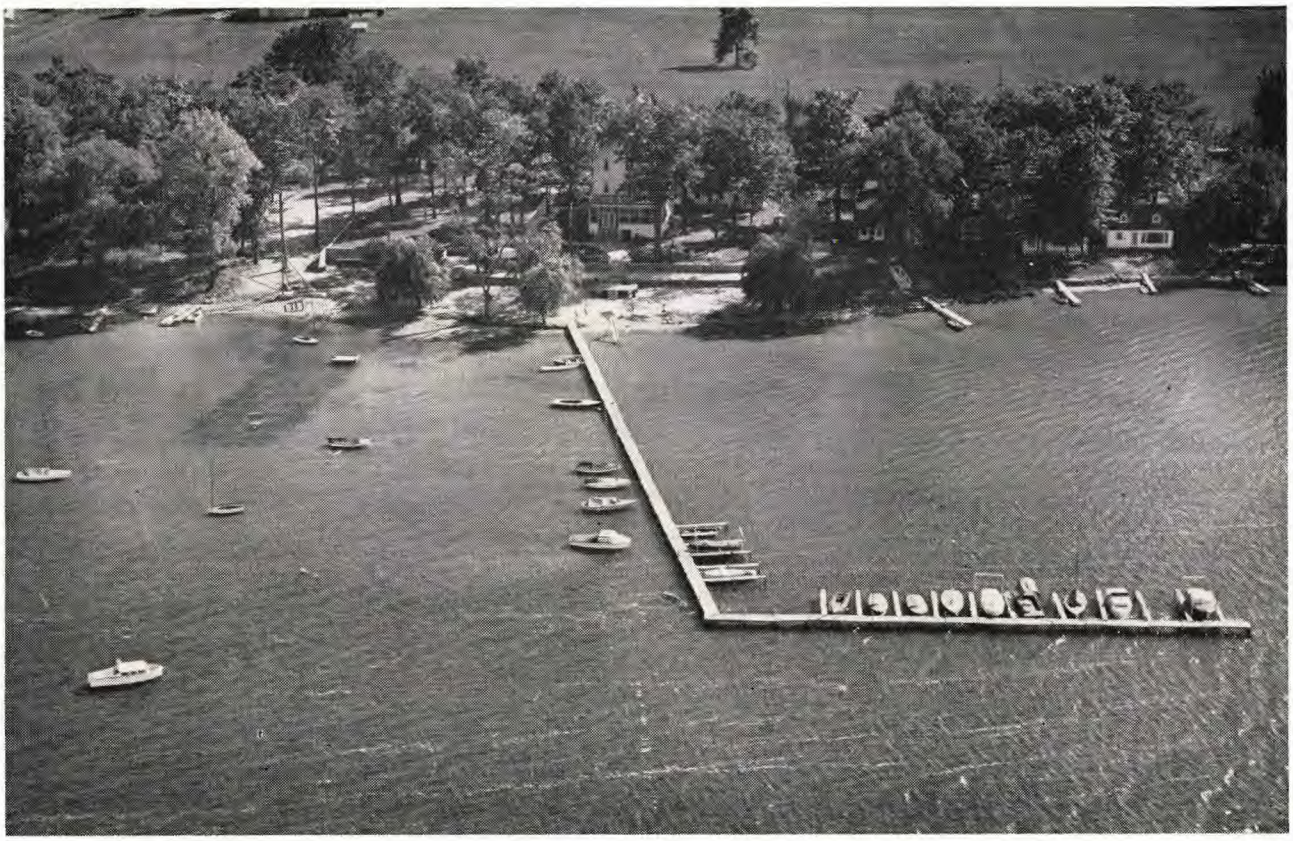
Oak as per plans. Centerboard trunk log assembly may be extended to form the mast step provided it covers the same number of frames as the separate mast step.

Option—Kind of wood.

ARTICLE XIII—SPARS

1. Mast—To be hollow and rectangular in section. Made of spruce or Douglas fir with walls not less than 1/2" in thickness at any point. Minimum dimensions as per spar drawing. Length of mast from top of deck to top of sheave shall be 25'8". A distinguishing color band 1/2" wide shall be painted around the mast, the top edge of which shall be 24'0" below the top of main halyard sheave. A stopper shall be permanently fixed in the gooseneck slide track to prevent the line of the top of the boom, when extended, from coming below the top of this colored band. Mast must not be grooved to take bolt rope of sail. Sails must be attached to the mast with ⅝" track and slides. Halyards may not run inside the mast and weight of the sails must be carried on the halyards while the sails are set.

The bolster at the mast head must be the same outline as in the detailed drawing. AA to forward side of mast should be 1'9" with a tolerance of plus or minus of 3". Rotating mast or permanently bent mast prohibited. No change in position of mast at any point will be allowed during any race. With boat in sailing trim aft side of mast must be an approximately straight line, but adjustments



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of the mast, using standard turnbuckles only, to correct the fit of regulation sails is permitted.

2. Boom—Must be solid T section as per plans, made of spruce or Douglas fir. Foot of sail must fasten in a straight line in both plan and profile. No arched or curved tracks are allowed and no transverse movement is permissible in the foot of the sail. The sail must be attached to boom with track the same as on mast. Length of boom from aft side of mast to extreme end shall not be greater than 10'0". Subject to the restrictions in Section 1 of this article, a sliding, swivel gooseneck for attaching the main boom to the track on the mast may be used.

3. Spinnaker pole—Shall not be greater than 6'9" overall including fittings when measured square off. Size and shape as per plans. Made of spruce or Douglas fir. Pivot point on forward side of mast not to project forward more than 1½". It shall be permissible to allow the spinnaker guy to run freely through the fitting on the end of the pole. Allowing the spinnaker to fly away from the pole, either by intention or by accident, shall not be grounds for disqualification.

4. There is no restriction as to the use or length of a whisker pole, except that it can be used only for the Jib and that only one whisker pole may be carried during a race and it must be seated home against the mast. (Cannot be held at one end by a member of the crew). Where a whisker pole is used as a spinnaker pole as well it must be of the specifications in Par. 3 above.

ARTICLE XIV—RIGGING

Rigging—As shown on plans as to position and number and length of stays. To be of wire rope of diameter and strength not less than shown on plans. Spreaders and struts to be as shown as to position, length, diameter and wall thickness. Two-piece, rigid spreaders, to be attached at each side of the mast, in place of the single-piece spreader going through the mast, may be used. (Use of hinged spreaders is not permitted). They can be of iron, steel, bronze, brass, copper or nickel, or any alloy made basically of combinations thereof, but not of aluminum or other light weight metals. Other materials not permitted. They may be galvanized or plated.

Method of attaching to spars optional. Any change in the set of standing rigging except as occasioned by accident or by means other than conventional turnbuckles during a race shall be prohibited. Changes in running rigging, not expressly barred in the plans or specifications, may be made at owner's option.

ARTICLE XV—CENTERBOARD

CENTERBOARD PIN AND CENTERBOARD TRUNK

Centerboard Pin—Must be ⅝" in diameter.

Centerboard—To be 5/16" thick and not to vary more than ½" in any dimensions from official pattern except in an area bounded by a triangle formed by the top and forward edges at their intersection and having leg 22" and 8" long respectively, to allow for pennant fittings. Provided, however, that for use in local races only, including elimination races to determine fleet representatives in the International Championship or other sanctioned events, the centerboard may be shortened by removal of a portion of the after end thereof when such shortening has been approved by the local fleet. To be of iron or steel. Other materials, including stainless steel, not permitted. May be galvanized to eliminate corrosion or painted and may not be of polished metal. May be streamlined but chamfer not to extend in more than 1" from any edge.

Centerboard Trunk — May not be enclosed. Centerboard trunk may be notched out along its upper edge to permit boards with their forward upper corner cut off to be lowered to the designated position without the hoisting tackle entering the trunk. Boats with double planked bottom may use a trunk with sides ⅞" thick throughout. The use of a gasket of any kind, either in or at the bottom of the centerboard well, is not permitted.

ARTICLE XVI—RUDDER, SKEG AND TILLER

Rudder—¾" thick and not to vary more than ⅜" from official plans. To be made of wood, chamfer not to extend more than 2" from any edge. A rudder arranged to tilt upward when striking an under water obstruction may be used in local races only. When in its downward position, it must have an outline meeting the requirements for standard rudders and it must be carried in that extreme downward position when racing. Only the rudder as shown on drawings may be used in International competition.

Skeg—To be as per plan, well bolted to keel. Not less than ⅞" thick. The maximum depth at the after end shall not exceed 7½". (See note on keel heights. Art. 4, Paragraph 1). Length along bottom shall be 3'4". The bottom of skeg shall be a straight line. May be streamlined on its after edge only. Chamfer may not extend more than 2" forward of that edge.

Tiller—Of ash as shown. Builders and owners may, at their option, install tillers longer than the 48 inches shown by the plans and either with or without hiking sticks.

Option—Kind of wood.

ARTICLE XVII—PAINTING

To be given at least three coats inside and out. May be painted or varnished. Under side of deck need not be painted.

ARTICLE XVIII—SAILS

1. Sails—No sails other than the standard size Jib, Mainsail and Spinnaker allowed. Storm Sails, or those especially cut to smaller dimensions than shown on the official sail plan for use in racing under heavy weather conditions, are prohibited. This refers to the three linear dimensions of the sail, viz. luff, leech and foot, and does not refer to the belly or draft the sailmaker may put into the Sails.

Loose-footed Mainsails, Jib Booms or part length Clubs, double luff Mainsails and perforated Sails, other than reef points or accidental, are barred.

2. Weight and Type of Cloth—Mainsail, Jib and Spinnaker shall be of cotton or other synthetic woven fabric. Mainsails and Jibs shall be made of sail cloth not lighter than 3.7 ounce material, this weight being based on a lineal yard 28½" in width. The weight of the material in the Spinnaker shall be not less than 2 ounces, this weight being based on a lineal yard 38 inches in width. (See note on page 33 about use of synthetic fabric).

3. Racing Number and Class Emblem—Size and design shown on drawings must be attached on each side of Mainsail. Racing number on spinnaker shall be optional.

4. Reefs—Sails may be reefed at the foot only. Roach reefs are barred. The revised official sail plan shows two

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1. I am planning to enter my _____ (class) yacht named _____, class number _____.
   My yacht has _____ color hull _____ color deck. It will be shipped with a trailer ☐ a cradle ☐
2. I would like to charter a yacht in _____class, yes ☐ no ☐.
   My yacht is _____ class, _____ number.
3. I expect _____ people in my party. w
4. We plan to fly ☐ come by steamer ☐.
5. I would like more information regarding _____

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reefs in the Mainsail and none in the Jib. The Jib, when used, must be used without reefing. The upper reef in the Mainsail is optional but the first or lower reef in that sail is mandatory in all Sails ordered after Jan. 17, 1941. The lower reef shall be 2 ft. 5 in. up from the foot, measured along the luff, and 2 ft. 8½ in. up from the foot, measured along the leech. The upper reef, if installed, shall be 2 ft. 5½ in. up from the lower reef, measured along the luff, and 2 ft. 7 in. up from the lower reef, measured along the leech.

5. Battens—Wood, as shown. Three in Mainsail, upper and lower 2′0″, middle one 2′6″; same shall divide the leech into approximately four equal parts. Battens in Jib optional, but if used shall not be more than two at 1′0″, dividing the leech into approximately three equal parts.

6. Size of Mainsail—Luff length governed by the side of the headboard which shall be 4″ across, measured perpendicular to the mast, the limited size bolster at the masthead, the permanent backstay, and the lengths given in Article XIII, Section 1. Measuring from tack to top of headboard, it should be 23′5″ when fully stretched. If longer, the headboard and roach to leech will foul the backstay.

Leech length measured from clew to top of headboard should be 24′6″ when fully stretched.

Foot length slightly under 10′0″ when fully stretched. See limit of boom length, Article XIII, Section 2.

Roach and draft governed by two measurements across the sail from luff to leech to be made on the floor with the sail secured at three corners by an adequate pull, depending upon the type of bolt rope and the method of construction. At a point on the luff of mainsail, six feet up from the center of tack cringle and the line at right angles to the luff, a measurement shall be taken from leech to luff—this measurement shall not exceed 8′3″. A similar measurement shall be taken 6″ down the luff from center of forward hoisting eye of headboard. This dimension shall not exceed 3′7½″. The word adequate as used in this paragraph shall mean the amount of pull required to bring the sail to its normal setting on the spar and boom.

A tolerance of 10″ minus -0″ plus is allowed on mainsail.

7. Size of Jib—Luff not over 17′10″. Leech not over 15′7″. Foot not over 7′7″.

Measuring Jib on floor, secured at three corners, five pound pull. Roach and draft governed by a measurement across Jib between points 11′0″ down leech and luff from head of Jib, which must not exceed 5′2″.

A tolerance of 8″ minus -0″ plus is allowed on Jib.

8. Size of Spinnaker—Luff and Leech—measured to under side of swivel—20′0″. Foot—from clew to clew—14′0″.

No smaller or larger lengths than the above Spinnaker measurements shall be permitted except for a tolerance of 6″ plus or minus to take care of stretching or shrinking.

To control the girth the Spinnaker, when dry, shall be folded in half by putting the luff and leech and the two clews together, and then spread evenly and flat upon the floor.

Two measurements "A" and "B," shall then be taken across the Sail.

Measurement "A" shall be taken between two points found as follows:

1. From under side of swivel 5′0″ down luff and leech.

2. From under side of swivel in a STRAIGHT line 6′0″ down the opposite side of the sail as folded, NOT measuring around the contour.

"A" shall measure 5′7″.

Measurement "B' shall likewise be taken between two points 10′0″ down luff and leech and 11′0″ down the opposite side of the sail as folded, NOT measuring around the contour.

"B" shall measure 8′2″.

A tolerance of 3″ plus or minus is allowed on Spinnaker cross measurements "A" and "B" to cover stretching and shrinking.

ARTICLE XIX—FITTINGS

The actual pattern of fittings is optional; however, they should equal and serve the purpose of those indicated on the drawings. The position of chainplates and points of attachment of stays to hull shall be as shown on drawings. Use of a bridle on the backstay is not permitted. Except for belaying pins and cleats, which may be made of wood, fittings may be made of iron, steel, bronze, brass, copper or nickle or any alloy made basically of combinations thereof, but not of aluminum or other light weight metals. Other materials not permitted. They may be galvanized or plated. The use of approved reinforced plastic sheaves is optional.

RESOLUTION ON SUBSTITUTE MATERIAL

Due to restricted use of certain metals involved in war production, the following was adopted: RESOLVED, that from time to time, for so long as the use of metals is restricted by our national defense program, the President, Secretary and Chief Measurer of the Lightning Class Association be, and they hereby are authorized and directed to make, issue and enforce such temporary rules and regulations, respecting the materials which may be used in center-boards, spreaders, struts, fastenings and fittings for Lightning Class boats as will, in their sole judgment and discretion, best safeguard and forward the interests of the Class—anything in the plans or specifications to the contrary notwithstanding. All requests for permission to use substitute materials pursuant to this resolution should be addressed to the Chief Measurer.

REVISIONS IN DRAWINGS

The following revisions to the official drawings were authorized at the annual meeting of the class, January 17, 1941. New Blueprints incorporating these revisions, were available on April 1, 1941. All blueprints now supplied to builders are the new blueprints.

The outside diameter of the tubing used in jumper struts and spreaders shall be stated as not less than ⅝″. It is now stated as ¾″. The jumper strut and spreader fittings shall be reduced in size to harmonize with the smaller diameter of the tubing.

A distinguishing color band ½″ wide shall be shown around the mast, with its top edge 24 ft. 0 in. below the top of the main halyard sheave. Also a permanent stopper in the gooseneck slide, preventing the line of the top of the boom, when extended, from coming below the top of the color band.

The line indicating a reef in the jib shall be removed from the plans, as it is intended there shall be no provision for reefing that sail and that it shall be used without reef-

ing or lowered in full. Two reefs shall be shown in the Mainsail but it shall be noted that the lower reef is mandatory and that the upper reef is optional. Their heights at tack and clew shall be as stated in Article XVIII of the Specifications.

Three battens shall be shown in the mainsail and two in the jib, of the lengths, and at the places shown in Article XVIII of the Specifications. It shall be noted that jib battens are optional.

The sail plan shall be redrawn to conform to the changes in sail and batten specifications above set forth.

The detail of the masthead bolster shall be redrawn to show essential measurements more clearly.

The notation showing top of spinnaker halyard block 20′4¼″ above deck shall be changed to read "Top of spinnaker halyard block sheave 20′4¼″ above deck."

On Sail and Deck Plan the following notations shall appear: "Tracks optional for both jib sheet lead and dead end" and "Note: Installation of track or traveller for main sheet blocks is not permitted."

A note shall be added to the stem detail drawing to the following effect: "If ⅜″ half round stem band is used to protect face of stem face may be made ⅜″ wide at the 6″ water line."

On the construction section, the provision for use of $\frac{5}{16}$″ Tego bonded plywood shall be changed to read, "Not less than $\frac{5}{16}$″ resin bonded plywood."

On drawings showing spars, a note shall be added showing more clearly that the 10′ dimension from end of boom to mast includes the space taken up by the gooseneck fitting. A note shall also be added in connection with the mast showing that "Backing blocks may be inserted at points where fittings are attached."

A note shall be added as follows: "If desired to stiffen the skeg, a ⅛″ piece of brass may be extended down the transom and the after face of the skeg. If owner wishes to have the rudder mounted on a track, the track may be set on a batten, provided the batten does not extend below the water line and does not change the normal position of the rudder or the normal distance between the forward edge of the rudder and the after face of the skeg."

CHANGES IN SPECIFICATIONS SINCE REVISION OF DRAWINGS IN 1941

The specifications were amended to permit boat builders and owners, at their option, to install: (1) Sliding, swivel, goosenecks for attaching the main boom to the track on the mast; (2) Two-piece, rigid spreaders, to be attached at each side of the mast, in place of the single piece spreader going through the mast. (Use of Hinged Spreadors is not permitted.); (3) Tillers longer than the 48 inches shown by the plans and either with or without hiking sticks.

At the Annual Meeting on September 4, 1946, Article 18, Section 2 of the Specifications was amended to read: "Mainsail, Jib and Spinnaker shall be of cotton, or other synthetic woven fabric."

CONSTITUTION BY-LAWS, RULES AND SPECIFICATIONS CORRECT TO SEPTEMBER 9, 1953

Any subsequent additions or amendments should be attached in chronological order.

FIRMA G. BAAY

Yacht Builders

Loosdrecht Netherlands

The firm in the Little Country, with the greatest reputation of the finest built racing and pleasure craft.

Builders of Perfect and Fast Lightnings

MODERATE PRICES

LIGHTNING FLEETS

"A"

American Yacht Club ..... Fleet No. 96
Awosting Yacht Squadron Lightning ..... Fleet No. 95
Annisquam Lightning ..... Fleet No. 151
Atwood Lake Lightning ..... Fleet No. 212

"B"

Bandeirante Lightning ..... Fleet No. 234
Barnegat Bay ..... Fleet No. 3
Bayview Yacht Club ..... Fleet No. 83
Bay Waveland Lightning ..... Fleet No. 211
Beaufort River Lightning ..... Fleet No. 176
Bellingham Yacht Club Lightning ..... Fleet No. 158
Biloxi Lightning ..... Fleet No. 239
Biscayne Bay ..... Fleet No. 226
Black Hawk Lightning ..... Fleet No. 172
Black Rock Yacht Club ..... Fleet No. 17
Bomoseen Yacht Club ..... Fleet No. 227
Boston Harbor Lightning ..... Fleet No. 100
Branford Yacht Club ..... Fleet No. 63
Brant Beach Lightning ..... Fleet No. 173
Brigantine Yacht Club Lightning ..... Fleet No. 217
Buckeye Lake ..... Fleet No. 43
Buffalo Canoe Club ..... Fleet No. 12
Buffalo Yacht Club ..... Fleet No. 81
Burnham Park Yacht Club ..... Fleet No. 56
Burt Lake Lightning ..... Fleet No. 254

"C"

Canandaigua Yacht Club ..... Fleet No. 44
Candlewood ..... Fleet No. 82
Cape May Harbor Lightning ..... Fleet No. 213
Castellammare Di Stabia Lightning ..... Fleet No. 237
Cazenovia Lightning ..... Fleet No. 164
Cedarhurst Yacht Club ..... Fleet No. 2
Cedar Point Lightning ..... Fleet No. 126
Centerboard Yacht Club ..... Fleet No. 14
Chautauqua Lake Yacht Club ..... Fleet No. 19
Chautauqua Lightning ..... Fleet No. 198
Chelsea Yacht Club ..... Fleet No. 39
Chicago Corinthian Yacht Club ..... Fleet No. 5
Chinook Lightning ..... Fleet No. 229
Cincinnati ..... Fleet No. 57
Clarks Hill Lightning ..... Fleet No. 257
Club Nautico Sudest Lightning ..... Fleet No. 182
Cold Spring Harbor ..... Fleet No. 89
Columbia Lake ..... Fleet No. 49
Columbia Yacht Club Lightning ..... Fleet No. 97
Commodore Perry ..... Fleet No. 103
Conesus Lightning ..... Fleet No. 140
Conneaut Lake Lightning ..... Fleet No. 180
Cooper River Lightning ..... Fleet No. 197
Corpus Christe Lightning ..... Fleet No. 218
Crescent Sail Yacht Club ..... Fleet No. 51
Crescent Yacht Club ..... Fleet No. 9
Cuba Lake ..... Fleet No. 115

"D"

Dallas Corinthian Lightning ..... Fleet No. 35
Darien Boat Club ..... Fleet No. 255
Decatur ..... Fleet No. 74
Delaware River Yacht Club ..... Fleet No. 8
Detroit Yacht Club Lightning ..... Fleet No. 131
Devil's Lake Lightning ..... Fleet No. 31

"E"

Eagle Lake Lightning ..... Fleet No. 123
Eastchester Bay Lightning ..... Fleet No. 163
Edgewater Yacht Club ..... Fleet No. 45
Erie Yacht Club ..... Fleet No. 24
Execution Rocks Lightning ..... Fleet No. 106

"F"

Fair Haven Yacht Racing Association ..... Fleet No. 15
Flotilha Carioca de Lightnings ..... Fleet No. 144
Flotilha de Lightnings de Florianopolis ..... Fleet No. 162
Flotilha de Lightnings de Vitoria ..... Fleet No. 201
Flotilha de Lightnings do Rio de Janeiro ..... Fleet No. 84
Flotte Des Troit Lac ..... Fleet No. 169
Ford Yacht Club ..... Fleet No. 233

"G"

Garda Lake ..... Fleet No. 249
Gardiners & Peconic Bays Lightning ..... Fleet No. 116
Gary Boat Club Lightning ..... Fleet No. 222
Genesee Yacht Club Lightning ..... Fleet No. 148
Great Egg Harbor ..... Fleet No. 99
Great Sodus Bay ..... Fleet No. 108
Great South Bay Lightning ..... Fleet No. 178
Green Bay Lightning ..... Fleet No. 112
Grosse Ile Yacht Club ..... Fleet No. 68
Groton Long Point Lightning ..... Fleet No. 105
Gulfport Yacht Club ..... Fleet No. 236
Gull Lake Lightning ..... Fleet No. 137

"H"

Harraseeket Lightning ..... Fleet No. 244
Hawaii Lightning ..... Fleet No. 143
Hempstead Harbor ..... Fleet No. 138
Henderson Harbor ..... Fleet No. 225
Hewlett Bay ..... Fleet No. 58
Higgins Lake Lightning ..... Fleet No. 110
High-Tor Lightning ..... Fleet No. 41
Honolulu Lightning ..... Fleet No. 170
Housatonic Boat Club ..... Fleet No. 6

"I"

Indian Lake Lightning ..... Fleet No. 23
Indian River Yacht Club ..... Fleet No. 72
Irondequoit Bay ..... Fleet No. 46
Island Bay Lightning ..... Fleet No. 117
Ivy Lightning ..... Fleet No. 160

"J"

Jackson Park Lightning ..... Fleet No. 199
Jayhawk ..... Fleet No. 60

"K"

Kentucky Lake Lightning ..... Fleet No. 242
Keuka Lake Lightning ..... Fleet No. 252
Keystone Yacht Club Lightning ..... Fleet No. 208
Kingston Yacht Club Lightning ..... Fleet No. 171
Kiser Lake ..... Fleet No. 241
Kitsilano Yacht Club ..... Fleet No. 90

"L"

Lake Davenport Lightning ..... Fleet No. 167
Lake Delta ..... Fleet No. 4
Lake Dunmore Lightning ..... Fleet No. 243
Lake Worth Sailing Club ..... Fleet No. 232
Larchmont Lightning ..... Fleet No. 32
Lasalle Yacht Club ..... Fleet No. 221
Lightningfloote Sempachersee ..... Fleet No. 250
Liguria Lightning ..... Fleet No. 247
Little Egg Harbor ..... Fleet No. 26
Lake Deschene Lightning ..... Fleet No. 188
Lake Fenton Yacht Club ..... Fleet No. 53
Lake Geneva ..... Fleet No. 48
Lake Hopatcong ..... Fleet No. 29
Lake Mohawk Yacht Club ..... Fleet No. 25
Lake Placid ..... Fleet No. 193
Lake Pontchartrain ..... Fleet No. 62
Lake Washington ..... Fleet No. 132
Laurentian International ..... Fleet No. 120
Lavallette Lightning ..... Fleet No. 104
Leander Lightning ..... Fleet No. 76
Leatherlips Yacht Club ..... Fleet No. 27
Leland Yacht Club ..... Fleet No. 184
Lewis Point Lightning ..... Fleet No. 93
Lightningflotte Zurichsee ..... Fleet No. 219
Little Neck Bay ..... Fleet No. 55
Long Horn Lightning ..... Fleet No. 240
Lotawana Lightning ..... Fleet No. 156
Lower Lake Huron ..... Fleet No. 124

"M"

Macatawa Bay Yacht Club ..... Fleet No. 204
Madison Beach Lightning ..... Fleet No. 129
Mamaroneck Lightning ..... Fleet No. 122
Manhasset Bay Lightning ..... Fleet No. 133
Mantoloking Lightning ..... Fleet No. 210
Maple Bay Lightning ..... Fleet No. 64
Maple City ..... Fleet No. 21
Marblehead Harbor Lightning ..... Fleet No. 189
Marivela Lightning ..... Fleet No. 235
Mattituck Lightning ..... Fleet No. 141
Mayfield Yacht Club ..... Fleet No. 13
Mendote Lightning ..... Fleet No. 177
Mentor Harbor Yacht Club ..... Fleet No. 37
Merrimac River ..... Fleet No. 121
Metedeconk River ..... Fleet No. 34
Miami Lightning ..... Fleet No. 111
Michigan City Yacht Club ..... Fleet No. 20
Milford Yacht Club ..... Fleet No. 238
Milwaukee Lightning ..... Fleet No. 69
Mission Bay Lightning ..... Fleet No. 194
Mobile Bay Lightning Class ..... Fleet No. 135
Mohican Lightning ..... Fleet No. 150
Moriches Bay Lightning ..... Fleet No. 142
Muna Lightning ..... Fleet No. 73

"N"

Napoli Lightning ..... Fleet No. 191
Neenah-Nordaway ..... Fleet No. 67
New Orleans Lightning ..... Fleet No. 209
Newport-Balboa Lightning ..... Fleet No. 107
Newport Yacht Club ..... Fleet No. 77
Niagara Sailing Club ..... Fleet No. 59
Niantic Bay Lightning ..... Fleet No. 85
North East River ..... Fleet No. 192
Noroton Lightning ..... Fleet No. 134
Northeast Yacht Club Lightning ..... Fleet No. 207
Northport Bay Lightning ..... Fleet No. 98
Northport Point Lightning ..... Fleet No. 202
North Shore Lightning ..... Fleet No. 186
North Shrewsbury River ..... Fleet No. 11
Norwalk Yacht Club ..... Fleet No. 230
Novice Yacht Club ..... Fleet No. 28
Nyack ..... Fleet No. 75
Nylands Lightning ..... Fleet No. 166

"O"

Olivos Lightning ..... Fleet No. 206
Onondaga Lake ..... Fleet No. 10
Omena-Traverse Yacht Club ..... Fleet No. 174
Owasco Yacht Club Lightning ..... Fleet No. 149
Oyster Bay Lightning ..... Fleet No. 200

"P"

Pass Christian Lightning ..... Fleet No. 179
Patapskut Lightning ..... Fleet No. 128
Paupack Sailing ..... Fleet No. 16
Pequot Yacht Club ..... Fleet No. 153
Piscataqua River ..... Fleet No. 22
Pontiac Yacht Club ..... Fleet No. 54
Port Clinton Sailing Club Lightning ..... Fleet No. 136

Port Jefferson Lightning ..... Fleet No. 214
Portland Yacht Club ..... Fleet No. 190
Prout's Neck ..... Fleet No. 94
Pultneyville Yacht Club ..... Fleet No. 61
Pymatuning Yacht Club ..... Fleet No. 36

"Q"

"R"

Raritan Bay Lightning ..... Fleet No. 185
Red Bank on the Shrewsbury ..... Fleet No. 70
Red Jacket Lightning ..... Fleet No. 125
Riverton Yacht Club ..... Fleet No. 228
Rochester Yacht Club ..... Fleet No. 52
Rocky River ..... Fleet No. 71
Royal Hamilton Yacht Club ..... Fleet No. 118
Royal St. Lawrence Yacht Club ..... Fleet No. 215
Royal Victoria Yacht Club ..... Fleet No. 66

"S"

Saginaw Bay Lightning ..... Fleet No. 216
St. Joe-Harbor Lightning ..... Fleet No. 113
St. Louis Lightning ..... Fleet No. 231
St. Petersburg Lightning ..... Fleet No. 109
Salamis Lightning ..... Fleet No. 251
Sandy Bay Lightning ..... Fleet No. 248
Sandy Beach Yacht Club ..... Fleet No. 78
San Diego Bay ..... Fleet No. 114
San Isidro Lightning ..... Fleet No. 203
Sao Paulo Lightning ..... Fleet No. 147
Santa Monica Bay ..... Fleet No. 102
Savannah Lightning ..... Fleet No. 127
Seawanhaka Lightning ..... Fleet No. 88
Shattemuc ..... Fleet No. 224
Sheboygan Lightning ..... Fleet No. 187
Sheepshead Yacht Club ..... Fleet No. 38
Shore Acres Yacht Club ..... Fleet No. 86
Shreveport Lightning ..... Fleet No. 175
Silver Lake Yacht Club ..... Fleet No. 47
Skaneateles Country Club ..... Fleet No. 1
Sorrento C.R.V. Italia ..... Fleet No. 223
South Haven Yacht Club ..... Fleet No. 30
Southmost ..... Fleet No. 40
South Shore Yacht Club ..... Fleet No. 79
South Shrewsbury River ..... Fleet No. 80
Southwestern Yacht Club ..... Fleet No. 161
Sparrows Point ..... Fleet No. 157
Spofford Lake Lightning ..... Fleet No. 145
Spray Beach Yacht Club ..... Fleet No. 91
Sue Island Lightning ..... Fleet No. 87
Surf City Lightning ..... Fleet No. 196

"T"

Tacoma Lightning ..... Fleet No. 159
Tampa Bay Lightning ..... Fleet No. 168
Tawas Bay Lightning ..... Fleet No. 152
Taylor Pond ..... Fleet No. 101
Thames Yacht Club Lightning ..... Fleet No. 139
Thessaloniki Lightning ..... Fleet No. 256
Toledo Lightning ..... Fleet No. 42
Tom's River ..... Fleet No. 92
Toronto Bay Lightning ..... Fleet No. 146
Tri-State Yacht Club ..... Fleet No. 18
Turkeyfoot Lake ..... Fleet No. 33
Tulsa Sailing Club Lightning ..... Fleet No. 205

"U"

Uruguayo Yacht Club Lightning ..... Fleet No. 220

"V"

Valleyfield Lightning ..... Fleet No. 65

"W"

Wadawanuck Yacht Club ..... Fleet No. 183
Washington ..... Fleet No. 50
Watch Hill Lightning ..... Fleet No. 195
Watkins Lake Lightning ..... Fleet No. 155
Wawasee Yacht Club ..... Fleet No. 154
Wequaquet Lake Yacht Club ..... Fleet No. 181
Western Connecticut ..... Fleet No. 7
Western Narragansett Bay ..... Fleet No. 119
Winnipesaukee Yacht Club ..... Fleet No. 246
Wollaston Bay Lightning ..... Fleet No. 165

FLEET DIRECTORY

SKANEATELES COUNTRY CLUB, INC. (1)
Central New York District
Based on Skaneateles Lake, New York

Fleet Captain ..... Stephen M. Webb

The Lightning Class at Skaneateles had an extremely busy and successful season in 1953. The fleet was the largest in Skaneateles history with 18 Lightnings, most of them racing regularly. Under the direction of Commodore H. Curtis Mial, a full schedule of senior and junior races was carried out. A tabulation of the racing results follows:

FLEET CHAMPIONSHIP
(Based on point totals, first and second Saturday Series)

Place	Hull No.	Owner	Skipper
1	356	Dr. Robert Johnson	Debby Johnson
2	2784	S. G. Reynolds, Jr.	S. G. Reynolds, Jr.
3	717	Dr. H. S. Moore	Cindy Moore—Carl Solem
		SATURDAY—FIRST SERIES	
1	356	Dr. Robert Johnson	Debby Johnson
2	717	Dr. H. S. Moore	Carl Solem
3	2784	S. G. Reynolds, Jr.	S. G. Reynolds, Jr.
		SATURDAY—SECOND SERIES	
1	356	Dr. Robert Johnson	Debby Johnson
2	2784	S. G. Reynolds, Jr.	S. G. Reynolds, Jr.
3	1807	M. H. Larrabee	Ethel Larrabee
		SUNDAY SERIES	
1	356	Dr. Robert Johnson	Robert Johnson, Jr.
2	717	Dr. H. S. Moore	Cindy Moore
3	1807	M. H. Larrabee	Ethel Larrabee
		LONG DISTANCE RACE	
1	4975	A. H. Poole	A. H. Poole
2	.....	S. Nitchie	S. Nitchie
3	1	L. Ayars	L. Ayars
		ALL LAKE REGATTA	
1	4975	A. H. Poole	A. H. Poole
2	.....	B. A. Wittkuhns	Rosemary W. Smith
3	.....	S. Nitchie	S. Nitchie

Debby and Bob Johnson, Fleet No. 1, on Skaneateles Lake

JUNIOR FLEET CHAMPIONSHIP

1	356	Dr. Robert Johnson	Michael Johnson
2	1807	M. H. Larrabee	Jean Larrabee
3	891	S. M. Webb	S. S. Webb

CEDARHURST YACHT CLUB (2)
Greater Long Island District
Based on East Rockaway Inlet, N. Y.

Fleet Captain ..... James W. Maitland
Fleet Secretary ..... Roland C. Bergh
Fleet Champion ..... James W. Maitland

Boat No.	Boat Name	Skipper
131	Linnet	Roland C. Bergh
375	Black Knight	Mary North
1729	Puff	F. Shelton Farr
1740	Swizzle	I. T. Williams
3219	Chanty	Eben B. Knowlton
3220	Havoc	John L. Koehne
3505	La Mouette	John Ehrenclou
3963	Blue Bolt	James Maitland
3964	Profanity	S. Davis Robins

As usual the 1953 racing season consisted of two race series. The first series high scores in order were Tommy Robins, James Maitland and Bucky Knowlton; the second were Dicky Koehne, James Maitland and Roland Bergh. Our Commodore and Fleet Captain, James W. Maitland is now Fleet Champion as well!

Early in August, four of our boats were entered in the great South Bay Yacht Racing Association Lightning Class Race Week. Five races were held, and at the end of the fourth race Messrs. Maitland and Bergh had each copped two firsts and two seconds! The final race on Saturday was won by—you guessed it, James Maitland again!

Four crews from our club paid a return engagement in a three race team series with the Royal Saint Lawrence Yacht Club in Montreal. Your secretary was unable to attend and so is unable to accurately describe what happened. It may be accurately reported that Cedarhurst got trimmed! Next year the boys and gals from Montreal will be our guests and we are looking forward to an exciting time.

Next summer several of our boats are planning to tow around to the Sound and enter the Larchmont Race Week; and we are also planning to renew our team races with Seawanhaka and the Cold Spring Harbor Yacht Clubs.

BARNEGAT BAY FLEET (3)
Central Atlantic District
Based on Barnegat Bay, N. J.

Fleet Captain ..... John M. Wardell
Fleet Secretary ..... James D. O'Neill
Fleet Champion ..... John W. Orelup
Runner-Up ..... Robert Woolman

Boat No.	Boat Name	Skipper
10	Tarpot	Darwin J. James, Jr.
94	Peppy	James E. Merrill
100	Sally	Edward Ix
177	Thunder	Philip R. & Gardner Van Duyne
223	Opus One	J. Westford Cutler
270	Static	George Tompkins
322	Drambuie	W. V. Scott
351	Intrigue	David L. Berry
370	Papillon	Joann Pierce
390		Harry A. O'Melia
454	Barnigh	Frank W. Thatcher, Jr.
455	Three Martinis	Henry P. Bristol
465	Devil Dog	J. E. Hurley
513	Misbehave	Mr. Charles B. Cattus or Mr. John C. Cattus
579	.....	G. S. Stokes
581	My Gal	Mr. & Mrs. Kenneth P. Miller
671	Anna Marie	Joseph Solimine
686	Curlew	Graham V. Wright
702		Mary S. Mitchell

833	.....	Harold L. Van Wert
1137	Me and Marie	F. J. Costello
1303	Lazy Mae	O. A. Morgan
1339	Stinger	Victor Till
1362	Lourobin	W. K. Woolman
1363		Edward Rupprecht
1364	Sea Fever	Lyon F. Terry
1446	Flying Cloud	Alfred A. LaFountain
1477	Rijito	Richard Wasserman
1479	Miss Esquire	Richard C. Rothfuss
1481	Orzel	Dr. Alex Povalski
1482	Ranger II	John M. Wardell & Harry B. Wardell
1733	Hellion II	Chester Ortley
1734	Nimbus	George B. Lucas
1737	Jerwyn II	Gerald Murchison, Jr.
1744	Falcon	Henry B. Day
1877	Dutchess	Clifford F. Lindholm, II
1885	Witch Won	Harry H. Snider
2006	Lady Skipper	Frank Halloran
2166	Flying Devil	Edward F. Britten, III
2365	Optimist	James D. O'Neill
2445	.....	John J. Morris
2450	.....	W. P. Metz
2453	Scotch Mist	Lewis Valentine
2623	Surprise	Barron Connolly
2625	Dancing Feather	Loren C. Lewis
2710	.....	W. K. Dunbar
2789	Betty	Kenneth D. Hoag
3016		C. Von Dreusche
3100	Second Sally	William Sproul
3600	Relampago	J. Rodney Edwards
3798		Warren Clowes
3799	Thumper	W. W. Roff
3965	Tortis	R. P. Heuer
4867	Blitzpool	S. B. Fortenbaugh, Jr.
4900	Javelin	John W. Orelup
4986	.....	Basil Stetson
5076	Ardo IV	Ritner E. Walling III

Senior races at the Bay Head Yacht Club are sailed every Sunday afternoon, eight of the same counting for points for the Season Championship. About fifteen boats competed regularly throughout the Summer and the open non-point races attracted additional competitors from other clubs. John W. Orelup won the Club Championship handily, but the rest of the Fleet was bunched with Bob Woolman finally taking second and Rit Walling, Jr., third.

The Bay Head Yacht Club lightning juniors competed on ten Wednesday afternoons and the final results showed

First—William W. Fortenbaugh

Second—Robert Woolman

Third—Corby Day

The three race Cattus Trophy in lightnings for sailors under twenty-one was sailed over Bay Head waters. First place went to Marge Adams of Metedeconk Yacht Club, second place went to Rit Walling, Jr., of Bay Head Yacht Club and third place to William W. Fortenbaugh of Bay Head Yacht Club.

The Barnegat Bay Yacht Racing Association limited its Saturday sails to seven races this past season and the competition was as keen as ever. Unfortunately Fleet No. 3 produced no champions in this class but a number of the Club members were awarded banners for attendance in each race of the series.

The first two rounds of the Sears Cup National Junior Championships were held on Barnegat Bay. The first competition consisted of four races conducted by a committee of the Barnegat Bay Yacht Racing Association and was open to all sailors under eighteen from the waters between Bay Head and Atlantic City. Each competitor sailed a different boat in each race and the series was finally won by Bill Fortenbaugh of the Bay Head Yacht Club by a quarter of a point over Marge Adams of Metedeconk Yacht Club. The second round was held under the sponsorship of the Bay Head Yacht Club and consisted of a series of six races for the championship of the Eastern District of the N.Y.R.A. which extends from Connecticut to Florida.

The teams competing and the order of finish were as follows:

1. Bay Head Yacht Club
2. Florida Yacht Racing Association (Miami)
3. West Hampton Yacht Club
4. Indian Harbor Yacht Club
5. Gibson Island Yacht Club
6. Norwalk Yacht Club.

The Bay Head Yacht Club crew consisted of Bill Fortenbaugh, Skipper, Bob Woolman and Charlie Barclay and the Miami Club was Herbert Virgin, Captain, Charles Virgin and Joseph Dare. The National Junior Championship final was sailed at Cleveland and won by the Sandusky Yacht Club of Ohio with Bay Head Yacht Club second.

CHICAGO CORINTHIAN YACHT CLUB (5)

Midwest District

Based on Lake Michigan, Chicago, Ill.

Fleet Captain ..... A. A. Berg
Fleet Secretary ..... Wm. G. Dahlquist
Fleet Champion ..... W. E. Wingard
Runner-Up ..... Earl Ross

Boat No.	Boat Name	Skipper
115	Dubious	James Johnson
333	Blue Belle	Ernest A. Boehm
414	Wave Guide	L. J. Ryan
608	Zip II	Howard Erickson
639	Taio	Chas. Godfroy
720	Impudent	Lee Van Degens
961	Nicki Too	Bill G. Dahlquist
1706	Caprice	Clarence Wegert
2005	Petunia	Leonard Lazaar
2555	Iris	Clyde Montgomery
2556	Lodestar	Don LaCross
		Bob Holm
2868	Restless	Paul Goucher
3347	Hussy II	Wm. Anderson
3619	Sugar Baby II	Lovell Cobb
4878	Jubilee	Wm. Wingard
4987	Thunderbird	J. N. Taylor
5047	Miss Trudy	James Doty
5124	Hildegard III	Leo Mauerer
5133	Mideti	John J. Burke
5347	Lindabar II	Irving Peterson
5574	Rayo II	Earl Ross
5606	Istar II	A. A. Berg

Chicago Corinthian Yacht Club fleet No. 5 at Montrose Harbor again enjoyed a successful raising season in 1953. New boats and new members were added to the fleet and interest continued at a high level in the club championship series and all special events.

Evidence of enthusiasm came in the greater number of skippers who trailed their boats to out-of-town events. Five boats made the trek to Neenah, Wisconsin, for the midwest championships in early August, an event won by Bill Wingard in Jubilee, with Earl Ross third and Al Berg sixth. Five boats also trailed in the other direction to Lake Springfield for the Labor Day week-end—also won by Bill Wingard, and the fleet won the high-point plaque awarded to the club whose boats amass the greatest number of points.

The usual total of twelve point-score races were sailed for the Corinthian championship and every Wednesday evening during July and August were sailed the "after dinner" races—which are not scored but which have proved so successful as tune-up events.

In six open events the Corinthian fleet met the Burnham Park fleet under the flag of the Chicago Lightning Squadron and as a result, Bill Wingard of Corinthian won the Chicago championship and Ronnie Blair of Burnham Park was second.

An event of which Corinthian sailors are very proud is the Red Flannel Regatta, sponsored by the Corinthian and Burnham Park fleets—37 Lightnings were listed including some of the most notable skippers in this part of the country. Chicago sailors really work hard to make this affair a success and this one was no exception; Indian Summer racing weather coupled with a big party and much conviviality brought praise from all the visitors. Every year the racing competition becomes hotter and likewise does the conviviality. The year 1954 should be the best yet and we hereby cordially invite all Lightning sailors to the 1954 Red Flannel Regatta.

HOUSATONIC BOAT CLUB (6)
Connecticut District
Based on Long Island Sound, Conn.

Fleet Captain .....Robert Nicol
Fleet Secretary .....Gertrude Thorpe
Fleet Champion ....Vernon Randall in "Rascal"
Runner-Up .....Edward R. Olsen in "Pa-Da-Lin"

Boat No.	Boat Name	Skipper
141	Liteneze	Harry Olsen
277	Edith B.	R. Baldwin
2110	Moonbeam	F. Bergwall
2309	Rampage	W. Wheeler
2977	Ambler	Robert Thorpe
2979	Judy Too	Rudolph Smith
3044	Venture	John Hein
3160	Flying Leaf	Luther Strayer, III
3445	Iolanthe II	John MacDonald
3502	Pin-Tail	Lester Northnagle
3584	Miambo	Robert Nicol
3888	Pa-Da-Lin	Edward H. Olsen
4523	Triton	R. Novey
4626	Allegro	J. Ross
4738	.....	F. Dazley
4802	Rascal	Vernon Randall
4933	Bilandy	William Towse
4994	Pavane	D. Lockhart
5155	Little Mo	P. Greenwood
5438	.....	Jim Fitch

Our very busy season started with the Annual Shakedown Race on Memorial Day. 1953 will be remembered as the year of good sailing breezes, some of them stiff indeed! Such conditions made for enthusiastic sailing both at the five inter-club Regattas attended and at home—where we had six Sound Race days with the skippers electing to sail two races each day. Only once did the wind disappoint them.

Vernon Randall in his "Rascal" captured the Olsen Marine Trophy for the largest point total, with Edward Olsen as runner-up. This feat also included the sailing of evening races on the Housatonic River dodging the tug-boats and the ever curious power boats who can't seem to gather what we are about.

When the skippers began to discuss the Frost Bite series coming up, the girls decided the way to get a hand on the tiller was to race. That started the Powder Puff series. Some of us are learning to sail and race at the same time which will keep the interest alive all winter if only to find out "who really had the right of way at the mark." We are very proud of Sue Spooner who won in the "puffs."

Fleet #7 Gets a Tow

WESTERN CONNECTICUT FLEET (7)
Western Long Island Sound District
Based on Long Island Sound, Riverside, Conn.

Fleet Captain .....E. H. (Pete) Roper
Fleet Secretary .....Mrs. James M. Trenary
Fleet Champion .....Ted Sheldon—"Coquette"
Runner-Up..Stamford Jr. Yacht Club—"The Bat"

Boat No.	Boat Name	Skipper
241	Triton	C. Y. and Jack Belnap
250	Jebarbe	E. A. Nordholm
254	Zig Zag	Riverside Jr. Yacht Club
262	Trubob	Truman S. Safford
264	Tinkle	Dr. Donald E. Tinkess
284	Mis Cue	Phillip N. Ness
1323	Lord Jeff	R. O. Shealor
1590	Caprice	Munro Leaf
1600	Crest	Marie H. & James M. Trenary
1747	Gamecock	Charles D. Marshall
1949	Gosling	Frederick K. Trask, Jr.
2047	Bloody Mary	Ezra Bowen
2187	Mokum	N. O. Robbins
2193	Jelly Bean	Mrs. John H. White
2390	Loon III	R. Russell Hall
2396	Terry	Niels Fossum
2978	Holiday	William Kelley
3577	Indian Belle	Indian Harbor Jr. Yacht Club
3814	Bantu	C. Carlton Lewis
3886	Uncle Mills	Indian Harbor Jr. Yacht Club
3999	Lima Bean	John H. White
4111	Jab	Albert Blattman
4183	Wind Lass	Sandra Gill
4524	Polara	E. H. Roper
4525	Colleen	Barbara Sheldon
4527	Allegro	Ernest A. Mennell
4676	Coquette	Ted Sheldon
4885	Skylark	William H. Lehmberg
5144	Nuthatch	Hamilton Gates Ford
5215	The Bat	Stamford Jr. Yacht Club
5356	Double Trouble	Frank H. Neher
5429	Lolly	Arthur H. Sibley

An enlarged fleet started early in June and continued through September, with 18 fleet championship races being held. Ten boats from neighboring Indian Harbor, Rocky Point, Stamford and Greenwich Cove joined the Riverside group this year, which made for a much more active and interesting season. In addition to local racing, Fleet #7 participated in several outside regattas and had the largest percentage of attendance on the Sound this year. These included Sea Cliff (Ted Sheldon, 2nd); N.Y. Yacht Club Junior Regatta; Larchmont Race Week (five boats among the top ten finishers); Junior Day of Larchmont Race Week (12 of Fleet #7 entered in a field of 59, James Blattman in Jab, 1st, Barbara Sheldon in Colleen, 3rd); and District Championships at Rye (Ted Sheldon in Coquette, 3rd). At the Noroton Yacht Club Invitation Regatta for champion Lightnings from each Fleet, Connie Neher of Indian Harbor in Double Trouble was 3rd. For making it possible to do so much away from home racing, a great vote of thanks is due our motor boat owners who gave so generously of their time and their boats to tow us around and provide safety patrol.

Miss Judy Webb and her crew comprising Barbara Sheldon and Sandra Gill, won the Long Island Sound Women's Championship and then, with the same crew, plus Jill Ayres, went right ahead and won the Adam's Cup, emblematic of the National Women's Championship. Judy has long been associated with Fleet #7 and this was a real triumph and we are very proud of her.

The popular Dinghy Owners-Lightning Regatta was held again this year in mid-August, with nine dinghy owners and their crews competing. The first race was won by Gregory Gillies, Mrs. Horace S. Ford, Sr. 2nd; the second race was won by Marcia Fountain, Mrs. Ford, 2nd; and the overall prize—The Sprague Light-Ding Trophy was awarded to Mrs. Horace S. Ford, Jr.

A new official post was inaugurated last year—that of Fleet Recorder. This became necessary because of the vast amount of paper work, calculations and tabulating which had to be done to keep results posted to date. Russ Hall did a magnificent job and has consented to do it again this year.

Fleet 7 is hoping for 8 to 10 more boats next season and looks forward to an even more exciting year.

ONONDAGA LAKE FLEET (10)

Central New York District

Based on Onondaga Lake, Liverpool, N. Y.

Fleet Captain .....Philip C. Klink
Fleet Secretary .....A. Brohmann Roth
Fleet Champion ....Gordon Stillman in "Gail III"
Runner-Up .....Bill Norcross in "Onondagan"

Boat No.	Boat Name	Skipper
87	Onondagan	Lester J. Norcross
510	Gail III	Gordon & Barbara Stillman
768	Madcap	Philip C. Klink
1072	Saga	A. Brohman Roth
2793	Puff III	Thomas D. DeVore

A rootin' tootin' season!

Right from the start to the finish Fleet 10, Onondaga Lake at Liverpool, N.Y., was busy. The fleet may be small (five Lightnings) but it's growing with the prospect of at least doubling its size next summer.

While the majority of the fleet was in the water by June, the summer racing series didn't get underway until July Fourth when, with the bang of a firecracker (illegal in these parts) Phil Klink in his bright red "Madcap" sailed to victory and eventually copped the series that ended Labor Day. Gordon Stillman, sailing the "Gail III" took second for the series and Bill Norcross and his "Onondagan," third.

The Frostbite series then started, ending in late October with Stillman the victor; Bill Norcross moving up to second and Brohm Roth and his "Saga III" placing third.

The annual Onondaga Yacht Club Invitation Regatta, which brought Lightnings from half a dozen clubs, was scheduled for September 12-13 but was blown out. Wind was so strong craft couldn't be launched. Visiting skippers said they had one of the best times at the regatta watching the amber flow—as much fun as if they had raced. The regatta was put over to the next Sunday which, incidentally by race time saw winds of 30 mile velocity stepping steadily up with 35 and 40 mile gusts by afternoon.

Dr. Howard Young of Lewis Point Club, sailing his Seaman-built "Thunderwings," won the show in a grand display of heavy weather sailing. Paul Ruby, also of Lewis Point, took second with his "Rubyat" and Bill Norcross of Onondaga, third. Dr. Eugene Carpenter, also of Lewis Point, sailing his Lippincott gold plater "Helen Hiwater" dumped at the second mark in the morning race and with his family crew, Mrs. Margery Carpenter and son, Joe, saw the fleet sail by as they swam about collecting gear and taking down sails.

In late October, with exceptionally fine weather, some 28 foreign exchange students at Syracuse University were guests of Commodore Norcross for an afternoon of sailing. Not expecting such a large turnout (plans were for 12) only two Lightnings were scheduled. An average of seven per boat besides skipper was carried in relay trips. The students hailed from Greece, Austria, China, Japan, Malaya, Egypt, Turkey Africa and other countries. For all but two sailing was a new experience and they left convinced it is the top sport.

All in all Fleet 10 enjoyed an exceptional season, good weather, good sailing and good fellowship.

BUFFALO CANOE CLUB LIGHTNING FLEET (12)

Lake Erie District

Based on Lake Erie at Point Abino, Ontario, Canada

Fleet Captain .....Robert C. Coleman
Fleet Secretary .....Edward R. Fink
Fleet Champion ....Robert W. Graf in "Rampage"
Runner-Up .....Karl Smither in "Thermis 5M"

Boat No.	Boat Name	Skipper
32	Shine	Whitworth Ferguson
*85	.....	Jack & Kenneth Seubert
354	.....	Vaughn Pierce
469	Judith	Edwin C. Roseberry
471	Akela	Ralph H. Franclemont
521	Red Witch	Arthur A. Ward
523	Puff	Francis Howe
524	Old Angus	Lawrence L. Kibler and Robert R. Stubbs
573	.....	Clifton W. Fitchner
574	Mustang	Richard Hedley
693	.....	Dr. Murray S. Howland
697	.....	Robert Harvey
746	Dauntless	Wm. C. O'Hern, Carl and Hyacinth Kolb
750	Show-Off	C. B. Johnson
895	Spirit	Edmund D. Stevens, Jr.
1473	Princess Pat	Andrew Miller
2074	.....	Eugene Thompson
2782	Mar-Lee	Mrs. Leon R. Ludwig
3038	,	Charles M. Curtis
3333	Thermis Thrice	Dick Foster & Fred Baynes
3482	Bob-Cat	Robert C. Coleman and Clarence E. Coleman
4600	Tommy Too	Philip S. Savage
4748	Fiddlers Green	William J. McGennis
4811	A-Tom	Thomas G. Allen, III
4862	Black Jack II	Renard P. Adams
5000	Thermis 5M	Karl Smither
5100	Flare	Thomas D. Fallon
5148	Counsel	William J. McGinnis

This year will go down in the archives of Fleet 12 as another successful and enthusiastic one. The highlight being the 1953 L.C.A. International Regatta in September. For the complete story on this, see the report elsewhere in this book.

Pre-sailing season events consisted of two meetings, to which all nearby fleets were invited. These included Sandy Beach Yacht Club, Niagara Sailing Club, Buffalo Yacht Club, Royal Hamilton Yacht Club and Toronto Bay Lightning Fleet. The first meeting was held in February, at which time the Spray Beach Regatta films were shown. Bob Graf, 1952 Champ, and Bruce Pegrum narrated the highlights of the Lightning International Championship and the President's Trophy. Early in April the second meeting was called. This was a lecture on sailing tactics, namely: "When Sailing Against the Current" and "Keep Your Wind Clear," both well handled by Bob Siemer and Reg Pegrum. A question and answer period followed. Karl Smither also gave a first hand report on the Mid-Winter Chicago L.C.A. Meeting. Needless to say, both sessions were well attended and all had a typical sailor's good time.

It was now time to open the sailing season, and this got under

Club Championship Party.

way with the Mayflower Series, followed in turn by the Commodore Eby Series and the Commodore Franclemont Series. First place in all three was captured by Tom Fallon in "Flare". Tom was becoming known as "Fallon the Menace". By now, however, Karl Smither had his new beauty "Thermis 5M" well tuned and took the honors in the July 4th Free-For-All and the Long Distance Race. Phil Savage's "Tommy Too" led the way for the Commodore Roseberry Trophy. Tom Allen, sailing "Atom", won the Clam Bake Race, as he also did the Viking Series and the Iffenpoof Race. The Iffenpoof is an interesting one in which the skipper handles the boat sans crew and, believe it or not, Tom flew his spinnaker in a fair wind. The Thomas F. Meyers Memorial Trophy went to Bill Genske, with Bruce Pegrum a close second. Bob Graf's "Rampage" was saving herself for the Club Championship, in which event she again repeated for the honors. Karl Smither was second. The Lightning Handicap Race went to Chuck Kolb. First home in the Crew's Reward Series were Don Cabana and Delaney Rochester III. Dick Foster did everything right and won the Stay-At-Home Trophy. Tom Fallon and Bob Coleman were first and second in the September Series. Karl Smither gave us a second in the Internationals and Tom Fallon a third in the President's Trophy. In the Junior Class, Tom Franclemont and Bruce Pegrum tied for the Friday Evening Series. Bill Genske won the Scorekeeper's Trophy and Bruce Pegrum the Junior Championship. Bill Genske was awarded the Phil Savage Trophy for most improved Junior.

Of special interest, and largely through the efforts of Karl Smither and Bert Genske and others who contributed financially, a fleet of four new "Tech" Sailing Dinghies were purchased and our Junior Training Program got under way this year. Through the summer, under the able tutelage of Chick Carter and Ann Smither, thirty-three juniors, between the ages of 10 and 15 years, received sailing instructions and were awarded accordingly at a ceremony held on the lawn at the end of the training period.

Four Regattas were attended away from home and Fleet 12, we are happy to report, had the winning boat in each event. Karl Smither, Tom Allen and Tom Fallon finished first, second and fourth respectively in the L.Y.R.A. Karl Smither was again first in the Niagara River Championship with Tom Allen third. In the Lake Erie Districts, the first three places were taken by Tom Allen, Karl Smithet, and Bob Graf, with Tom Fallon seventh and Bill McGinnis eighth. Tom Allen retained his Canadian Open Championship, followed by Tom Fallon third, Bob Adams eighth and Tom Ray tenth.

Our final event will be a Christmas Party, December 19th, and thus another memorable year comes to an end.

CENTERBOARD YACHT CLUB LIGHTNING FLEET (14)
New England District
Based on Casco Bay, South Portland, Maine

Fleet Captain ..... Albert E. Moore
Fleet Secretary ..... Bradford R. Adams
Fleet Champion ..... Capt. O. C. Faulkingham

Boat No.	Boat Name	Skipper
103	Makai	Clayton C. Erskine
125	Shantih	William Willwerth and Fred J. Merrill
495	Running Wild	Dick, Ted & Don Kurtz
813	Sharon	O. C. Faulkingham
974	Buccaneer	Robert W. Scull
1058	Tern	Robert Linberg, Jr.
1951	Jacomo II	Bradford R. Adams
1057	Gremlin	Albert E. Moore
2766	Ariel II	Danny Ward
2767	Deda	Ross L. Stevens
3203	Ginger II	Granville H. Dyer
3218	Muffin	E. A. Randall
3531	Whitecap II	Verna and Wendall White
4388	Grebnil	Elizabeth Linberg

We enjoyed a successful year of racing on Casco Bay. The fleet welcomed the addition of three new boats.

The results of the season's racing showed Capt. Faulkingham in the "Sharon" in first place, Al Moore with his "Jacomo II" in second and in third, Bob Scull's "Buccaneer".

Club races were held regularly with exception when we participated in interclub racing with three other clubs in the area.

Centerboard Yacht Club sponsored its annual State of Maine Regatta which was a great success as usual, with our Capt. Faulkingham the overall winner. In second place were the Kurtz Bros. of Portland Yacht Club in "Running Wild", John Rattinger of Wollaston Bay Yacht Club in "Madjac" and Peter Willaner of Prouts Neck Yacht Club in "Hekate", a three-way tie. Capt. Randall of Portland Yacht Club was in third place. A most successful two days of racing was enjoyed by over twenty boats and six fleets.

The annual picnic was held on Cow Island at the end of the season. We not only enjoyed a fine day but also a ringside seat of the finish of the Monhegan Race, Maine's annual blue water event.

PAUPACK LIGHTNING FLEET (16)
Metropolitan District
Based on Lake Wallenpaupack, at Paupack, Penna.

Fleet Captain ..... Edwin Winkle
Fleet Secretary ..... Kenneth McKay
Fleet Champions ..... Philip Schumacher & Michel Balinski
Runner-Up ..... James Schumacher

Boat No.	Boat Name	Skipper
159	Corona	Camp Pocono
160	Dunc's Phalangro II	Robert G. Edgar
261	Thunder	Camp Pocono
301		Charles Richman
391		Herbert T. Axford
884		Clarence T. Shoch
1385		Harry Rosenthal, Jr.
1722	Blue Flash	Ralph McClaren & George Woodard
1743	Mist	J. D. Folwell
1849		John W. Giles
1857	Firefly	Wm. Patlen
1888		George Miller
3460	Caboose	W. H. Schumacher & W. H. Schumacher, Jr.
4548	Wreck-a-Mac	James W. Schumacher
4969	Miss Wink II	Edwin Winkle

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Paupack Fleet 16 had a banner year in 1953. Its proudest achievement was the hosting of the Fifth Annual Metropolitan District Championship Regatta. With this big job to do for the first time, the gang all pitched in and as a result of this effort we now have a better fleet than ever before. There is more enthusiasm, keener competition, better equipment, closer supervision and a heck of a lot more fun.

The Districts were successful and went off a lot smoother than anyone expected they would. The weather man was the only uncooperative being. He gave us a 99 degree heat wave which turned the first two races into drifters and the final into a nightmare with a thunder squall. Well, it was different anyway! Socially everyone had a knock-down drag-out time with the final touch being a get-together at Judge Bill Schumacher's home on "Split Point".

Fleet 16 now has 15 boats on the lake and of this number, 13 boats competed at one time or another in the summer racing schedule. Twelve races were held to determine the fleet championship and the winner of the Bissell Memorial Trophy. Phil Schumacher sailing No. 3460, "Caboose", wound up in a tie with Mike Balinski sailing No. 159, "Corona". This tie could not be resolved because both boats had identical records in place as well as in points (106). Phil Schumacher was the winner of the July series and Mike Balinski won the August Series. A run-off race was proposed but the skipper and crew of "Corona" were not able to race again because of other commitments. So now Fleet 16 has two champions—most people prefer to refer to both Phil and Mike as the "Half Champs".

Close Quarters at buoy during first race, 1953 Atlantic Coast Championship Regatta

Jim Schumacher sailing No. 4548, "Flyin' Dust", was battling for first place right down to the wire with his brother Phil and Mike Balinski. "Flyin' Dust", ended up in the No. 2 spot with 95-3/4 points. This was Jim's third consecutive year in that No. 2 spot which is a fine consistent showing.

Ed Winkle sailing No. 4969, "Miss Wink II" managed to sneak by Hub Axford sailing No. 391, "SOB", to gain the No. 3 spot. Wink scored 78 points to Hub's 74-1/4. Ralph McClaren and George Woodard, co-owners of No. 1722, "Blue Flash", were in 5th position with Bill Patlen and Johnnie Shuman, co-owners of No. 1857, "Firefly", close behind in 6th position. This was "Blue Flash's" first year of competition with the gang and its skipper and crew are to be congratulated for their spirit, effort, and final position.

We had several special events. The Billy Soose trophy went to Jim Schumacher for his first place in a race held at Billy Soose's Mountain Retreat Inn. It was heavy weather sailing all the way. Mike Balinski took second place and Bill Patlen skippering "Firefly" did a nice job all the way to wrap up third place.

The "Sailbag Race" is one for just the 'Gals' of our fleet. The ladies really put on a fine show for the gang with a real close finish in a fairly stiff breeze. Ann Bissell won it sailing in John Folwell's "Mist". Close on her transom were Dot (Mom) Schumacher in "Caboose" and Doreen Winkle in "Miss Wink". Caboose" was to leeward and it looked bad, but a good puff picked her up and carried "Caboose" over the line inches in front of "Miss Wink." Judy Axford in "SOB" added excitement to the finish by barreling towards the line on a big gust and almost swiping 2nd and third place.

Another special event was the turn-about race in which the skippers draw straws for boats. Phil Schumacher in McClaren's "Blue Flash" won this event easily with Bill Patlen in second place in "Caboose".

Our winter meeting was held in November. New fleet officers are Ed Winkle, Captain; Ken McKay, Sec'y-Treas. These two, along with Art LaRoque (a Comet sailor!) are the fellows that deserve a lot of thanks for their efforts in helping with the 'Districts' and their continued cooperation in all fleet activities.

All in all, Fleet 16 had a big time this year. We expect a larger fleet in 1954 as interest in Lightnings on Lake Wallenpaupack continues to grow.

BLACK ROCK YACHT CLUB FLEET (17)
Connecticut District
Based on Long Island Sound, Bridgeport, Conn.

Fleet Captain ..... Sherman Chantland
Fleet Secretary.....Lewis M. Lucas
Fleet Champion .....Sherman & Richard Chantland in "Malolich"
Runner-Up ....John S. Barton in "Blue Heaven"

Boat No.	Boat Name	Skipper
516	Jaundice II	Lewis M. Lucas
530	Wake	Richard Bristol
782	Cynmar	R. Stanley Moss
856	Falcon	Willard Jones
1745	Blue Heaven	John S. Barton
2815	Little Savage	William A. Haist, Jr.
3446	Flic II	Ray Flicker
3871	Schatz	Ralph Sperry
4187	Teal	Theodore H. Meyer
4213	Nina	Fred E. Kauer
4356	Malolich	Sherman & Richard Chantland
4394	Blue Mist	Mrs. D. Stearns & Garrett D. Crispell

Lightning Fleet No. 17 found the 1953 season its most successful to date. While Ralph Sperry's Schatz was the only boat added to the fleet, the other skippers showed more than average interest in racing and all races were sailed with an extremely high percentage of the fleet participating.

The regular Sunday series for the club Championship and the Daniel C. Patterson Memorial Trophy was decided on the basis of the best 10 of 11 races sailed. An interesting point that might be mentioned is that one of these races was even sailed at night in order to determine whether the top skippers would still manage to come out on top. They did!

Sherman and Richard Chantland in Malolich topped the fleet for the fourth time, and the second year in a row. John Barton in Blue Heaven was runner-up, also a repeat performance.

In addition, the fleet as a whole showed well in inter-club events. John Barton and Blue Heaven took third in the Pequot Invitation. Crispell's Blue Mist took another third in the Black Rock-Fayerweather Regatta. Sherman and Richard Chantland placed fourth in the Connecticut District Championships at Niantic. Bill Jones' Falcon placed fifth in the Noroton Fall Regatta.

Predictions for next year show that the fleet will add several new boats, and that one boat inactive in racing at the present time will be racing under a new skipper. We will also show a great increase in the number of young skippers and crews who have graduated from the instruction classes of the 1953 season.

TRI-STATE YACHT CLUB (18)
Connecticut District
Based on Delaware River, Essington, Pa.

Fleet Captain .....
Fleet Secretary .....H. E. Geissinger
Fleet Champion .....
Runner-Up .....

Boat No.	Boat Name	Skipper
497	Co-op	H. E. Geissinger
546	Seven Seas	Arthur Burdrick
872	Beryl II	Sam T. Wharton, Jr.
1781	Leprecaon	J. C. Martin

No activity during 1953 sailing season.

ERIE YACHT CLUB LIGHTNING FLEET (24)
Lake Erie District
Presque Isle Bay, Erie, Pa.

Fleet Captain ..... Cal Gunnison
Fleet Secretary ..... Lynn R. Perry
Fleet Champion ..... William Walker
Runner-Up ..... Robert Warren

Boat No.	Boat Name	Skipper
364	Melmar	Frank and David Zurn
459		Reid Grody
589		Ralph Riehl, Jr.
613	Mimi	Ray Lohr
651	Anyway	Wm., John & David Veenschoten
652	Lois Dee	Harry Weining & F. E. Devine
653	Jalyn	Lynn Perry & Jay Sharp
654	.....	Mrs. A. K. Large
655	.....	Wm. & Julia Conner
707	Awol	Lorie Wright
811	Morphius	Bill Beyer
894		Pat Davis
896	Bonnie	Paul Root, Jr.
1823	Lady Gay	Dr. H. A. Baker & Fred C. Baker
1913	Norncie III	R. Parker
1992		Donald Decker
2156	Starlight	John M. Downie, Jr.
2704		Robert W. Larson
2881	Poky	J. Robert Lynch
2882	.....	Joseph Semple
2885		Robert S. Warren
3574	Wiff	Robert Walker
4282	Caroline	Wm. E. Walker
4800	Yankee Wastrel	James Taylor

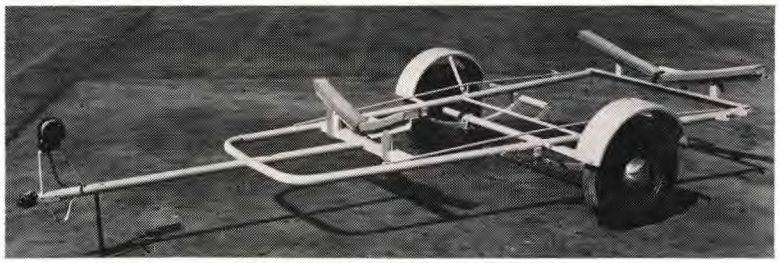
He's back . . . Bill Walker and the Caroline we mean. Bill served two years in the service and returned to sail his way right to the club championship. Butch also took it upon himself and the "Caroline" to make away with top honors for the McAllister trophy races and the night races. To top off the season, Bill placed fourth place in the President's Cup series.

Second place for the club Championship went to a new comer to fleet No. 24, Robert Warren in No. 2885. Bob also took a first in the Wednesday Evening series.

The Consolation races, sailed by the boats that didn't qualify for Club Championship, was taken this season by David Root.

The "Jalyn" skippered by Jay Sharp went venturing into the Chesapeake Bay Area and copped 1st prize in the St. Michaels Regatta for her Owners Lynn Perry and Jay Sharp.

All Hands Hiking. Fleet #24



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LAKE MOHAWK CLUB (25)

Metropolitan District

Based on Lake Mohawk, N. J.

Fleet Captain ..... Dr. Chas. P. Shoemaker
Fleet Secretary ..... Albert Theurer
Fleet Champion .. Eric J. Hauschild in "Luff Me"
Runner-Up ..... Dr. Charles MacDonough

Boat No.	Boat Name	Skipper
221	DoDo	Charles Shoemaker
602	.....	Albert Theurer
1942	Tarfu	Charles MacDonough
2909	.....	E. Anthony Gordon
4680	Luff Me	Eric J. Hauschild
4941	.....	Arnold Andrews
5154	.....	Robert Crane

Commodore Ross Chandler, the officers and racing committee of the Lake Mohawk Yacht Club conducted another successful racing season for the year 1953. Lightning races were held every Sunday morning during July and August with a few special races on some Saturday afternoons.

Former Snipe and Lightning Fleet Champion again came in first for the season with his boat 'Luff Me'. Eric totaled 46 points for the season. Dr. Charles MacDonough was second and Dr. Shoemaker placed third. Both had 24 points.

Mr. Robert Crane won the Mikkelson Trophy Regatta and Eric Hauschild the Commodore's Race. Both races are open to all sailing craft on the lake with the Snipes having a slight handicap.

Eric Hauschild represented the club at the annual district races held at Lake Wallenpaupack and placed seventh. The Mohawk Club is looking forward with great anticipation to being hosts for the same championships next summer.

A post season dinner made the year complete. At this time all prizes were awarded and the new commodore Mr. Pat Harrigan given the best of wishes by Mr. Chandler.

LITTLE EGG HARBOR FLEET (26)

Central Atlantic District

Based on Little Egg Harbor, New Jersey

Fleet Captain ..... Sherman V. Allen
Fleet Secretary ..... William M. Webb
Fleet Champion ..... John Teigland
Runner-Up ..... William J. Holt

Boat No.	Boat Name	Skipper
489	Night Wind	P. F. Taylor
2406		Norman M. Wilson
3704	Kipper	Eugene H. Kipp
4863	Nipper Kat	J. R. Ludlow Wray
5077	Riptide	William M. Webb
5225	Strike One	David C. Langworthy
5346	Apple	Sherman V. Allen
5353	Shady Lady	Charles H. Dore
5424	Seductress II	John Teigland

Lightning Fleet No. 26 got a real shot in the arm this past season and enjoyed one of its most successful summers since the end of World War II.

Sherm Allen started it, "surprising" us by arriving early with his new Lippincott. For the first time, he was with us for the entire season and his placing fourth in a new boat bodes ill for the rest of us next year. But this was only the beginning.

In quick succession Bill Holt returned to active sailing with us and Johnny Tiegland, Charlie Dore and 'Gene Kipp joined our fleet to make it the hottest item on the Atlantic Coast (and we suspect anyplace else). Their very attractive wives, of course, came with them, and further enhanced our claim of being the most congenial and attractive fleet in Lightnings.

John and Charlie each brought new boats with them. John rode his to first place in the season's standings. He was pushed hard by the rest of the fleet, but John is a real champion and never relinquished his number one spot.

Charlie Dore had real trouble getting his new boat started, as was evidenced by his sixth position in the first race. But his great experience and competitiveness began to tell and he came on with a rush to capture third place for the season.

Sherm Allen and Lud Wray fought it out for the next two positions, Sherm finally getting the fourth place when, in the Labor Day race, Lud fouled a buoy and reported himself out.

Dave Langworthy and Bill Webb fought madly for the doubtful honor of being the fleet "tank" but Bill finally got it on Labor Day when Dave, looking like a champion, showed the entire fleet his transom and sailed in first.

Of course, Fleet 26 sent its representatives to other regattas. Tiegland, Dore, Holt and Langworthy all went to the District Regatta at Lavalette and Fleet 26 cleaned up—Tiegland took first, Dore third. Tiegland and Dore then went to the Internationals, where Dore placed fifth, and Dave Langworthy went to the President's Cup Regatta.

Dore added yet one more feather to his and the Fleet's respective caps when he ended up first in the season's interclub series with Spray Beach.

All the races this year were very close. We were sailing new courses which were established out in clear water in the middle of Little Egg Harbor and which permitted windward starts regardless of wind direction. Rarely was there more than 200 yards between the first boat and the last, and competition at the buoys was keen.

With eight good boats, the best winds and waters on the Atlantic Coast and a wonderful group of people, 1954 should be an exciting season for Lightnings at Little Egg Harbor Yacht Club.

LEATHERLIPS YACHT CLUB (27)

Ohio-Indiana District

Based on Scioto River, O'Shaughnessy Reservoir, Ohio

Fleet Captain ..... Al Rowland
Fleet Secretary ..... Frank Rose
Fleet Champion ..... F. L. Rose in "Star Dust"
Runner-Up ..... R. A. Rowland in "Williwaw"

Boat No.	Boat Name	Skipper
630	Black Sheep	R. V. Duff
682	Tiger	Roy E. Raney
1031	Old-Timer	Bromley Blackshaw
1226	Mij-II	Jim Montgomery
1229	Spray Three	R. D. Bigham
1230	Williwaw	R. A. Rowland
1232	Star Dust	Frank L. Rose
1261	Denjay	H. C. Kent R. C. Kent
1289	Yo-Ho	J. Stewart Collins & Jack W. Miller
1338	Wind Song II	Paul J. Abbott
2824	Mr. & Mrs.	Aaron Rice
3569	Salsudi	Richard J. Lund
3764	Punky-Doo	Russell Barthelemew
3766	Harriet-Ann	H. E. Hull

Our 1953 racing season was one of our best, in spite of the fact that some of our racing members were not able to participate until late in the season. New members were: Roy E. Raney formerly of Cleveland; Paul Abbott purchased a Lightning from Geo. Maludy of Devils Lake; Robert Duff, member of Chagrin Lagoons Y. C. transferred his boat to our club; H. C. Kent and R. C. Kent bought No. 1261 from Roy Schmeck.

The season was opened with a three race series held on Memorial Day week end. We had good weather, even though a bit gusty. The First Place trophy was taken by Frank Rose, Second Place by Al Rowland, and Third by Aaron (Chip) Rice.

Our Fleet Championship series or Summer Sunday Series consisted of ten scheduled races between Memorial Day and Labor Day, except that no races were scheduled during the OICYA and ILYA Regattas and July 4th week end. Six races were required to qualify. The series was scored according to the Cox and Sprague System. In this way, vacations and time out for outside regattas still left, for most of us, enough races for qualification. The weather was unusually hot, with generally light, but always some breeze. In this Summer Series, First Place was won by Frank Rose in "Star Dust"; Runner-up was Al Rowland in "Williwaw"; Third Place went to Paul Abbott in "Wind Song". Chip Rice scored Fourth in "Mr. & Mrs."

In the midst of the summer series came the July Fourth week-end Series of three races. This closely contested series was won by Aaron Rice taking First Place; Russell Bartholomew winning Second; and Richard Lund, Third Place.

For the Labor Day Series of three races we had excellent weather and wind and close competition. In this series Russ Bartholomew won the First Place trophy, with Frank Rose taking Second, and Paul Abbott winning Third.

The finals were an Autumn Series of five Sunday races all scheduled during September and October. In some of these, especially the later ones, the wind was rather high and caused

some breakdowns. The results when tabulated gave First Place trophy to Hank Hull in "Harriette-Ann", Second Place to Paul Abbott in "Wind Song II', and Third to Frank Rose in "Star Dust".

More about new fleet members:—The Duffs getting their boat moved down late in the season got some bad breaks and very little sailing. Likewise the Kents joined the fleet at the end of the season. The Raneys, although in early were unable to sail in many races. These three boats are expected to be there 'pitching', in '54. Abbott with wife Jean and son Jimmy started the season as beginners, but made consistent and very rapid improvement in their standing throughout the season. Therefore we say, Beware of "Wind Song II" and the Abbotts next year. We all are looking forward to an active year in 1954.

NOTICE

"Manual

For

Lightning Skippers"

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DEVIL'S LAKE LIGHTNING FLEET (31)

Michigan District

Based on Devil's Lake, Manitou Beach, Mich.

Fleet Captain ..... Dave Spitznaugle
Fleet Secretary ..... Bob Zimmermann
Fleet Champion ..... Jack Beal in "Clara B"
Runner-Up ..... Barney Crittenden

Boat No.	Boat Name	Skipper
22	Arrow III	C. B. Crittenden
840	Clara B	Jack Beal
862	Breezy	Bob Zimmermann
1099	.....	N. E. Rohrback
1193	Yawn	D. Spitznaugle
1742	Sparkles	Bill Girkins
2139	.....	L. Pilliod
2140	.....	Tom, John & Bob Schultz
2183	Lu-Cyn-Ann	Dr. & Ann Blanchard
2797	.....	F. Burgie, Jr.
3340		Ben Trumbull
4729		Jim Hayhoe
5030	.....	Art Kunkle & Joe Mayer

Devils Lake Lightning Fleet had a good season this year. The season's trophies were split among 3 skippers as the competition was keen. Starting with the Fourth of July races, Bill Girkins took a fast lead with the help of his two sons. The Labor Day races were taken by Dave Spitznaugle. When the season's record was finally added up, Jack Beal in Clara B was the tops for the year. We had a fine time competing for the honors and expect to do the same next year.

Our Invitational Regatta was again a big success despite the low-low water. 73 sailboats turned up for the affair representing 5 racing classes. Thirty of these were Lightnings, Uncle Ned was fair to all with a variation of air. Two races were held on Saturday with the lead changing frequently as the boats would move a bit and then stop and rest. Sunday the wind was rail down and straight from the north. I think Barney did some praying on the iron cover to Uncle Ned. The series hardware toters were Wes Wiedrick first, Dick Krauss second, and Cal Yaudas third. Everyone had a good time racing and at the Club Saturday night. We are looking forward to seeing all of the skippers and some new comers again next year.

TURKEYFOOT LAKE FLEET (33)

Ohio-Indiana District

Based on Turkeyfoot Lake, Akron, Ohio

Fleet Captain ..... Tom Daugherty
Fleet Secretary ..... Dr. H. B. Duckworth
Fleet Champion ..... Dr. H. B. Duckworth
Runner-Up ..... E. W. Adams

Boat No.	Boat Name	Skipper
557	Jillene	E. W. Adams
2301	Folly	Robert Schmidt
2395	Duckie II	Dr. H. B. Duckworth
3435	Windjammer	Tom Daugherty

Fleet 33 enjoyed a season of lively local competition on the lake in a series of twelve races.

THE INDIANHEAD is the Sign of

FLEET 34

and

THE METEDECONK RIVER YACHT CLUB

Based on the Metedeconk River

Just off Barnegat Bay, New Jersey

METEDECONK RIVER LIGHTNING FLEET (34)
Central Atlantic District
Based on Metedeconk River, Metedeconk, N. J.

Fleet Captain ..... Robert Ward
Fleet Secretary ..... James Wagner
Fleet Champion ..... Marjorie Adams
Runner-Up ..... James Carson

Boat No.	Boat Name	Skipper
20	Joan	John J., James A. & Joseph Crate
178	Leilani	William C. Kalning
855	Crest	A. O. Hurxthal
*1475	Day's End	Robert G. Schmitz
1738	Tom-Kat	B. Ward
*1832	Posh	John Whitcraft, Jr.
2007	Vega	W. R. Woodward
2447	Blue Bells	John W. Aymar
2449	Cardinal	W. H. Pricken
2455	Dutchess	Jim Wagner
3170	Renegade	David P. Shay
4567		James Daley
5284	Sparks	James G. Carson
5409	Whirlwind	Marjorie Adams
5458	Vagabond	Robert Adams

The ten-race Fleet Championship Series had nine boats participating this summer. Winning six and taking two seconds, Marge Adams became this year's champ with Jim Carson taking four firsts and six seconds to become runner-up. Third place went to Dave Shay with Bill Woodward and Bob Adams close behind.

Those skippers who were comparatively new and needed more experience comprised the Second-Division Series. They had a total of four races which were usually held Sunday morning. Jim Wagner won the series by taking three firsts and a second, with Herm Schmitz second and Bob Ward just one point behind for third place.

The Fourth Annual Spring Tune-Up Regatta was held in June. Foul weather prevailed during the last race, resulting in several boats dropping out. The winner of the series was Charlie Allaire sailing "Magic" from Monmouth Boat Club. He had three firsts, while Dutch Sindle from Lavallette, sailing the "Bayrader", placed second by taking two thirds and a fifth. Bob Adams, of the host club, finished third by taking a fourth, a seventh, and a second.

In addition to winning the fleet championship, Marge Adams placed third in the Central Atlantic District Championship, second in the Barnegat Bay Yacht Racing Association Lightning Series, and a third in the New Jersey State Championship.

Also of our fleet is Bob Adams, who took third in the South Jersey Championship.

Jim Carson won the Barnegat Bay Yacht Racing Association Lightning Series, and finished second in the Presidents Cup at Buffalo Canoe Club.

With the addition of several new boats, activity increased this season, and we are eagerly looking forward to an equally fine season next year.

DALLAS CORINTHIAN LIGHTNING FLEET (35)
Texas District
Based on White Rock Lake, Dallas, Texas

Fleet Captain ..... Samuel J. C. Townsend, Sr.
Fleet Secretary ..... Milton E. Price
Fleet Champion ..... Conrad Lau, No. 5150
Runner-Up Samuel J. C. Townsend, Sr. No. 4898

Boat No.	Boat Name	Skipper
206	Kaprice	Henri Bromber, Jr.
535	Driftalong	Talmadge Loyd
539		Hugh Lewis
1716		Dr. Raymond W. Burford
2147		Wm. C. Bednar
3209	Whisky Sour	Conrad Skladal, Jr.
3357	Kitty	Milton E. Price
3519	Dream Queen	Willis McQueen
3640	Scissor-Bill	K. Marshall Fagin
3931	Sea Lamb	Harry Walker, II
4275	Geneva	Al. K. Spalding
4653		Harold F. Boss
4891		Dallas Sailing Club
4892		Dallas Sailing Club
4893		Dallas Sailing Club
4894		Dallas Sailing Club
4895		Dallas Sailing Club
4896		Dallas Sailing Club
4898	Scoot	Samuel J. C. Townsend, Sr.
5067		W. F. Funk
5150	Scandale	Conrad Lau & Neil Hutson
5152		Trueheart Brown & Ed Reagor
5397		Dallas Sailing Club
5398		Dallas Sailing Club
5399		Dallas Sailing Club

Dallas Corinthian Lightning Fleet No. 35, chartered in 1942—charter yachts No. 206, No. 505, and No. 535, owned by Milton Price, Hearst Blackwell and James Bowen respectively; added John Snyder's No. 774 in 1943—has been relatively small until recently, as fleets go. In the past couple seasons the Fleet has grown by leaps and bounds. New boats. New sailors. New interest. And some of those new boats are slick jobs, and a lot of those new sailors are tough competitors. Interest is still on the climb, as a survey of the above listing will disclose.

With the completion of No. 5398 and No. 5399 for launching in the Spring of 1954 the Dallas Sailing Club, one of three based on White Rock Lake, will boast a fleet of nine Lightnings. A. B. Patterson has moved back to Dallas after sailing the Corpus Christi bay area for several seasons. Pat has disposed of his old No. 2147 to Bill Bednar and plans to come up with a new, racing quality Lightning immediately. Bob Shiels has returned to Dallas, so it is expected that he and brother Gene will be in the market for a sloop to replace their No. 3640 "Scissor-Bill" sold to K. Marshall Fagin and family. Harry Walker III was recently transferred to Dallas and has brought a good boat and a lot of sailing experience to the Fleet.

Starting early, Sam Townsend took his family and Scoot (No. 4898) to the St. Pete regatta; reported a good trip, a wonderful time, but only fair racing results for Sam as he finished in the middle of a 68-boat fleet. You can beat 'em Sam. Try again in '54.

In mid-May three Fleet boats journeyed to Shreveport, La., for their Spring Regatta on Cross Lake. Making the competition there were Townsend, Lau and Hutson in No. 5150 and Al Spalding in No. 4275. The Lau-Hutson combine with Sam Townsend, Jr. wangled out a 5th place in the series to give Fleet No. 35 the best representation, when Townsend, Sr. fouled out and Spalding ran out of luck! What Sam Jr. said to Sam Sr., O boy!

In June several boats answered the call of the annual Ft. Worth Boat Club regatta, with Lau-Hutson, Walker, Spalding,

Fagin, Townsend, Nazro (DSC), Patterson (DSC), and Usry (DSC) competing for Fleet No. 35 in the Lightning event. The water was low but spirits were high and a well-run regatta saw Townsend's Scoot and Pitts (Ft. Worth) in a dead heat with a 3-2-1 each; however, Scoot was declared the winner since Townsend had beat Pitts twice in the three heats. The third race was run off in a real blow. Lau-Hutson in Scandale won the second race.

For the Fleet Championship it was one continuous family hassle, plenty of tough competition, but no hard fellings, no explosions you couldn't walk away from! Nine races were on the schedule. After the smoke had cleared, and the photo-finishes had been analyzed it was determined that Scandale (5150) of the Lau-Hutson control had won first place; Scoot (No. 4898), Townsend, second; Harold Boss, No. 4653, third; Art Nazro sailing Dallas club's No. 4896, fourth; Rollie Usry skippering DSC's No. 4894, fifth.

The Texas District Championship was run the latter part of July. This was the first District competition held in Texas. It was a good game. Visitors from Fort Worth were Pitts, Harden, Nolan and Loveless. Three races saw Walker win the first heat, Jamison the second round and Hutson, the third. That's mixing them up! But the final score put Scandale (Lau & Hutson) in first place, Scoot in second; Pitts of Ft. Worth in third; Hugh Jamison of DSC in 4th and Harry Walker's Sea Lamb in the fifth spot. NOTE: Pitts went to the Nationals, says he didn't do any good, but "wait until 1954"!

That annual Southwestern Regatta on Labor Day weekend at White Rock presented very low water and extremely light air. The Race Committee did a splendid job; had to launch boats at the bathing beach sand bar (needed wheels to reach the low water level). The series presented very close competition between "good friends" with only one point separating first four in their order of finish. Lau-Hutson (monotonous!) first; Townsend second; Spalding third; Bob Mead of DSC 4th. In the team-race tussle DSC won first; Corinthian second.

Following the usual "sailing season" the Fleet arranged and ran a Fleet Handicap Series. The winner of the first race took a 75 second starting handicap in the next heat, hitting the line 75 seconds after the starting gun; the second place boat waited 60 seconds; third place, 45 seconds; fourth place, 30 seconds; fifth, 20 seconds; sixth, 10 seconds. This was an experiment but proved quite successful; mixed the boats up; less premium on the start, etc. The results of the handicap series found Bob Mead of DSC on top, Harold Boss in second; Al Spalding, third; Art Nazro, DSC, fourth; and Hugh Jamison, DSC, in fifth place.

Temporarily out of competition and inactive in 1953 were No. 206, formerly owned by Milt Price—the first Lightning on White Rock and the second one in Texas; No. 1716, Dr. Burford, who was too busy to take part; No. 2306, moved from the lake; and No. 5067, W. F. Funk. So, when Patterson and the Shiels Brothers get their new boats and several of our old sailors return to active status Fleet No. 35 will present a formidable array of Lightnings and Fleet No. 35 skippers will always give a good account of themselves in the competition, wherever they travel. And, in addition to all this, it is a lot of fun to sail a Lightning!

PYMATUNING YACHT CLUB FLEET (36)

Ohio-Indiana District

Based on Pymatuning Lake, Jamestown, Pa.

Fleet Captain ..... Fred Lange
Fleet Secretary ..... Dave Van Harlingen
Fleet Champion ..... Fred Lange in #5323
Runner-Up ..... Harry Leckemby in #5135

Boat No.	Boat Name	Skipper
83	Susanne	Horace Yates
528	Lazy Bones	Ray Hecht
676	Timlin	Edgar Moran
677	Sengri-la	Ray Seng
699	Thumper	Francis Shaffer,
704	Florel	Ward Beecher
705	Hawnt	Ben Hawn
800	Yankee Doodle	Harvey Zellers
1182	Wee 3	Ray Taylor
1806	.....	Carl Baumgardner
1919	Spray II	W. W. Legstrom
2545	Sugar	Charles Grimsley
3368	Fibber	M. C. Simpson
3448	Ellen D. II	L. L. Smith
4357	Norma J.	William Loch
4774	Hustler	Herbert Smith
5010	Tequila II	J. Robert McClaran
5032	Darbet	J. Darrell Chase
5110	Wicked	Francis Wick
5125	.....	William Brown
5135	Avis III	Harry Leckemby
5311	Davann III	David Van Harlingen
5313	Double J	H. D. McClure
5323	Cigan II	Fred Lange

Pymatuning's growing Lightning fleet finished the most successful year in its racing history in 1953 when some 21 of our favorite yachts competed in four 5-race series. Some of the old names moved down the list as kings were unseated and new names appeared among the top skippers. Fleet Captain Fred Lange, reelected for 1954, parlayed hard sailing, good seamanship and a new boat to win it for the season and be hailed as the new fleet champion. A close runner-up was veteran Harry Leckemby.

A new arrival in the family curbed J. Robert McClaran a bit this season as far as fleet races were concerned but Bob carried the name of Pymatuning to honor in his performances at other regattas, the Presidents Cup, Lake Atwood and Buckeye Lake.

The annual Pymatuning Fourth of July Regatta was as good as ever and stuck to tradition by ending with Walt Swindeman again the champion. George Fisher of Buckeye Y. C. was second and Tom McKean of Atwood Y. C. was third in the three race regatta which for the first time in its history was sailed in light airs.

Winners in the fleet races are:

	First Saturday Series	
1-5135	Avis III	Harry Leckemby
2-5323	Cigan II	Fred Lange
3-5110	Wicked	Francis Wick
	Second Saturday Series	
1-5323	Cigan II	Fred Lange
2-5135	Avis III	Harry Leckemby
3-677	Sengri-La	Ray Seng
(tie) 705	Hawnt	Ben Hawn
	First Sunday Series	
1-5110	Wicked	Francis Wick
2-5323	Cigan II	Fred Lange
3-5135	Avis III	Harry Leckemby
	Second Sunday Series	
1-705	Hawnt	Ben Hawn
2-5323	Cigan II	Fred Lange
3-5135	Avis III	Harry Leckemby
	Season	
1-5323	Cigan II	Fred Lange
2-5135	Avis III	Harry Leckemby
3-677	Sengri-La	Ray Seng
4-4774	Hustler	Herb Smith

MENTOR HARBOR YACHT CLUB (37)

Ohio-Indiana District

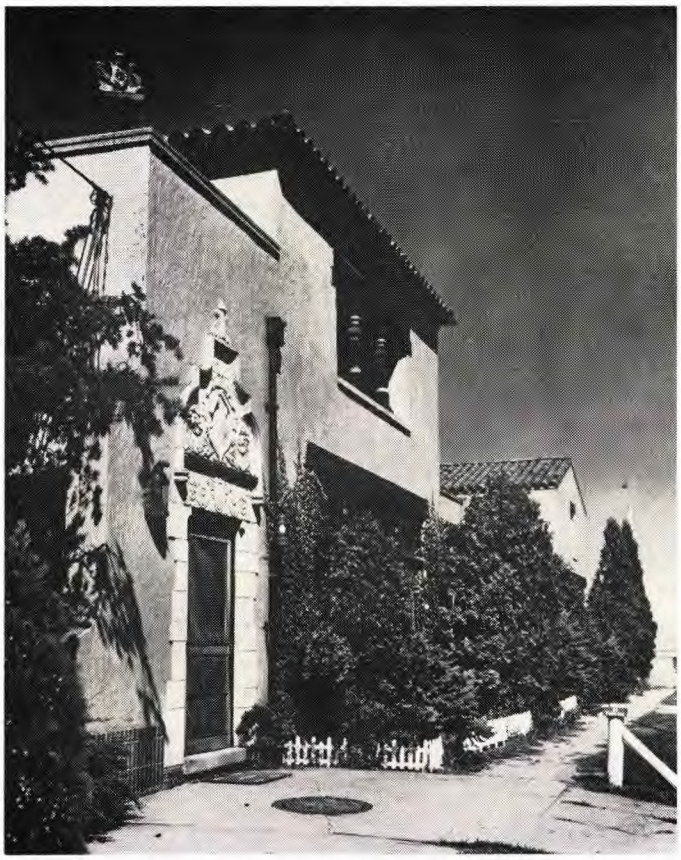
Based on Lake Erie, Mentor Harbor, Mentor, Ohio

Fleet Captain ..... William R. Wells
Fleet Secretary ..... A. F. Faber, Jr.
Fleet Champion .... Wm. R. Wells, in "Mary Bet"
Runner-Up .... A. F. Faber, Jr. in "Deuces Wild"

Boat No.	Boat Name	Skipper
561	Little Phyl	Jack R. Allen
570	Puo Got	George Hayes
586	Skoal	Bengt Kjellgren
587	B & B	N. W. Baker & H. Beatty
683	Bub	Frank E. Davis & W. C. Ehlert
711	Sparkle	Jack Kline
1038	Margo	Lewis Darlin
1291	Fribibi	William F. Cody
1610	Buster	James K. Luntz
2701	Wet Tail	Herbert G. Macey
3395	Greta Anne III	Henry J. Verbsky
3462	Mary-Bet	William Wells
3465	Deuces Wild	Al Faber
4652	Barjan II	Thomas M. Hatch
4889	Touche!	Robert J. Stava

It is with deepest regret that we report the untimely passing of two of our fleet members; Bob Stava, Club Commodore for 1953, and Jack Allen, past commodore. Both the Fleet and the Club will miss the active and tireless interest of these two members.

The 1953 season consisted of a Summer and Fall Series plus four special races for a total of 19 races. Bill Wells became our Season Champion by consistent good sailing and winning most of the races against enthusiastic competition.



Mentor Harbor Y. C.

SHEEPSHEAD BAY LIGHTNING FLEET (38)

Greater Long Island District

Sailing on Sheepshead Bay, Atlantic Ocean, Brooklyn, N. Y.

Fleet Captain .....Marvin Rubel
Fleet Secretary .....Walden Monte
Fleet Champion ..... Marvin Rubel in "Aurora"
Runner-Up .....Eddie Lakritz & Al Gagliano in "Playmate"

Boat No.	Boat Name	Skipper
733	Aurora	Marvin Rubel
2134	Black Magic	Arthur & Gilbert Greenspan
2019	Sportsman	Abe Weiner
2525	Playmate	Eddie Lakritz & Al Gagliano
2671	Little Sheba	Leo Adler
2731	Angel	Sidgert Ornston
3259	.....	Ed DiGuilio
3506	Pippa	Mike Zwerling
4404	.....	Abe Petker
4912	Ballwinkle II	Jules Dahlman
4643	Flobil	William Essner
4919	Walrita III	Walden Monte

Sheepshead Bay Lightning Fleet #38 had one of its most successful racing campaigns during the 1953 sailing season. Eight races were held, starting in the beginning of June and carrying through till the middle of September. These eight races were divided into two series of four races each, the Fleet Champ and runner-up were determined by accumulated point scores of the two Series.

The favorable sailing conditions generally found in our sailing waters off Manhattan Beach, Brooklyn, did not disappoint us during the 1953 Season. Our races consisted of a triangular course starting into the wind, but our diversified racing program also included a long distance race, a windward-leeward race, and a seven legged race.

Walden Monte in "Walrita III", and Al Gagliano and Eddie Lakritz in "Playmate" sailed over to the Atlantic Highlands representing our Fleet in the Atlantic Coast Championships held early in August. The best we can say for their valiant efforts are better luck next year.

The Fleet Champion this year was Marvin Rubel in "Aurora" acquiring five firsts, two thirds and one fourth, Al Gagliano and Eddie Lakritz were in second place, and Walden Monte sailing "Walrita III" was third.

Plans are underway to make 1954 a bigger and better racing year for our Fleet, new boats are joining our Fleet and racing enthusiasm is at its highest pitch.

Skippers and crews of Sheepshead Bay Lightning Fleet #38, at annual Trophy Dinner.

Bottom Row, Left to Right: Marcia Rubel, Faye Gagliano, Rita Monte, Evelayn Zwerling, Janet Lakritz.

Top Row, Left to Right: Al Gagliano, Mike Zwerling, Sid Levene, Marvin Rubel, Ed Lakritz, Eli Cohan, Irving Steinberg, Elaine Cohan, Walden Monte, Florence Essner, Bill Essner, Jules Spodek.

CHELSEA YACHT CLUB FLEET (39)

Metropolitan District

Based on Hudson River, N. Y.

Fleet Captain..... Thomas Plimley, Jr.
Fleet Secretary .....Charlene M. Moore
Fleet Champion .....H. J. Abreu
Runner-Up .....J. L. Jova

Boat No.	Boat Name	Skipper
82	Candy Kid	J. L. Jova & Ynes Cline
263	Sisu	Chas. R. Van Anden
287	Jake	Richard Dwelley
821	Tantivy	Thomas Plimley, Jr.
1083	Flash	William Menzler
1308	Tumbleweed	Philip Randall
1310	Aegir	L. Lockwood
1900	Fiesta II	Idda Jova and Henry Abreu
2828	White Swallow	J. F. Collins, F. V. Moore Charlene Moore
3102	Dutchess	Juan Jova

HIGHTOR FLEET (41)

Metropolitan District

Based on Hudson River, N. Y.

Fleet Captain ..... Eugene Vidal
Fleet Secretary ..... Holt Winfield
Fleet Champion ..... Charles Strachen in "Happy Days"
Runner-Up ..... Eugene Vidal & Charles Widman in "Old 'n Rare"

Boat No.	Boat Name	Skipper
744	Old 'n Rare	Eugene Vidal & Charles Widmann
1222	Mary E	Jordan Jorgensen
1872		Martin Brophy
1898	Happy Days	Charles Strachen
1899	Sparetime	Lawrence Ryan
1930	Heidi-Ho	Hank Holterhoff
3021	Dolphin	John H. Wells
3156	Chinook	Dr. James Campbell
4691	Contessa	Euclid Ganson

The 1953 sailing season was opened as usual with the annual Memorial Day race. This race, held in memory of three boys from the Club who lost their lives in World War II, is an invitational race and other Clubs in the area participate each year. The short formal ceremony which accompanies this classic seems to be a fitting way to start the season.

Nine club races were held throughout the season under unusually good sailing conditions. Good steady air was the rule with the result that competition was keen and interesting.

Several HighTor boats competed in a fine race week-end at the Newburg Yacht Club and Fleet Champion Charles Strachen sailed very capably to win the series. In addition, Fleet No. 41 was represented in the Mid-Hudson Regatta at Ossining and in the annual free-for-all long distance race from Grassy Point to Nyack held the Sunday before Labor Day.

Increased activity in the Sailing Fleet has been evident in the post-season period and renewed interest is expected in the coming year.

TOLEDO LIGHTNING FLEET (42)

Ohio-Indiana District

Based on Maumee Bay, Ohio

Fleet Captain ..... Nelson Penske
Fleet Secretary ..... Robert Rieker
Fleet Champion ..... Walt Swindeman in "Yankee Doodle III"
Runner-Up ..... Dick Krauss in "Jinks"

Boat No.	Boat Name	Skipper
313	Jiminy Cricket	R. H. & R. L. Herron
420	.....	Bill Fox
460	Scamp	Richard Daso
825	Pepper	Cy Greenhill
1273	Gin Ric	Donald Dierks
1335	Bambi	Dr. D. S. Booth
1336	Lucky	Joe J. Wensinger
1658	.....	Charles Fox
1661	.....	Joel McCreary
1777	.....	Bill Stone
2250	.....	Clarence Crites
3896	Mur-Lou	Muriel Lou Pontius
4212	Min-to	Thomas & Minnie Cook
4447	Jinks	Richard Krauss
4750	.....	Jene Thober
4810	Sooky	Jerry Garinger
4881	Zig Zag, II	Cal Yaudas
5160	Rainbow	Dr. D. S. Booth
5180	Yankee Doodle,	Walt Swindeman
5300	.....	H. R. Krauss

The Toledo Lightning Fleet opened the racing season with the annual Great Lakes Lightning Championship Regatta. 32 boats participated with Hank Cawthra starting off the season with a 1st place (Broom). Charles Allaire of Red Bank, N. J., 2nd., Dr. Gerald Murphy, Lake Fenton, 3rd. Joe Stueland, of St. Joseph, Michigan 4th. Gerry Garinger, T. Y. C. 5th.

Walt Swindeman was well in the lead when spinnaker hallard broke, forcing him out of the first race. Walt came back to win the next two races. Second race found Yaudas and Krauss hitting weather mark which forced them out of the money.

Walt Swindeman took the Fourth of July regatta at Lake Pymatuning, Cal Yaudas coming in 3rd., while Krauss was at the Royal Hamilton Yacht Club Regatta.

Cal Yaudas and Walt Swindeman participated in the I. L. Y. A. Regatta at Put in Bay, Ohio, with 30 other Lightnings. Walt took 1st., and Cal took 3rd.

The Ohio-Indiana District Regatta was held at the Toledo Yacht Club, with the Toledo Lightning Fleet trying to be a good host on land and on the race course. Walt Swindeman and his Yankee Doodle III again prevailing, making it 5 championships in a row for this regatta. Dick Krauss came in 2nd. Gerry Garinger, came in third.

Toledo was well represented in the Winter Invasion of the South Land. Walt Swindeman tried to catch Gene Walet on his home waters but had to settle for a 2nd. Walt took 3rd in the St. Petersburg Regatta. Many Toledo Skippers, Crews, and guests enjoyed the sunshine.

Boats of the Toledo Fleet participated in the various post season Regattas, including, Devils Lake, Michigan, Port Clinton, Ohio, Attwood Lake, Ohio, and Buckeye Lake, Ohio.

Our Fleet 42 winners were honored with a party. Fleet Champion, Walter Swindeman was presented with a gallon of Martinis, and the runner-up Richard Krauss with a gallon of Manhattans which were soon disposed of, by skippers, crews, wives, and sweethearts. A very good time was had by all, I think.

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BUCKEYE LAKE FLEET (43)
Ohio-Indiana District
Based on Buckeye Lake, near Columbus, Ohio

Fleet Captain ..... Roy H. Lovell
Fleet Secretary..... Warren Weiant
Fleet Champion ..... Robert Mann
Runner-Up ..... George Fisher

Boat No.	Boat Name	Skipper
248	Fireball	Warren Weiant III
638	Flicka	Fred Carlson
721	My Gal	Jimmy Dressel
820	Lazy Lady	Lowell E. Frost
830	Alibi	Earl Fisher
869	Dri-Rot	Harry Morrison
989		Edmund A. Klein
997	Sea Jay	Clifford Dum
1231	Janean	C. E. Kimball
1287	Miss Pent	Ralph Donges
1357	Who Zat	W. E. Coffman
1801	Sylvia	Robert Rice
1804	Wildfire	Ernest Wilson
1806	Escapade	Roy H. Lovell
2247	Sivad	Newton Davis
2823	Hot Canary	Jerry & Stephen Cooper
2826		Don Lindenbolt
3765		Dr. Charles Griener
4283	Tar Baby	Robert C. Mann
4677	Sailbad the Sinner	J. E. Finneran, Jr.
4865	My Gal II	George Fisher
4890	Calamity	Pete Dunkle

A cool spring with wet week-ends caused a delay in getting the racing started. All in all, there seemed to be a scarcity of air in 1953, at least on the race course. This however did not dampen or becalm any of the skippers and crews — interest ran high through the season. The climax of the no-wind season was the Snowball Regatta vacuum in 80 degree temperature.

The season wasn't all one of no-wind, in fact, a couple of races were called off because of hurricane scares — so it seemed it was either too much or too little. Some of the fellows were making so much of the windy days and were scooping up all the nice air in their spinnakers only to find they were scooping up water too. So we chalked up two capsizings — one to Pete Dunkle and one to George Fisher.

The first race of the year was postponed as there were insufficient boats in the water ready to race. There were five races in the spring series. The winner of this series was Bob Mann—this was a good year for Bob for he took first in the summer series also — Jimmie Dressel took second in the spring series followed closely by Jerry Cooper. Jimmy and Jerry are two young skippers who are beginning to collect their rightful share of trophies.

Some side honors went to Bob Mann and Ed Finneran at the Ohio Inter-Club Yachting Association Regatta held at Buckeye Lake in June. Bob buttoned up number one spot and Ed Finneran took second. There were 16 Lightnings participating.

Trophies Presentation, Lightning Winners, Snowball Regatta, October 17-18, 1953

Some other unusual events was the running of the second annual Octopus Race. There is no crew aboard just a very busy skipper, he sails the boat single-handed. These skippers are really busy especially when rounding a mark coming up into the wind after a downward leg. The winner was George Fisher.

Past Commodore Harry Nation has given a Trophy to the Lightning skipper showing the most improvement. Jimmie Dressel was elected as the recipient of this coveted trophy.

The climax of our sailing season is the Snowball Regatta and with 22 visiting skippers and boats there was a nice fleet available at the starting line. This was the regatta that was sailed without wind and was the basis for creating a new rule—"you can use paddles". Seriously, this regatta proved that Lightning skippers are tolerant people. Even though they towed their boats many miles and then sat through three drifting matches, they were gracious and understanding—. We hope they come back again however, next time there will be wind.

CANANDAIGUA YACHT CLUB LIGHTNING FLEET (44)
Central New York District
Based on Canandaigua Lake, New York

Fleet Captain ..... Dr. Wm. Sanderson
Fleet Secretary ..... Susan O'Bolger
Fleet Champion ..... E. Wm. Place, Jr.
Runner-Up ..... John Hill, Jr.

Boat No.	Boat Name	Skipper
128	.....	Henry Martin
143	Luckie Louie	John Hill
234	Kabub	Dave Neely
300	Water Wagon	Keith Moore
366	Joshua	John Hutchens
575	Cinderella	Griff Winthrop
588	Thermis Twice	Clarence Stoddard
758	Hic Cup	Winston Churchill
910	Sea Horse	Clarence Carpenter
1267	Inc.	Bob Reichert
1274	Wiki	Dr. Sanderson
1497	Spree II	Red Payne
1641	Sequa	Roger Johnson
1825	Jayvis	H. Hutchens, Jr.
1828	Thor	Ray Olson
1829	Dunk One	Ed Brewer
2384	Sans Souci	Carl Van Voorhis
3474	Dunk Too	Ralph Hoyt
3771	Margie	Bob Simmons
4872	Winsome Sal	Bill Place
5177	White Cap	Susan O'Bolger

Fleet #44 had a very successful season, starting off on June seventh with the first of the four series—of 26 races. This year we were hosts to the Central New York Yacht Racing Association. There were a total of 34 Lightnings competing. Although we did not do too well we had a wonderful time.

While not taking any honors at the regatta on our home waters our club champion, Bill Place with his Winsome Sal won the Central New York District Championship regatta which was held at Newport.

We are expecting several new members to join the fleet next spring and we hope to have an even better season in '54.

EDGEWATER YACHT CLUB (45)
Ohio-Indiana District
Based on Lake Erie, Cleveland, Ohio.

Fleet Captain ..... James E. Buchanan
Fleet Secretary ..... Al Sprock
Fleet Champion ..... Pat Young
Runner-Up ..... Harold L. Hall

Boat No.	Boat Name	Skipper
816	Jo-Bo	Dr. Robert C. Griggs
868	Ja-Bo	Dr. Chester Schultz
889	Mella II	Dr. Rudolph O. Cooks
1674	Restless	Harold L. Hall
2852	Buccaneer	James E. Buchanan
3369	Marquis	Paul Fine
3459	Redhead	William H. Redhead
3461	Opeechee	Al Sprock
4880	Dark Cloud	Pat Young

The 1953 season saw Pat Young and Harold Hall dividing honors in Local Competition. Pat's Dark Cloud took the Club Championship by the margin of one point over Hall's Restless with Jim Buchanan's Buccaneer third. Dark Cloud also had a first at Mentor Yacht Club Regatta, two seconds, one at Lakeside Regatta and the other at Atwood Yacht Club's Harvest Moon Regatta, and a third at Put-In-Bay. Restless, also, gathered her share of Trophies with wins at Lakeside and Edgewater Regattas.

Edgewater's new Club House is gradually being improved by the addition of new furnishings. The Harbor is also undergoing improvements as the city of Cleveland is spending over $300,000 dollars for the installation of metal sheeting along the shore and the breakwall. It is hoped that sometime in the not too distant future, the Edgewater Lightning Fleet will have opportunity of entertaining either the District Champion Series or the International Championship or both.

SILVER LAKE YACHT CLUB (47)

Lake Erie District

Based on Silver Lake, New York

Fleet Captain ..... Charles VanArsdale
Fleet Secretary ..... Mrs. Elizabeth Naylor
Fleet Champion ..... Charles and William VanArsdale in "80"
Runner-Up ..... Dr. W. M. Humphrey in "Budgetbuster"

Boat No.	Boat Name	Skipper
80		Whiton Powell
154	Ripple	Joseph J. Eliasz
392	Firebird	Harry L. Brown
410	Budgetbuster	Dr. W. M. Humphrey
968		Edwin M. Willse
1616	Paget	W. J. Humphrey, Jr.
3561	Jane	Bill & Charles VanArsdale

After two warm-up races in June, we held our Fleet championship, which was won by the VanArsdales in No. 80.

In Mid-July four boats from Cuba Lake Fleet No. 115 trailed to Silver Lake for an interclub regatta. We enjoyed entertaining them, and only regret that a wind shift at the start and a downpour after the finish dampened the racing.

In our August series for the Club Cup, Harry Brown finished first in "Firebird", followed by Joe Eliasz in "Ripple".

The annual Labor Day week-end Regatta for the Benedict Memorial trophy was won by Bill VanArsdale in "Jane". Throughout the entire season the races were very closely contested.

We were very sorry to have our trip to Conesus Lake called off because of conflicting schedules. We hope to resume our races with them next year.

Fleet No. 47, Silver Lake, N. Y.

COLUMBIA LAKE LIGHTNING FLEET (49)

Connecticut District

Based on Columbia Lake, Connecticut

Fleet Captain ..... Roy Ferguson Jr.
Fleet Secretary ..... Richard C. Miller
Fleet Champion ..... Dick, Paul and Alice Miller in "Suspense"
Runner-Up ..... The Molts in "Pirate"

Boat No.	Boat Name	Skipper
518	Pirate	Richard & Jane Molt
562		
690	Suspense	Dick and Paul Miller
832		Valentino D. Clementino
1000	Thunderbolt	Roy & Janet Ferguson
1671	Poky	Laverne H. Williams
1952		Louis Guzzo
2688	.....	Oswald P. Scheller
2873	.....	S. M. Silverstein
2877	.....	F. C. Savage

The 1953 Columbia Lake racing season got underway on July 4th and continued through Labor Day, races being held each Sunday. To wind up the season, a special three race regatta was sailed over the Labor Day week-end. Interest in these races was high, not only among the sailors, but also among the many spectators who follow them from their lawns on shore. The contests were hard fought, and the result was a tie for first place between F. C. Savage and Verne Williams.

In the summer's series of races, the Millers retained their grasp on the fleet championship. Dick, Jane, and Ricky Molt were close runner-up. Placing third was Verne Williams, who, after many years of racing on Columbia Lake, has announced his retirement for active sailing. We shall all miss him.

Fleet No. 49 welcomed a new member, Mr. Louis Guzzo, sailing in No. 1952. We expect two new members in 1954, Mr. George Pederson and Mr. Val Clementino, both of whom have recently purchased Lightnings. Pederson, obtaining his boat after Labor Day, continued to sail throughout the fall until he was literally driven ashore by ice in the latter part of November.

Interest such as this can only forecast fine sailing in 1954.

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WASHINGTON FLEET (50)

Dixie District

Based on Potomac River

Fleet Captain .....Marshall Hornblower
Fleet Secretary .....J. Paul Walsh
Fleet Champion .....Marshall Hornblower in "Whisper"

Boat No.	Boat Name	Skipper
185	La Spouse	Corinthian YC Sea Scouts
437	Arc	Edward B. Heyl
522	Roaring Fork	Lt. M. W. Cairns
826	Zip	Charles Everly
1279	Judy L	Dave Daniels (owned by M. Myers)
1281	Mama's Mink	Col. Wilfred W. Blunt
1282	Damfino	Leo Bielecki
1283	Vagabond	Dr. J. R. Gilbert & Dr. C. A. Hudson
1832	Posh	J. Paul Walsh
1887	Lively Lady	Cornelia Carswell, Lucia Hamon, Joseph Soraghan
2762	Ruthless	Corinthian YC Sea Scouts
2764	Halcyon	Arthur R. Carnduff
2788	Pina	Mrs. Elizabeth Lundell
3145	High Life	Col. Kirk A. Metzerott
3151	Jocus	Edwin, Roger and Gordon Hamilton
3348	Whisper	Marshall Hornblower
3438	Little 4 Bits	David P. Kuntz
3441	Temptreee	Marvin O. Myers
3533	Slow Poke	Arthur J. Downing Downing
3663	Allegro	Lillian Rothery
3774	Ca Va	Col. F. B. Shearer

As usual there have been quite a few changes in the local Lightning owners; the transient nature of the people of this area, and the fact that so many of our owners are in the Armed Services causes us to have more than our fair share of change.

Fred Lang went to Korea for the United Nations, and his 2712 was sold to Guy Dove and moved to Gibson Island. Navy Lieutenant Jim Hunt was ordered to sea duty, and HIGH LIFE, 3348, became the WHISPER of Marshall Hornblower (and does right well by him, too). Thornton Parker went into the service, and his No. 91 passed to Navy Commander Frank Rile. Nelson Oertel's ROARING FORK, 522, was bought by Marine Lieutenant M. W. Cairns, who had to dispose of a Lightning in Southern California when he was ordered to Washington early this year. Army Lieutenant Walter Dietz appeared from Brant Beach Fleet No. 173 with FORTY WINKS, 1731, and John Lawless brought RHOBARB, 3129, from the waters of Long Island Sound. Mo Myers dug up No. 1279, which had been becalmed in someone's back yard for several years, and christened her Judy L. With two Lightnings, Mo is the local Lightning tycoon. KACHINA, 826, was sold on the transfer of Marine Major Dean to Charles Everly, and renamed ZIP (she does). Two other additions to the local boats were STORM BIRD, 2188, brought from the Sassafras River by Harold Hernly, and POSH, 1832, brought in by J. P. Walsh. Of 31 Lightnings in this area, 21 are enrolled in Fleet 50.

Our season got underway with the Potomac River Sailing Association Spring Series, commencing on April 26th. The first race saw only four Lightnings on the starting line, out of a total of twenty-nine boats of various classes. The wind was quite strong, hitting 40 in the puffs. Forty percent of all the boats capsized or were otherwise disabled; of the Lightnings only Col. Shearer's CA VA completed the course. Leo Bielecki's DAMFINO carried away a long section of the boomtrack, tearing the mainsail; Dr. Gilbert and Jim Hunt came into collision, resulting in a hole in HIGH LIFE. By the end of the series nine Lightnings were racing, and the final standing was: 1st, CA VA; 2nd, LA SPOUSE, sailed by Morrison for the Sea Scouts: 3rd, DAMFINO.

The annual Gunsten Cove all classes handicap race was sailed as usual on May 30th. This fifteen mile trek got off in an almost flat calm, with the Penguins starting first, Lightnings about an hour later, other small boats in between, and Chesapeake 20's and Thistles following. About two thirds of the way to the finish a real grandaddy of a thunder squall hit suddenly, and lasted the best part of an hour. At this time a Penguin and a Snipe were in the lead, followed by Arthur Carnduff's HALCYON, with CA VA not far behind, and a Thistle pushing CA VA. The wind rapidly built up to about 45, with a heavy sea, and rain and hail so thick the visibility was reduced to about a hundred yards. The Thistle took in her main; CA VA followed suit. HALCYON and the Penguin took in all sail, and the Snipe capsized. CA VA and the Thistle left the race to pick up the Snipe crew, and after having done so transferred them to the committee boat, which soon appeared out of the rain, and again headed for the finish line, this time with the Thistle leading. It seemed reasonably clear that under wind and sea conditions of this type the speed of a Lightning and Thistle are about equal; neither could out-foot the other, either under full sail or jib alone.

When the results of the race were in, the "First Boat In" trophy went to young Johnny Gipson in his Penguin KOOL KID; and Johnny, who learned to sail only last year crewing in a Lightning, was also winner of the "Corrected Time" trophy.

In the obscurity of the storm the former local Lightning champ, Norman Schaller, in his Thistle SWOOSH, swooshed about two miles past the finish line before he could see anything to locate himself, returning later very red in the face.

The Fleet 50 Championship Series of three races was sailed on July 25th, ten boats participating. The winner (and new champion) was Marshall Hornblower, sailing WHISPER; second, Johnny Gipson sailing Mo Myers' TEMPTRESS, and third, Col. Shearer in CA VA. This was a case of the pupil beating the teacher, since Johnny learned to sail crewing for the colonel.

Twelve boats participated in Summer Series I of the National Yacht Club. The final results showed Mo Myers' JUDY L, sailed by Dave Daniels, first; Leo Bielecki's DAMFINO second; and Mo Myers' TEMPTRESS, sailed by Johnny Gipson, third. Marshall Hornblower had the misfortune to break his stick in this series, and was unable to sail enough races to qualify.

Five Fleet 50 boats attended the Dixie District Championships, held at the home of Potapskut Fleet No. 128 on the Magothy River—HALCYON, MAMA'S MINK, CA VA, JUDY L, and VAGABOND. While none of them turned in any very good scores, it was a very enjoyable regatta, and this was the largest number of Fleet 50 boats ever to race in distant waters. A sudden unlucky puff caused Dr. Gilbert to foul VAGABOND'S backstay on a piling while sailing out to the start of the first race, breaking her mast in three pieces. Through the courtesy of E. J. Crum he was provided with a local boat, THUNDER ANN, and the start of the first race was delayed sufficiently to enable him to reach the line. As seems to be customary lately, Bob Purnell of Indian River Fleet #72, ran off with the championship of the district.

National Yacht Club Summer Series II saw a total of thirteen boats, and was won by Marshall Hornblower's WHISPER, with all firsts but one; second was CA VA, with all seconds but one (Col. Shearer threatened to rename her "Second Spot Susie"); and third went to JUDY L, sailed by Dave Daniels.

Sixteen local and visiting boats tackled the President's Cup Regatta, held Sept. 13-14. On the 12th the elements violated custom of long standing, and came up with a fine breeze, enabling completion of both races in record time. On the 13th the wind situation was a bit overdone, and the committee finally cancelled the third race, after waiting two hours to see if the blow would ease. Lightnings certainly could have raced, but it would have been a bit rugged for some of the smaller classes. In the Lightning class, first place went to OSPREY, of Richard W. Clynes, Spray Beach Fleet #91; second Marshall Hornblower, in WHISPER, and third to Leo Bielecki in DAMFINO. Engaging for the first time in outside competition, the Marine Corps Schools at Quantico, Va., sent up NANCY PAT, sailed by Lt. Col. Burns, to this regatta.

The Marines like sailing at Washington so much that they moved two boats, NANCY PAT, 5442, and TRINK, 5444, to our harbor and raced in the Potomac River Sailing Association Fall Series. This series saw a total turnout of 15 boats, and ended with Hornblower's WHISPER, first, LA SPOUSE, sailed by Morrison for the Sea Scouts, second; TRINK, sailed by Lt. Bentsen, third; and NANCY PAT, sailed by Capt. Montrief, fourth. You gotta watch those Marines.

The Fleet High Point Trophy went to Marshall Hornblower, who rolled up a total of 231 points out of a possible 278. Col. Shearer was second, with 195 out of a possible 264.

To finish off the season the Marine Corps Schools Fleet decided to hold Frostbite Regatta at Quantico. They put up three individual trophies, and as the boats of two fleets only were involved, Col. Shearer presented a trophy to be called the "Frostbite Bowl" to be competed for annually on a fleet basis, and to be won by the fleet scoring the highest percentage of points during the event. This regatta was scheduled for Nov. 7-8. So, just to be sure it was a King-size frostbite, Old Man Winter suddenly dumped 6½ inches of snow on the area on the 6th, ending about

3:00 A.M. on the 7th. Nevertheless, several hardy die-hards showed up early on the morning of the 7th at our harbor to be towed to Quantico by a power boat sent up by the Marines. Four of our boats made the thirty mile tow, and with a 20-mile head wind this was a cold and wet ride. Two others came down by trailer, so Fleet 50 had six boats on hand — ROARING FORK, ZIP, LIVELY LADY, JUDY L, MAMA'S MINK and CA VA.

Due to the rough water it took five hours for the tow, and as it did not get started on time, arrival was too late to race on the 7th. The crews took advantage of the outstanding hospitality of the Marine Corps Schools that night, and sailed three races on the 8th. There was a fine 15-18 knot breeze, plenty of open water with no shoals—and a very strong tide, despite which the ten boats taking part had some very fine sailing. JUDY L, sailed by Morton Knight, and with the able assistance of that renegade Lightning skipper Norm Schaller, grabbed off first place. Col. Shearer was Schools took third, in NANCY PAT. The Frostbite Bowl was won by Fleet 50, with a percentage of .71 against .56 for the Marines.

Fleet #50 Champion Marshall Hornblower

CRESCENT SAIL YACHT CLUB (51)

Michigan District

Based on Lake St. Claire, Grosse Point Farms, Mich.

Fleet Captain ..... Ralph J. O'Hara
Fleet Secretary ..... Donald Fairchild
Fleet Champion ..... Henry J. Cawthra
Runner-Up ..... Victor J. Schneider

Boat No.	Boat Name	Skipper
122	Marybob	Dan H. Butler
637		Armin Joez
760	Heljak	J. Jack Siekmann
778	Sylvia	Wm. G. Phillips
807	Lean To II	Richard R. Crandall & James E. Northmore, Jr.
886	.....	Wilbur J. Smale
1060	Daisy Mae III	John S. Squire
1214	Mid III	Earl J. Peters
1301	.....	T. R. Anderson
1617	We Do	Audrey Hill
1656	Pinocchio	Edw. F. Walter
1976	Lark	Wm. McKee Dunn & Guy L. Ireland
1977	Restless	John Pausch
2541	Restless	James C. Millies
3115	.....	Walter E. Thill
3433	My Harem	Ralph J. O'Hara
3583	.....	Daniel G. Lamet
3613	Pyewacket	Elijah G. Poxson, Jr. Robert R. Hydon
4008	My Sally	Charles W. Grant
4398	Snegel	Richard J. Graham and Robert W. Hornbeck
4647	.....	William C. Flaherty
4923	.....	Jack Leverenz
4924	Broom	H. J. Cawthra
4971	.....	Allan Kass
5131	Blue Dust	A. Rautenberg
5200	.....	Don Fairchild
5260	.....	Victor J. Schnieder
5426	.....	Walter A. Roney

Fleet #51 resumed full scale activities this year after being somewhat curtailed in the 1952 season due to storm damage to our harbors in March 1952. Fleet activities revolved largely around racing competition. There were three Fleet series namely the Wednesday night "Nitehawk" series the Sunday Morning "Champion" series, and the Sunday afternoon series. In addition Fleet #51 skippers competed in ten Detroit River Yachting Association regattas. These are held on Saturdays on Lake St. Clair starting Memorial Day and ending the Saturday after Labor Day. Lightnings from all Detroit River Fleets compete as one class (the largest one of course), thus we have the fun and experience of competing with skippers from other fleets frequently. We also compete for the Detroit River Lightning Squadron Championship which is a three race series held this year August 29 and 30. The Kendall series is an invitational regatta sponsored by the Detroit Yacht Club's Lightning fleet No. 131 and held for the past few years at Crescent Sail Yacht Club. This one brings in the top notch skippers from this neck of the woods. All in all there are forty trophies awarded to Lightning skippers in races scheduled on Lake St. Clair which just naturally fosters good racing and keen interest. Much could be written about the foregoing events, however, the results of the various series indicate the way things went.

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"Nitehawk"—First place "Vic" Schneider in #5260 "Imp". Second place Ralph O'Hara in #3433 "My Harem"

Sunday Morning "Championship" series—First place "Hank" Cawthra #4924 "Broom". Second place "Vic" Schneider #5260 "Imp". Third place Dick Crandall & Jim Northmore #807 "Lean To II"

Sunday Afternoon series — First Place "Hank" Cawthra #4924 "Broom". Second place—"Art" Rautenberg #5131 "Blue Dust"

Trophies for the winners are awarded at the annual potluck held at Crescent in November when all the skippers, crews, wives and girlfriends gather to wind up the preceding year's activities and plan for the coming year.

Not all of our sailing was done here at home. Hank Cawthra started early by winning the Great Lakes Series at Toledo in "Broom". (This resulted in a turnabout kind of affair because "Walt" Swindeman came to Crescent and took back the Kendall Trophy. These series will be worth the price of admission in 1954).

Fleet #51 was represented at the Michigan District Championship races held at Bay City by "Hank" Cawthra #4924, "Walt" Roney #5426, "Art" Rautenberg #5131, "Don" Fairchild #5200, and "Al" Kass #4971. "Hank" won this for the third consecutive time, and "Walt" Roney came in seventh even though he was sailing his new Boat for the first time.

Cawthra, Roney, and Rautenberg trailed their boats to Higgins Lake the week following the Districts. "Hank" won this one too with Roney placing in the #6 spot.

Next came the Internationals at Buffalo with "Hank" Cawthra Fleet #51's sole entry. As you all know "Hank" won the championship of the largest, most active sailing class in the World, a distinction never before accomplished by a Crescent sailor much less a Commodore encumbered by the duties of his office.

The last "away from home" event was the Devil's Lake Regatta, LCA Pres. C. B. Crittenden's home waters. "Walt" Roney, "Don" Fairchild, and Ralph O'Hara trailed their boats through the Irish Hills and had a wonderful time sailing against such "newcomers" as "Dick" Krause, Warren Jones (President's Cup), and others just about as tough. "Hank" didn't make this one although he crewed one race for Jack Beal of Devil's Lake Fleet.

The foregoing recap of the activities indicate the interest and enthusiasm of Fleet #51's skippers in 1953. 1954 will be even more filled with Lightning sailing events. We are laying plans now to make it so.

Undoubtedly much will be written about "Hank" Cawthra—we have this to say—we don't know of anyone whose ability, sportsmanship, and enthusiasm for their chosen sport qualify him to be called "Champion" any better than "Hank". We are mighty proud of him and believe he is a real credit to the Lightning class.

Fleet 51 winners in Champion Series l. to r.: Richard Crandall 3rd, Victor Schneider 2nd and Henry J. Cawthra 1st.

LAKE FENTON YACHT CLUB (53)

Michigan District

Based on Lake Fenton, Mich.

Fleet Captain ..... Robert H. Furey
Fleet Secretary ..... Robert H. Furey
Fleet Champion ..... Robert H. Furey
Runner-Up ..... Clarence L. Holman, Jr.

Boat No.	Boat Name	Skipper
244	Seven C's	Claude Cohoon
367	Finesse	C. J. & Gertrude Lauer
387	Kildeer	Dr. W. H. Winchester
591	Heather	Onalee Laird
597	Jo-Jo	Joanne Greenley
804	.....	Paul Tanner
965	Jeannie Mac	Kenneth MacGillivary
1251	Fair Wind	Wm. & Auke DeHaan
1250	Dream Maid	Dr. David Friedman
1347	.....	Robert Greiner
1566	Worry Wart	W. H. & Robert H. Furey
1654	.....	Leonard Lippincott
2123	.....	Bryant Baker
2776	Cream Puff	Dr. M. G. Fee
4090	Arbana	Arthur F. Brandt
4545	Double B	Dr. G. J. Murphy
4704	Dyna-Flow II	C. Clark Smith and Mac Smith
5050	Fifty-Fifty	Clarence L. Holman, Jr.
5063	.....	Kenneth Shafe
5533		Herman O. Nickels, Jr.

As the cold weather set in the last of the boats were hauled out for winter storage, to bring to a close a very successful season. The season this year consisted of 15 races with 2 special races; which were sailed in 2 divisions. 1. The Lightning Racing which proved to be very exciting. The points were very close throughout the season, and position in the last race meant final position for the year. For the first time in many years Herman Nickels was dethroned as fleet champion. Bob Furey emerged fleet champion with Clarence Holman 2nd, and Herman Nickels 3rd. The other division was called Lightning Cruising sailed to all rules except for crew, which was unlimited. This division was set up to encourage new skippers, and skippers who are unable to get a crew; which met with great success in creating more interest in Lightning Racing. Trophies were awarded at the end of the year with Claude Cohoon taking 1st place, Sea Scouts 2nd, and Kenneth MacGillivary 3rd.

We also had a spring, summer and fall series; consisting of 5 races each; with an award for each series. In the Cruising division Claude Cohoon was winner of all three series. In Lightning racing Herman Nickels won the spring series, Bob Furey the summer series, and Clarence Holman the fall series. One of our Lightning skippers, Dr. David Friedman, was awarded the Good Sportsman Trophy which was presented at the Yacht Club Banquet.

Our skippers trailed their boats many miles throughout the mid-west again this year. Dr. Gerald Murphy finished 2nd, at the Michigan District Regatta, to qualify for the Internationals at Buffalo; and Clarence Holman finished 5th. Our congratulations to Herman Nickels who with 2 twelve year olds; his daughter Madolyn and Bobbie Furey; sailed at Port Clinton, against many of the better skippers of the mid-west, to take first place.

The 3rd Annual White Cap Regatta was held in August with 26 boats participating. The boats started arriving Friday night. Saturday morning was taken up with the rest of the boats arriving and being launched; registration and lunch. The 1st race was Saturday afternoon which was sailed in light shifty air. First place changed many times but the finish found Larry O'Dell had come from behind to win the race. After the race a cocktail party was held at Dr. Murphy's. Dinner and dancing was at the club, with music furnished by the Michigan District Lightning Barefoot Philharmonic Orchestra, consisting of Dr. Murphy at the bass fiddle, Sid Mitchell piano, Charlie Grant trumpet, Buzz Morley drums, and Al Oberson, guitar, which was enjoyed by everyone. Sunday was another day of light shifty winds, the 2nd race was won by Clarence Holman. After lunch the winds were still light and shifty which meant a postponement of ½ hour for the 3rd race; Clarence Holman was again winner. After the 3rd race trophies were presented to everyone participating with Clarence Holman getting 1st for the regatta, Pat Patterson of Saginaw Bay Yacht Club 2nd, and Joe Stueland of St. Joseph Yacht Club 3rd.

Along with our many activities we also had moonlight sail every month that was strictly for fun.

So with plans for a bigger and better season we wish you all happy sailing.

PONTIAC YACHT CLUB (54)
Michigan District
Based on Cass Lake, Mich.

Fleet Captain ..... Roland Redner
Fleet Secretary ..... James H. VanDoren
Fleet Champion ..... Larry O'Dell
Runner-Up ..... Leslie Huntwork

Boat No.	Boat Name	Skipper
426	Lively Lady	Edward T. Markham
611	Princess	F. Prince
643	YOT	Vernon Roosevelt
703	Storm King	Clarence K. Patterson
835	Som Fun	James H. Van Doren
836	Mi Alibi	Kenneth Raymond
837	Flicka	C. J. Strang
838	Aqua Leta	Neal & George Wasserberger
839	Buccaneer	Charles W. Buck
841	Nautigal	Charles Callahan
842	Dottie	Frank E. Bonner
857	Thunder-n-Lightning	Anton Bego
904	Skid-Doo	Eugene T. MacCracken
941	.....	William de Beaubien
1082	Fu-Fu-II	Ray Ransom
1216	Connie	W. Dean Thompson
1315	Kay III	Alton Gray
1353	Polaris	Phillip Miller
1565	Two Bits	Samuel L. Dibble, Jr.
1787	The Dud	Harold W. Dudley
1789	C-Lark	Alex Clark, Jr.
1790	Margaret-Ann	Enar West
1793	Rosalie	Frank J. Moreau
1819	Sea-Jay	C. J. Cleveland
1820	Whim	Donald Harrison
1821	Barracuda	William C. Roualet
2460	Caprice	Floyd Arnold
2611	Tang	Charles Gieg
3385	.....	George Tackels
3528	Tip-Top	Don Neal
4947	Gizmo	Allen R. Oberson
5166	Bambi Too	L. E. O'Dell
5299	"99"	F. Leslie Huntwork
5300	April	H. Van Phipps

All winter long our sailors dreamed of balmy days and billowing sails. As the days warmed up the more ambitious ones had refinished their boats and were ready to launch them as soon as the Yacht Club dock was put in. Tune-up races started in May with our first scheduled event on Memorial Day week-end.

By the time all the boats were in the water, our fleet numbered thirty-four Lightnings, with two-thirds or more consistently starting. The large number of members who participate make for keen and friendly competition. Pontiac Yacht Club is proud too of its new 22 foot Welin steel launch purchased this year. Our race committee finds it superb for the management of all the races, and doing other necessary chores. It is large enough so that the committee has ample working room, plus extra space for spectators. We feel it will be adequate for any rescue, though fortunately it was not needed for this purpose during the past season.

Our Sunday morning series was hotly contested with many skippers sharing the top positions. The final standings showed Larry O'Dell first, followed closely by Les Huntwork and Al Oberson. The Wednesday evening, or Night-Owl series was won by Al Gray, Les Huntwork second, and Al Oberson third. After the night races everyone gathered in the Club House for refreshments and an hour of fun. Both of these races series suffered by a complete lack of wind on several occasions, forcing cancellation of a few races. Then we took to horseshoes!!!

Over the Labor Day Weekend the fleet is divided into sections for a five-race series. The first ten in the summer standings compete for the Championship Cup, and the balance of the fleet for the Commodore Cup. Larry O'Dell took the Championship Series with Les Huntwork second, and Jerry Gray (Al's 15 year old son) third. The Commodore Series was won by Leo Wasserberger, Jim Van Doren second, and Harold Dudley, third. The Snow Ball series extended the competition into October. Jerry Liston took first place sailing O'Dell's "Bambi Too", Les Huntwork was second and Charlie Callahan third.

The annual exchange regatta with Orchard Lake Country Club had the misfortune to be postponed twice because of lack of wind. On the third try, however, the wind gods smiled and the Pontiac Yacht Club won very closely on an overall point basis. Next year the Orchard Lake skippers are going to have a fleet of new boats.

Al Oberson and Larry O'Dell beat the Michigan sailing season by taking their boats down to St. Petersburg for the famous mid-winter regatta in February. Al and Larry and many other skippers trailed their boats to regattas held by clubs in Michigan and elsewhere. These skippers were Al Gray, Leo Wasserberger, Van Phipps, Charlie Callahan, Phil Miller, Floyd Arnold, Les Huntwork, and Chuck Buck. Al Gray tied for third place in the Michigan District Regatta held under most exhausting weather conditions at Bay City. Oberson and O'Dell regularly placed high in final points at each regatta.

Highlighting the social activities of the summer were the potluck dinners on Memorial Day, Fourth of July and Labor Day for all members and their families. Excellent weather accompanied each of these events and a good time was had by all. Many swimming parties were inaugurated this year. On various occasions the club boat was pressed into service for transportation and sight seeing.

The final event of 1953 was our annual banquet. Well over one hundred attended and applauded those presented with trophies. Commodore Sam Dibble reviewed the past successful season using cartoon slides to emphasize his remarks. He also distributed to the members printed copies of a history of the Pontiac Yacht Club. Entertainment furnished by members was greatly enjoyed by everyone. In the business session that followed, officers were elected for the following year. Al Oberson, well-known representative of PYC at many regattas, will be our Commodore for 1954. Our best wishes to Al for another great year.

Pontiac Yacht Club, Cass Lake, Pontiac, Mich.

LITTLE NECK BAY FLEET (55)
Western Long Island Sound District
Sailing on Little Neck Bay, N. Y.

Fleet Captain ..... Robert Wilson
Fleet Secretary ..... Joan Sullivan
Fleet Champion ..... Bob Wilson in "Ardito"
Runner-Up ..... Brandt Beck in "Wolf"

Boat No.	Boat Name	Skipper
604	Circe	Stan Sargent
1935	Frolic	David Springsteen
2227	.....	Robert J. Voss
2392	Wolf	Ted & Brandt Beck
2709	Quartet	Robert Crandell
3213	Beau Sejour	Lew Balleau
3224	Sea Frog	Matty Silverman
3432	The Virus	Joan Sullivan
3660	Ardito	Robert Wilson
3740	.....	John McLaren
3974	.....	Robert Green
4109	Stella Maris	Albin Cibeu

4379	Kirl	William Soukup
4547	Zephyr	Teresa Larsen
5361	Anna	Joe Leggiadro

After a slow start, our 1953 season got rolling and ended with a bang and some worthwhile gains. We started off with but four boats showing up for races. A survey of the lightnings on the bay, however, indicated that there were over a dozen at their moorings. It was clear that the owners of the non-racing boats must somehow be encouraged to race.

So by talking up racing; running a series of Saturday informal brushes; publishing a weekly bulletin of news and race results; having meetings to discuss tuning, tactics, rules etc., we wound up our season with 10 active racing boats and a total roster of fifteen skippers. Much enthusiasm was built up which undoubtedly will make next year a bigger and better one.

There were two regattas sponsored by our two local clubs. The Bayside Yacht Club's Invitation Regatta saw a triple tie for first after two close races. Standing after the final, third race gave first place to Brandt Beck sailing "Wolf", second to Art Buhr of the Port Washington Yacht Club in "Acapac", third to Bob Wilson's "Ardito". The results of our other big event—the Douglaston Yacht Squadron's Annual Lightning Invitation Regatta were: First, "Tribee" owned by Howard Bradfute of Larchmont; Second, "Bijope" sailed by William Miller of Port Washington and third "Veebob" skippered by Virginia Chase of the Execution Rocks Fleet. Eighteen skippers sailed in this regatta, many of whom were guests from neighboring fleets.

In the regular Sunday races sponsored jointly by BYC and DYS, first place went to "Ardito" sailed by Bob & Dan Wilson, second to "Wolf" owned by Brandt and Ted Beck, third to "Stella Maris" sailed by the Cibeu family. The Saturday brush leaders in order were Ardito, Anna, Stella Maris, Zephyr and Sea Frog.

It was an active summer. All told, there were 36 races—16 in the official Sunday series, 16 in the Saturday brushes and four in the regattas. That there wasn't a single protest testifies to the good sportsmanship of our skippers and the enjoyment we all shared. Next year we plan to start where we left off this fall and go on to a larger fleet and more racing skippers.

"Ardito" 1953 Champion of Little Neck Bay, N. Y. Fleet, sailed by Bob and Dan Wilson.

BURNHAM PARK YACHT CLUB (56)
Midwest District
Based on Lake Michigan, Chicago, Ill.

Fleet Captain ..... Lionel Berc
Fleet Secretary ..... Jack Friedman
Fleet Champion ..... Chuck Berc in "Lianne II"
Runner-Up ..... Abe Jacobs in "Trio II"

Boat No.	Boat Name	Skipper
114	Sea-Ker	Edward Trozyl
191	Ha Ha	Matt J. Cool
726	Lucie	H. Harris Howeler
1703	Cygnet	Dr. Aaronson
2554	Scalare	Arthur V. Appel
2563	Jabberwocky	Ralph Stewart
2726	Triligar	Dr. Grant C. Johnson
2869	Corky	Stanley Potempa
2981	Mickey	Dan & Frank Hubbell
2984	Shelst	Stanley Gimbut
3336	Trio II	Abe Jacobs
3536	Letty Ann	Paul Russell
3597	U-1st	Jack Friedman
4341	Maryru	Rudy Holan
4540	Damfino	Joseph H. Rutterer
5319	Jobe	Jos. F. Jirousek
5368	Lianne II	Lionel Berc
5555	. . . . .	William P. Fuchs

The weather during the 1953 sailing season really gave us a treat being one of the warmest, longest and nicest summers on record. We needed every day of it however, to fulfill our heavy schedule of series races and regattas of which there were enough to satisfy the most ardent of our skippers. The season wound up with the renowned Red Flannel Regatta which is a cooperative effort of the Corinthian Yacht Club, Fleet #5 and the Burnham Park Yacht Club, Fleet #56. This event is attracting hot skippers from quite a distance and offers some real competition.

Some of our group fibre glassed their boats with successful results. Others prefer to wait and see. Some 4 ounce orlons appeared on the scene, but too late in the season to show their worth. It will be interesting to watch and see how these new inovations will perform.

Compliments of

FLEET 27

Leatherlips Yacht Club

Sailing on

O'Shaughnessy Reservoir

SCIOTO RIVER

COLUMBUS, OHIO

CINCINNATI FLEET (57)
Ohio-Indiana District
Based on Ohio River, Ohio

Fleet Captain .....William Jackson
Fleet Secretary ..... Frank Pfefferle
Fleet Champion Dr. W. P. Barnes in "Ragwagon"
Runner-Up .....Fred Walter in "Cygnet"

Boat No.	Boat Name	Skipper
368	Cygnet	F. C. Walter
380	Zefr	Frank H. Pfefferle
858	Breathless	Robert Barrows
1925	Mutiny	Truman P. Young
2108	The Bounty	Alvin Kuder & Edward G. Beck
4076	Weather Vain	Charles Westheimer
4239	Ragwagon	Dr. W. D. Barnes
4575	Windamner	John Hoge
4948	Margaret	John Parlin
5222	Decision	Oliver P. Bardes
5226	.....	Wm. Jackson

The severe drought conditions in the Ohio Valley during 1953 had some compensation for sailing enthusiasts. The dams on the Ohio River were in operation all season and therefore the current in the river was at a minimum which makes the river almost like an inland lake. Then with day after day of cloudless sky there was never a worry about ducking for cover to avoid afternoon thunder storms. Lightning—only on the river this year, we might say.

The competition this year was keener than ever. "Doc" Barnes was again our fleet champion but we had a new runner up in Fred Walter. Frank Pfefferle was third.

Bill Jackson, our commodore, was the winner of the fall race series. Fred Walter was second and Bob Barrows third. These skippers are getting better every year and are giving "Doc" Barnes a real battle for the top spot of the entire racing season.

Dr. W. P. Barnes placed fourth in the Ohio-Indiana district meet at Toledo. This qualified him for the Internationals at Buffalo. Doc's position was twenty-seven in the fleet of forty-seven. "Competition is really terrific," remarked our fallen hero.

Dr. Barnes as defending champ at the Buckeye Lake Snowball Series had a string of five first places, including three straight in 1952 and two from 1951. But this year the three races were sailed on cigarette smoke so that even a fifth place seemed to be a lucky place. Beware Buckeye, Doc will return.

Our club boat headquarters at the Cincinnati Sailing Club were refurnished this spring and look very attractive. Fred Walter can do wonders with a little Formica here and there.

HEWLETT BAY FLEET (58)
Greater Long Island District
Based on Hempstead Bay, L. I., N. Y.

Fleet Captain .....Alexander Robb
Fleet Secretary .....Robert Grimmig
Fleet Champion .....Raymond Harrington in "Ski Daddle"
Runner-Up ... Robert Grimmig in "Sea Spray II"

Boat No.	Boat Name	Skipper
365	Thistle Down	Hector McKay
432	Pegasus	Alexander F. Robb
1007	.....	Ralph Prosser
1144	Nala	Alexander S. & Alan S. Murphy
1728	Sea Spray II	Robert & Eugene Grimmig
1896	Bucky	John J. Mahoney, Jr.
2013	Bird's Bedlam	Mrs. Isabel Bird
2622	Paranon	Dr. Peter L. Neyland
3039	Tumbleweed	Arthur L. Nelson
3225	Ski-Daddle	Ray Harrington
3456	Donsan	Gottfred A. Nelson
4711	.....	John C. Byrnes

The 1953 Season marks the Tenth Anniversary of Fleet 58. Since 1944 the Fleet has seen the number of its boats increase three fold, with a corresponding increase in its membership and sailing activities.

The impetus to Fleet 58 came from its first two Charter Members Joe Grimmig and the late Alex Dougan. Alex is remembered best as the sailor who introduced the Lightning to Long Island, Joe for his part in the creation of the Greater Long Island District. Following in their wake the Fleet has continued to grow in quantity and quality.

During the season a series of ten weekend races were sailed to determine a fleet champion. Ray Harrington in Ski Daddle with crew Gene Doud and Bud Dailledouze was high point skipper for the series and thereby captured the Perpetual Fleet Trophy, a large oil painting of a Lightning. Runner-up was last season's champion Bob Grimmig and his brother Gene in Sea Spray II.

Something new was added to this season's activities when several skippers notably Isabel Bird in Birds Bedlam and Alex Robb in Pegasus took to ocean sailing. From their enthusiastic reports next season should see an increase in this form of sailing.

A most successful season activity and weather wise was brought to a conclusion by the Annual Fleets 58, 145 Interfleet Regatta held on September 26th and 27th in Hewlett Bay. After a three race round robin series Fleet 58 took possession of the Interfleet Perpetual Trophy from Fleet 145 of Spofford Lake, N. H. Bob Grimmig of Fleet 58 was high point skipper for the Regatta.

Looking forward to an increase in racing schedules and a renewal of inter fleet competition with neighboring fleets, Flet 58 wishes all its friends happy sailing in 1954.

NIAGARA SAILING CLUB (59)
Lake Erie District
Based on Niagara River, Grand Island, New York

Fleet Captain ..... Dick Bowen
Fleet Secretary ..... Jean Aschenbach
Fleet Champion ..... Dick Bowen
Runner-Up ..... Fred Steiner

Boat No.	Boat Name	Skipper
42	.....	George May
276	Jay Bee	Jean Bowen
456	Olive M	Earl & Olive Johnson
714	Slow Poke	Ralph Bloom
749	Three Winds	John Swanson and John Palmer
889	Aerodyne	Will Shaw
1009	.....	Percy Bowen
1224	Lu Jim	James Milliron
1583	Cu-Nim	R. L. Aschenbach
1676	Salt Shaker	Robert H. Siemer
1903	Glockenspeil	Stuart Anderson
1904	Blue Goose	Fred Stiener
2346	Tillicum	Joseph & Irving Holler
2929	Blixten	Audrey Rothwell
3132	Jigtime	John Cryer
4032	Judy Ann	Dick Bowen
4185	.....	George Kroening

The Niagara Sailing Club opened the season with a full active schedule. Perhaps we should say this was the year to test our manual skill along with the sailing skill. And much to the surprise of all concerned the sailors found they had quite a reserve of each. It must have been all that winter enthusiasm that built up. And that is just what we did, 'built up'.

The first project on the docket was primarily the dock. We now have a spanking new permanent dock and a breakwall which approximately doubled the size of our grounds.

Our club racing didn't get under way until a little later in the season but we had a good fleet of boats and some good competition. The club Lightning Championship series brought a first for Dick Bowen in Soubrette, second for Fred Steiner, and third for Jack Cryer. In the Wardell Lightning series Joe Holler in Tillicum was first, Jack Cryer second and Stu Anderson third.

Several of the boats hauled out and attended the out of town Regattas. Good Time Seimer represented NSC at the Royal Hamilton Yacht Club Regatta. But after a disqualification in one race and a re-start in another, racing fell by the wayside and Bob settled for his usual inimitable social gaiety.

Being that 1953 was the first year NSC joined the Central New York Assoc., Stu Anderson and Fred Steiner trailed their boats to the Regatta. Stu brought home a first place and Fred came in fifth.

Jack Cryer attended the LYRA Regatta and did very well in the stiff competition.

The Niagara River Championship sailed annually at NSC attracted approximately 35 entries. It used to be that our boats came out on top at this Regatta due to the tricky current in the Niagara River, but now, after a few Regatta's have gone by our skippers really sweat out these visiting skipper's 'current' tactics.

Karl Smither from B. C. C. won the Regatta, Joe Holler from our club was second and Tom Allen from B. C. C. was third. Perhaps next year we can make a comeback?

The Lake Erie District Regatta followed the Niagara River Championship and this Regatta was sponsored by NSC and Sandy Beach Yacht Club at Sandy Beach which is located five miles down the Niagara River, from NSC. The District Regatta brought some interesting competition to the 42 entries in the series of five races. And again the current did not stop B. C. C. from ending up on top. Tom Allen won the District Championship, Karl Smither was second, Bob Graf (1952 National champion) third, Joe Holler, NSC was fourth, and Johnny Robertson from R. H. Y. C. was fifth. All five winners entered the Nationals. Joe Holler completed the four races sailed at the Buffalo Canoe Club where the Nationals were sailed. Joe's 13th, 17th, 29th, and 20th gave him a final placing of 20th.

Four boats entered the President's Trophy series from N. S. C. John Swanson was 13th, Stu Anderson 17th, Jack Cryer 20th, and Jim Milliron 27th.

Stu Anderson was elected Lake Erie District Commodore, a worthy man for a worthy job. We know Stu will do right well.

Unfortunately we had to lose Fred and Laura Steiner. Fred really had the Blue Goose flying. The Steiners have returned to New Jersey, but Blue Goose was purchased by Will Shaw who will be sailing at NSC.

Bob Start will be sailing next season. He purchased Al Sargeant's Lightning from Sandy Beach. Bob has plenty of sailing ability and the fleet will be in for some mighty fine competition.

We feel very proud of NSC for '53 and so naturally we look forward to seeing any Lightning sailor stopping in at our club for a visit or a sail. Here's hoping '54 brings smooth sailing to all our fellow Lightning Skippers.

Launching The Season

JAYHAWK FLEET (60)
Kansas-Oklahoma District
Based on Lake Shawnee, Topeka, Kansas

Fleet Captain ..... C. F. Ebey
Fleet Secretary ..... W. E. Schwartz
Fleet Champion ..... W. E. Schwartz
Runner-Up ..... R. J. Rice & A. B. Boon

Boat No.	Boat Name	Skipper
906	Sea Deuce	R. M. Parker
1063	Lively Lady II	C. F. Ebey
1268	Ann S.	W. E. Schwartz
1270	. . . .	R. L. Cochener
1699	Courageous II	L. R. Rake
2661	Ricaboo	R. J. Rice and A. B. Boon
3236	Mary Jo	T. J. McGinnis

We are happy to note fiberglass application to hulls has been approved for our class; very dry weather here this summer tended to open seams above the waterline and more than usual high winds to heel us up and show up the leaks made a permanent cure very desirable. Our lake level dropped several feet leaving dinghy docks dry but did not interfere with sailing which in addition to our races included lots of moonlight sails, our night breezes being much steadier in force than our often gusty daytime ones.

LAKE PONTCHARTRAIN LIGHTNING FLEET (62)
Southern District
Based on Lake Pontchartrain, New Orleans, La.

Fleet Captain ..... C. Armond Bernius
Fleet Secretary ..... Russell R. Monroe
Fleet Champion ..... Eugene H. Walet, III
Runner-Up ..... Charles L. Gambel

Boat No.	Boat Name	Skipper
1056	Mystery	W. C. Keenan, Jr.
1837	Pep	W. T. Hardie
2522	Lucky	Ethan and Thomas S. Allen
2602	Madcap	Dr. R. R. Monroe
3196	Gris Gris	Mareland H. Hogan, Jr.
3647	Spirit I	Jack Ryan
3744	Gigolo	Ralph Christman
4423	Menace	John Charbonnet
4825	Twinkle	Armond Bernius
4950	Chance	Charles L. Gamble
5082	Spirit II	Eugene H. Walet, III & Eugene H. Walet, Jr.

Lightning Fleet No. 62, at the Southern Yacht Club, New Orleans, Louisiana, is a particularly proud fleet these days. We have an honor that no lightning fleet can claim, in fact no other fleet regardless of class. It is our distinction to have Eugene H. Walet III, the North American Yachting Association champion, as a member. For the past three years, we have all been taking the wake of this superb young skipper. Now that he is a champion, the rest of us can again face the world. No longer do we have to walk around with stooped shoulders and hanging heads, taking abuse from our crews and other members of the club, for repeated failures to win a race. It is even rumored

Fleet No. 1

Still Sailing High!

Skaneateles Country Club, Inc.

Lake Skaneateles, New York

that some of the crews are again saying "sir" when addressing the skippers. The runner-up in our fleet races can restore his pride by imagining himself to be the second-best skipper in the United States. Gene's accomplishments have been equally renowned in the Lightning regattas. After placing second in the Internationals last year, he ranked third at Buffalo during the current season.

Fleet 62 inaugurated this past season an event which we hope will become one of the most prominent Lightning races in the country. It already appears to have proven its popularity. This is the Mardi Gras Regatta, which will occur annually the week-end before the St. Pete winter regatta. Despite the short notice, the Mardi Gras Regatta last year drew thirteen out-of-town boats and relegated most of the sailing to the bar. However, on Sunday three races were sailed, starting at nine in the morning. The wind was strong and many boats were disabled, but the Champions came through as usual. Gene Walet III won the series, followed by Walt Swindeman and Cliff Prados.

The Gulf Yachting Association Regatta in June was won by W. C. Keenan, Jr., followed by Gene Walet. After this regatta, green pastures elsewhere took Gene and his Spirit II away from the fleet for most of the remaining season. This allowed some of the rest of us to win an occasional race. Trophy races throughout the year were won by Christman, Keenan, Allen, Gamble, Killeen and Monroe.

The local fleet showed up well in the Districts, Gene repeating his last year's triumph, followed by an ex-Southern Yacht Clubber, Cliff Prados; Bobby Killeen was third and Charlie Gamble was fourth.

The fall regatta was won by Charlie Gamble in the Chance followed by Armond Bernius in the Twinkle.

It is our good fortune in New Orleans to have sailing all year round, so that on January 2 and 3 the Sugar Bowl Regatta was held, jointly sponsored by the Sugar Bowl Committee, Southern Yacht Club and the New Orleans Yacht Club. Fourteen Lightnings were entered in the race, and the event was won by Gene Walet III, followed by two new additions to the fleet, Arthur Wynn in Jane's Mink and Paul Schreck in Major Domo. At this early date it looks like the Mardi Gras Regatta will be even more successful than last year, and we hope that many of you who read the Lightning Class Association Yearbook this summer will be reminded of the fine time you had in New Orleans.

MAPLE BAY LIGHTNING FLEET (64)

Pacific Northwest District

Sailing on Maple Bay

Vancouver Isd. B. C., Canada

Fleet Captain ..... Grant Butt
Fleet Secretary ..... George Maggs
Fleet Champion ..... Grant Butt
Runner-Up ..... Dr. J. U. Coleman

Boat No.	Boat Name	Skipper
1372	Yank	Roger Sobel
1697	Jolly Roger	Grant Butt
2021	Rebel	Roger Sobel
2601	LOdo	George Seymour
2615	Hi-Time	Dr. J. U. Coleman
3780	Anon	C. D. Bruce
3783	Past Time	H. B. Vogel

An excellent sailing season was enjoyed during the spring and summer month of 1953. All Lightnings turned out to race, Roger Sobel and members of his boy's camp did not arrive until July but made up for the late start with added enthusiasm.

Jolly Roger won a close victory in the Championship Series, (five races over a three or six mile course.) When the points were totaled up she held a one-quarter point margin on the Hi-Time.

Our other big Lightning event features a race completely encircling Saltspring Island . . . a course something over fifty miles in length, and so involving night sailing. With five boats participating Jolly Roger once again came through with a close win over the Hi-Time, less than five minutes with a total elapsed time of twenty-one hours and forty-five seconds. Grant was truly our champion this season.

By the way this last race is open to any registered Lightning and we would be glad to see what outside competition could make of this event, usually held during July. We can promise that it is an interesting race!

ROYAL VICTORIA YACHT CLUB (66)

Pacific Northwest District

Based on Cadobo Bay, Victoria, B. C.

Fleet Secretary ..... Spencer Davies

Boat No.	Boat Name	Skipper
1197	Ariel	Eric Dowell
1202	Iona	Dr. C. Brown
1234	Ripples	Ramsy Murray
1264	Hardtack	Rod Fraser
1580	Bacchanal	Ed Flanagan
2334	Clipper	M. Bridgman
2388	Tarka	Douglas Smith
2607	Mac Too	Harry Gladwell
3242	Hyak	Dick Moore
3244	Taboo	N. Scott-Moncrieff
3253	Hawk	Charles Watts
3328	Venture	Lt. Walt Blandy
3714	Frolic	Fred Packford
3793	Allegro	D. & C. Baker
4256	Pukeko	Roy Murdock
4474	Rania	Spencer Davies

If one visited the Royal Victoria Yacht Club in Victoria, they would find fleet No. 66 actively pursuing the sport of sailing.

Saturday afternoon and Wednesday evenings provide the club with much spirited racing around the marks in Cadboro Bay.

The Sunday long distance races offer varied chances for the participant to challenge the strong tidal waters over a course 8 to 10 miles.

Colin Baker and Spencer Davies sailed to the International Regatta at Vancouver, Canada, in July; the latter winning second place with a one second margin over Hunter Vogel of Vancouver.

The good ship Ariel, skippered by owner Eric Dowell, sailed to Bellingham, Washington, and won second place in the District Championships.

At the annual Labor Day regatta, Eric Dowell placed 1st, and Roy Murdock 2nd, in Cowichan Bay Races.

Wednesday evening series.

1st S. Davies in Rania
2nd R. Murdock in Pukeko

Saturday P. M. series

1st E. Dowell in Ariel
2nd B. Kinsey in Rania

Sunday long distance

1st E. Dowell in Ariel
2nd S. Davies in Rania

NEENAH-NODAWAY FLEET (67)

Midwest District

Based on Lake Winnebago, Neenah, Wis.

Fleet Captain ..... Richard K. Neller
Fleet Secretary ..... Don Schultz
Fleet Champion ..... Don Schultz
Runner-Up ..... Herb Wendshuh

Boat No.	Boat Name	Skipper
694	Chance	Richard K. Neller
774	Loreen	John H. Snyder
1194	Goodworth	Alan R. Lillie & W. D. Jeffery
1259	Waunette	Walter W. Roller
1578	Sorceress	Dr. Jack R. Benton & Kenneth Kuemmerlein
2223	Hi Jinx II	Bernard F. Smith
2224	Windy	Herbert L. Wendshuh
2225	Islander	Dr. H. C., Don, Dick Schultz
2531	Onward V	Peter Hardeen
3742	Ahventee	Gilbert G. Bayley

Fleet 67 had a successful racing season in 1953. There were the usual three race series. A Tune-up of seven scheduled races beginning on Memorial Day with a trophy by Doc. Schultz for that day's winner always brings out a goodly number of Lightning early birds, and starts the season with a bang. The winner of the series gets an enlarged photo of his boat in action and Schultzes added another to their collection. This series was followed by the nine-race Commodore series, and the season closed with the ten-race Championship series ending on Labor Day.

There are perpetual trophies for first and second places in these last two series, as well as for Fourth of July and Labor Day week-end and topping all a Loving cup for the grand championship. Four new suits of orlon sails made their appearance and competition was keen among the seven old hands. Ed Woerner in 2226 figured in part of the races but sold his boat to a Madison owner in August. The Islander also went to the Milwaukee Journal regatta and brought home second place. The fleet also was host to the Midwest District for a very successful regatta in which Schultzes placed fourth. Walter Roller was elected District Commodore with "Doc" H. C. Schultz District Secretary. On Dec. 29th the fleet had a wonderful winter meeting at Wendshuh's and 1954 seems to be off to a good start.

Don and Doc Schultz in Islander

MILWAUKEE LIGHTNING FLEET (69)

Midwest District

Based on Lake Michigan, Wisc.

Fleet Captain ..... Jerry E. Rosenthal
Fleet Secretary ..... Guy Scrivner
Fleet Champion ..... Len Gardenier
Runner-Up ..... Art Hoernke

Boat No.	Boat Name	Skipper
438	Puffin	Ray Sherman
1299	Tashtego	Jim Coffey
1701	Curacao	Betsy Morris
1705	Macarikai	Garret McIntosh, Robert Arrison, Jr. & William Kaiser, Jr.
2203	Pegasus	Melvin W. Black
2529	Inez	David A. Fox
2536	Firebird	John P. Boynton
2537	Chewink	Roland Becker
2557	Reet	Richard C. Wareham
2561	Dark Star	Dr. George Dunker
2564	Barb	Guy Scrivner
3495	Sans Souci	Dr. Frank Darling, Jr.
3610	Lea	Elmer F. Becker and Fred P. Becker
3622	Riptide	T. F. Eserkaln
3981	Nautigal	Don Hyslop
4541	Quest	Chuck Kotovic
4574	Deadline	Andrew Galvin & Jerry Rosenthal
4853	Pequod	Ronnie Darling
5123	Buster	Herbert R. Bathke

A maddening succession of soggy, no-painting week-ends in May got Fleet 69's activities off to a late start. It was June 13 before enough boats were in shape to race.

Once started though we had one of our most enjoyable summers with a good, if abbreviated, season series and several well-attended special events.

As is customary in Milwaukee, members of both Fleets 69 and 79 (of South Shore Yacht Club) are eligible for each others' races and trophies. In 1953 visiting Fleet 79 sailors, Len Gardenier (1707-Bad Penny) and Art Hoernke (3628-Debra) took first and second places in the six-race season series. Guy Scrivner (2564-Barb) of the home fleet was third and another Fleet 69 boat, Macarikai (1705), owned by the Arrison-McIntosh-Kaiser syndicate, took fourth.

Scrivner won the Commodore's Series, raced over the July 4 week-end, with Hoernke second and the Arrison-McIntosh-Kaiser entry third.

Two out-of-town boats defeated a large local fleet in the Milwaukee Journal regatta, attended as usual by weather extremes. A vicious line squall in the first race was the feature of this event, forcing all but five boats to quit the race. Winner of the regatta was Jim Gagnon's Bloodshot from Green Bay; Islander, sailed by Doc Schultz of Neenah was second, and Nautigal, a Fleet 69 entry skippered by Don Hyslop, was third.

Another interesting feature of the 1953 season was the Little Mackinac race, a 12-mile event sailed on the weekend in which the big boats make the long haul from Chicago to Mackinac Island. This was a handicap contest, with Hoernke, Gardenier and Scrivner finishing third, fourth and fifth behind a Star and 210.

The annual P and T series in late August was won by Bad Penny owned by Gardenier, with Art Hoernke's Debra second. Chuck Kotovic's Quest (4541) took third.

The home-and-home team races with the Chicago Lightning squadron were won by the Windy City sailors. Three entries from Fleet 69, Macarikai, sailed by Bob Arrison, Dick Wareham in Reets and Deadline, skippered by Jerry Rosenthal, entered the Midwest District regatta at Neenah, but failed to bring home any prizes.

Fleet 69 might be said to be undergoing a transition stage with several of the top sailors of other years having gone into other classes and the majority of present members unable to race regularly because of family or other duties. Plans are under way, however, to adjust the schedule for 1954 to keep the fleet as active as possible and continue the traditional enthusiasm for which Fleet 69 is known.

RED BANK ON THE SHREWSBURY (70)

Metropolitan District

Based on North Shrewsbury at Red Bank, N. J.

Fleet Captain ..... Neil G. Clifton
Fleet Secretary ..... Robert M. Wood
Fleet Champion ..... June Methot in "Chantey"
Runner-Up ..... Ed Waters in "Revenger"

Boat No.	Boat Name	Skipper
18	. . . . .	Jack Morgan
41	Technique	Robert Bruce
213	. . . . .	Morgan Kraan
447	Patience	John Dill
675	Bill's Bet	William Lane
860	Bam	Randall Keator
979	Hea-Bob	Harold Williams
1235	Ann Lee	Everett Baynton
1237	Serena	George Kelly
1304	Dodger II	Joseph Seymour
1358	Sallitone	E. W. Sparkes
1685	Gingared	J. R. Hinton, Jr.
1714	Gust	Ted & Jean Eberhardt
1760	Nangerru	George DeGarmo
2080	Twntat	G. A. Hatch
2128	. . . . .	Peg & Pem Lincoln
2230	Barefoot	Barbara & John Bull
2299	Valkyrie	Ethel Anderson
2620	Water Witch	John Spurdle
2655	. . . . .	Ted Engberg
2679	Blue Chips	Robert Banfield

3095	Lady Bug	Tonie Murray
3269	Frog II	Stephen Perkins
3669	Silver Knight	Arthur Hotaling
3861	.....	Fred C. Lewis, Jr.
4901	Valhalla III	Pete Cubbage
4918	Revenger	Ed Waters
5029	Manana	Neil Clifton
5281	Magic	Dr. Earl B. Hoyt
5380	Chantey	June H. Methot

During 1953, Fleet #70 skippers compiled an outstanding record in interfleet and intersectional competition. Starting right off on Decoration Day Weekend, Charley Allaire took his brand new "Magic" out to the Great Lakes Championship Regatta at the Toledo Y.C. and was second only to Hank Cawthra. The New Jersey State Championship Regatta was at the Bay Head Y. C. this year and when the dust had settled, Ed Water's "Revenger" and Harry Sindle's "Bayraider" were tied in points for first, although Harry got the nod on two out of three. The Red Grant Regatta at the Raritan Y. C. in Perth Amboy was swept clean by Fleet #70 with June Methot's new "Chantey" finally taking Allaire and Waters in that order, after a thrilling battle that lasted all the way through the series. Still running hot the following week June again gave the boys the business in the Metropolitan District Championship Regatta at Lake Wallenpaupack, Pennsylvania. The final standings found Waters in third and Allaire in fourth, with Joe Hoffee's "Ro-Jo" from Nyack slipping in for second. In the first race of the Districts, June set some kind of a record by changing sails during the race while in last place and going on to win the race! The first weekend in August, Fleet #70 played host to the Atlantic Coast Championship Regatta using the borrowed facilities of the Atlantic Highlands Yacht Club on Sandy Hook Bay where the sailing waters are superb. Fleet #70 again took the honors with Ed Waters reversing the tables on Harry Sindle this time, and Charley Allaire rounding out the first three. The Monmouth Boat Club's annual National Sweepstakes Sailing Regatta was held later in August and Waters just beat out Allaire in the last race to finish in that order. An unusual scene during the second race was three boats all dismasted at the main spreaders practically simultaneously. Two of them got involved in a collision, while the third just got a mainsheet man with too much beef! (We think it is only fair to tell you that upon examination, the mast revealed an old crack, but you never saw a more surprised sheet tender nevertheless.) Fleet #70 sent two representatives to the International Championship Regatta at the Buffalo Canoe Club and while they didn't quite get in the money, they both showed quite respectably in the top third of the 48 boat fleet. After the close of the regular season, two of the fleet's boats went up the bay to the Raritan Yacht Club's 3rd Annual Fall Series where June Methot again topped the list and Fleet #70's newly elected Fleet Captain Neil Clifton collected his first piece of racing hardware by finishing second. We're proud of our fleet's season record.

In spite of all the above mentioned regattas, sailing at home was not neglected and there were two complete series held. The Fleet Championship went to June Methot with a total of 9 firsts and 4 seconds in a fifteen race series. Runner up was Ed Waters followed by Charley Allaire, Bob Davis sailing Unc Keator's "Bam" and John Dill in "Patience" in that order. The other home series was the Monmouth Boat Club's season series and the first three places went in the same order as the fleet standings. This was an eighteen race series.

For the 7th successive year, the fleet closed the season officially by holding a dinner-dance at which time the season trophies were presented. In addition to the winners mentioned above, the following special trophies were awarded: 1st in the Crew Race —Jack White sailing Charley Allaire's "Magic"; the Russell Novice Trophy for Ladies—Mame Beecher sailing Jerry Hatch's "TWNTAT"; the Miltenberger Novice Trophy—David Hatch also sailing "TWNTAT" which belongs to his father; and the Atwater Trophy, which is sailed for on the three holidays during the season, won this year by Ed Waters. A special trophy was set up this year for handicap points to be scored on the regular fleet races. This was won by Steve Perkins in "Frog II" who was in his first racing season.

The newly elected officers of Fleet 70 have already put their heads together and made extensive plans for the 1954 season.

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2nd "Magic" owned by Chas. Allaire

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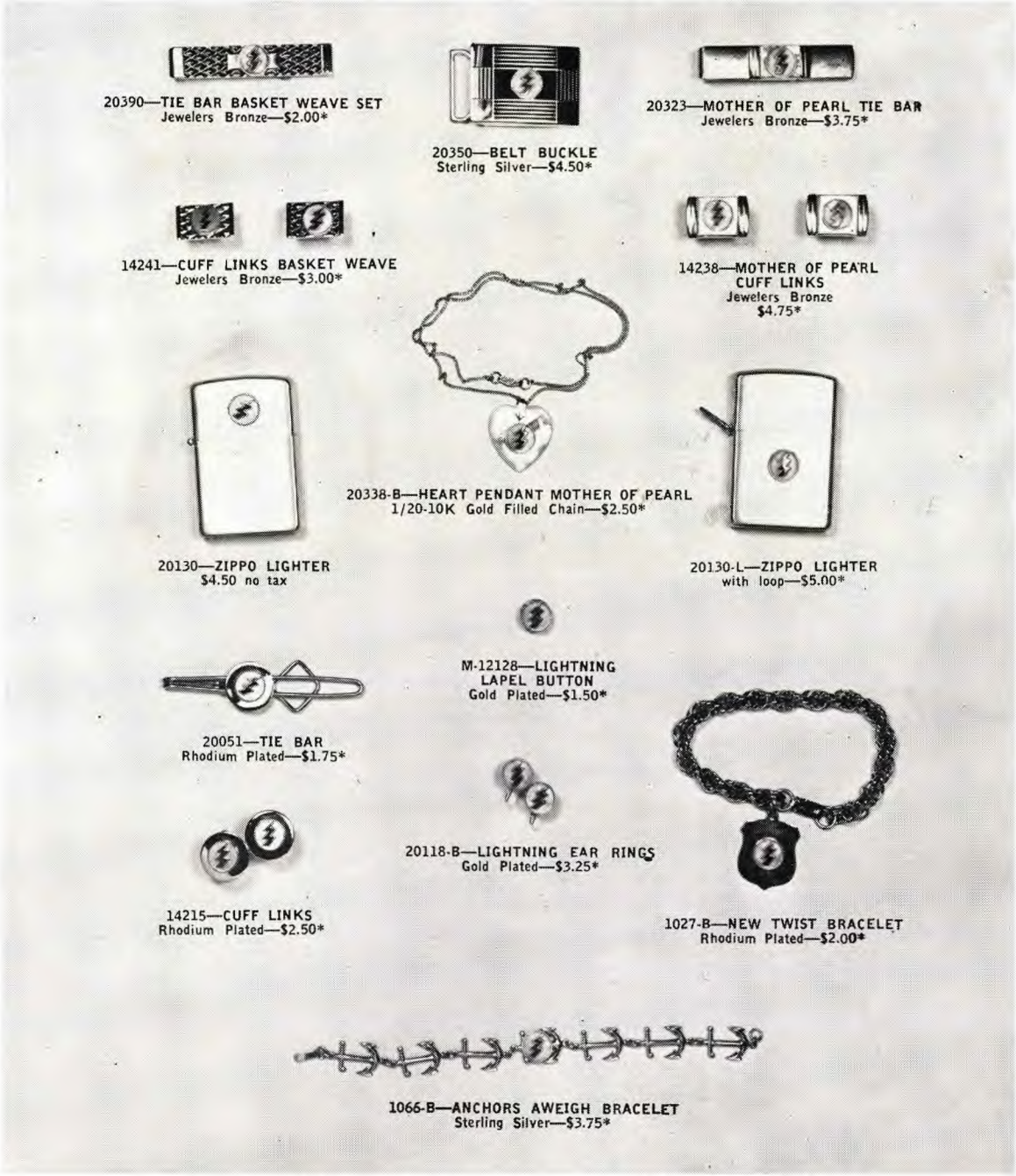

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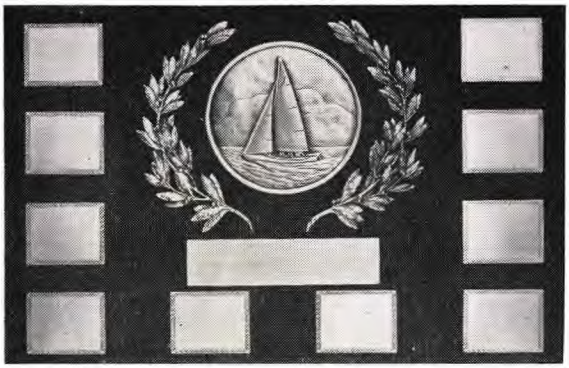

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prior to Memorial Day, there will be at least one race each Sunday afternoon. The Board of Governors of the Monmouth Boat Club has granted permission to our fleet to invite any Lightning Skipper who wishes to enter to store his boat on his trailer on the Club grounds for the duration of the series and to use the Club's electric hoist. Several of the top skippers in the area have already definitely stated that they are coming, including Harry Sindle (who will have a brand new boat), Magnus Pederson (also a brand new boat), Sam Knox (one of the top skippers of the Connecticut District during the regular season). Fleet #70's best boats will all be there and we know there will be many other top skippers too including Roy Knapp who finished near the top in the President's Cup at Buffalo and Joe Neiner of Raritan who is always good competition. Here then, is the opportunity to tune your boat against first rate competition so start getting her painted now so you'll be sure to be ready in time!

Among other plans for '54, Fleet #70 is going all out to expand and improve the Ladies Series. We feel that if more of the gals know more about sailing, they will not be so unhappy when their husbands want to sail instead of mowing the lawn and that it will also be a new source of supply for crews. To this end, sailing classes will be held for the gals every Saturday beginning at the same time as the Spring Series. Starting early in June, Saturday afternoons will be for Ladies Races. The silver canape tray which Leah Russell, one of Fleet #70's "angels", has put up as a perpetual trophy for this series is enough to get any gal into a boat, so we're expecting the competition to be hot and heavy. If you've got a novice lady skipper in your boat, she'll be welcome to join us on Saturdays when you bring your boat down for the Spring Series.

The National Sweepstakes Sailing Regatta which is now a fixture on the Summer racing schedule will be held as usual sometime during August, although the date is not definite at this writing. Plan to come, won't you? We'll have the date published in "Flashes" just as soon as it's settled.

Of course, Fleet #70 is planning to have all its regular fleet and inter-fleet activities as in the past in addition to the above, and it looks as though it will be quite a season. We will be delighted to have all Lightning Skippers drop by and sail with us or just visit whenever they can.

1953 Fleet #70 Champion and also 1953 Metropolitan District Champion, June Methot, does a little November cruising in "Chantey."

ROCKY RIVER LIGHTNING FLEET (71)
Ohio-Indiana District
Sailing on Lake Erie

Fleet Captain ..... W. W. Slaght, Jr.
Fleet Secretary ..... E. A. Kennedy
Fleet Champion ..... W. W. Slaght, Jr.
Runner-Up ..... H. C. Wirls

Boat No.	Boat Name	Skipper
183	Mehitable III	F. L. Bissinger
480	Sea Star	A. H. Schumacher
763	Feather	N. E. Weber
880	Cockle	W. H. Thomas
953	Zig Zag	W. O. Kuhns
1032	Krankee	C. L. Hurlbut
1269	Hoome	J. W. Mueller
1359	Ariel	H. S. Nelson
1598	Cholita	L. L. Malm
1601	Kylark	C. Don Kyle
1666	Pelican	W. H. Peter, Jr.
1983	Tartan	James Armstrong
3007	Everluffing Baby	R. R. Greenleaf
3607	Lemon Drop	F. V. Calvert
3752	Charmer	Dr. R. E. Richards
3845	Slap Happy	A. K. Beedle
3852	.....	Ann Busher
3854	Vindicator	Ed. Kennedy
3858	Golden Glow	W. W. Slaght
4723	Troylight	F. P. Troyan, Jr.
4985	Rebel	C. H. Judd
5203	Fede	Paul Auer
5265	Trollop	H. C. Wirls and W. U. Hoeffler
5293	. . . . .	V. F. Hlavin

Each year as Fleet 71 grows larger and attracts new Lightning enthusiasts to its fold, the activity and fervor of its members also increases. In addition to a season with a full complement of races on the schedule (8 series), social events and regattas were well attended and popular with our sailors.

We enjoyed two fleet picnics during the sailing season which included skippers, crews, families and friends. They were potluck and we can say that the gals of Fleet 71 certainly know their dishes. The picnic committee had a few trepidations for fear we would have all potato salad, but their fears were groundless as we had a wonderful variety and always a keg of that popular after race beverage.

We gained 3 new Lightning skippers this year; namely, Charley Hurlbut in "Krankee", Bill Peter in "Pelican" and the co-owners, Harry Wirls and Bud Hoeffler in "Trollop". "Trollop", an example of a fine bit of craftsmenship, was constructed in Harry's back yard by the two owners and from the beginning of the season to the end offered top competition. Harry and Bud finished runner-up this year following close on the heels of Whit Slaght in "Golden Glo". Vince Hlavin still has his boat under construction, but assures us that it will be ready for the '54 racing season.

To vary the closed course routine, Lorain Yacht Club instituted a deep water trophy race for Lightnings from Rocky River to Lorain. Seven boats participated in this hotly contested race and when the smoke from the gun cleared, Whit Slaght had crossed the line with Don Kyle in "Kylark" but 11 seconds behind. The regatta race the following day found Don Kyle the winner by a good margin.

This year for the first time in the history of the Sears Trophy Race for the National Junior Championship, the series was raced on fresh water. The host club was our own Cleveland Yachting Club and members of Fleet 71 were proud to furnish the Lightnings for the representative crews to use in this race.

A few of our members hitched boat and trailer to car this year to take in some of the sailing away from home. Ed Kennedy in his "Vindicator" was the most active participant in this department by taking in the Great Lakes Championships at Toledo, the Districts, Bay Week, Port Clinton Regatta, Devils Lake Regatta and the Snow Flurries Regatta. We are proud of not only Ed's victory at the Port Clinton Regatta, but Don Kyle's victory the same weekend at the South Shore Regatta in Vermilion. Charlie Judd sailing "Rebel" in the Districts and along with Art Beedle in "Slap Happy" racing at the Bay and at Port Clinton also provided stiff competition.

We had a wonderful season this year with Fred Troyan directing the operations and it is with optimism that we are looking forward to '54 for a season just as active.

INDIAN RIVER YACHT CLUB FLEET (72)

Dixie District

Based on Indian River, Oak Orchard, Del.

Fleet Captain ..... H. S. Okie

Fleet Secretary ..... W. H. Purnell

Boat No.	Boat Name	Skipper
5	Flying Cloud	Frank C. Ellis
511	We Mite	G. E. Veasey W. R. Hudson
525	Rebel	Paul Phillips & Lester Russell
527	BoBo II	Robert C. Purnell
890		Antonio Versaci, M. D.
3646	Nearanuf	A. C. Smoot, M.D.

Indian River Fleet 72 is looking forward to a bang up sailing season for 1954. Before the war our fleet was building up fast and reached a figure of eight one hundred per cent active racing boats with considerable enthusiasm. Prospects looked good for a fast growing fleet. Then came the war and our fleet burst up like a bomb. Last season much interest was shown toward the Lightning and several club members expressed the desire to obtain one. We do hope all of these persons will see their desires become a reality as there is nothing finer than a large fleet of spirited Lightning racers.

The L. C. A. Dixie District Championship Series of races will be held on our home waters in 1954 due to Bob Purnell's, "Bo-Bo II" with Jim Devin and Tom Purnell winning the Dixie Championship in '53. The 1953 Series was held at the Patapskut Sailing Association near Baltimore, Maryland. It was a series of four very exciting races sailed on the beautiful Magothy River. At the end of the first two races it was a darn near four way tie between Bill Klarner, Herm Henschen, Lou Holladay and Bob Purnell. The series ended with Bob Purnell's, "Bo-Bo II" — first, Lou Holladay's, "Jolly Roger" — second, Bill Klarner's, "Sally K" — third and Herm Henschen's "Kibitzer" — fourth. Fleet 128 were the perfect hosts for a swell Regatta that was greatly enjoyed by all that participated.

Fleet 72 hopes that the holding of the Dixie District Championships on the Indian River in '54 will be the spark needed to start our fleet of Lightnings on the uphill grade again.

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DECATUR LIGHTNING FLEET (74)

Midwest District

Sailing on Lake Decatur, Decatur, Illinois

Fleet Captain .....Norton Rosan
Fleet Secretary.....Roger L. Grohne
Fleet Champion.....Bob Buckles in "Aeolus II"
Runner-Up .....Roger Grohne in "Patience"

Boat No.	Boat Name	Skipper
214		Hawley W. Albright
464	Dynamite	Chuck Groo
687	Falcon	Robert Rostek
1447	Machushla	E. McConnell
2143	Rose Ann II	N. J. Rosan
2796	Chinook	C. A. Goltermann
2915	Laura	F. M. Tenney, Jr.
3214	Aeolus II	B. O. Buckles
3623	Luffer Buoy	J. M. Sommer & Norman Sommer
4678	Patience	Roger L. Grohne
4946	Circe	W. E. Dymond
5228	.....	Robert A. Grohne Dr. W. A. Hause

The Decatur Lightning Fleet No. 74 got under way with full sail to start off the 1953 season. Two tune up races on June 7 were a good indication of what was to come in the way of competition; and it was not until the last race of the season that the fleet championship was decided.

Only four boats raced enough to qualify in the final standing: Bob Buckles, first; Rog Grohne, second; Norman Sommer, third; and Bob Grohne, fourth. The Lightning class races were divided into four heats; but in addition to class racing, our Lightnings actively participated in the clubs handicap, best skipper, and ladies races. The Lightnings took top honors in the handicap races with Rog Grohne and Norman Sommer tying for first place.

In the annual intercity races with the Springfield fleet, it was Springfield's Ted Haller (Midwest District Commodore) who won the 3-heat race, with Bob Buckles and Norman Sommer of Decatur finishing second and third respectively.

Again this year four boats were trailed over for the Mid-State Championship Regatta at Springfield, Illinois; each year this event gets bigger and better, and it seems the wind gets bigger too. In the second heat a 50 m. p. h. wind really was more than anyone could handle. However, Decaturs skippers, Buckles, Sommer, Bob Grohne, and Needham, did a fine job with Buckles placing tenth and Sommer twelfth for the Series. Springfield really isn't so far away, and now that the highway has been resurfaced, we hope to send 6 or 7 boats over next year.

Our fleet was also represented by two boats — Buckles and Sommer—in the District Championship at Neenah Nodaway, Wisconsin. Norman Sommer in Luffer Bouy did very well placing tenth for the series; and Bob Buckles had one good heat (8th place), but was disqualified in the third heat, for a final standing of 8th, 12th, and a (Disq.)

Aside from all the races and hustle Fleet No. 74 had a successful season of just plain cruising. It's generally the "old faithfuls" who get out and race every Sunday, but everyone on our Lightning list enjoys cruising for pleasure. As long as all our members like to sail their Lightnings for fun, our fleet will remain strong and active.

In closing this report there is one favor our fleet would like to ask of all our fellow sailors: PRAY FOR RAIN! Our river fed lake is drying up, 4½ feet low on January first; and if we don't get rain soon, we'll have a long time to get our boats ready for the 1955 season.

NYACK LIGHTNING FLEET (75)

Metropolitan District

Based on Hudson River, Nyack, N. Y.

Fleet Captain .....Albert M. Mory
Fleet Secretary .....Marilyn P. Mory
Fleet Champion .....Joe Hoffee
Runner-Up .....Dick Murphy

Boat No.	Boat Name	Skipper
724	Winkle	Winston C. Perry, Sr. & Winston C. Perry, Jr.
806	Spray	Palmer Y. Epler, Jr., Cyrus Epler & Palmer Y. Epler, Sr.
1392	Swiss Navy	Hans Brugger, Sr.
1655	King's Ransom	J. H. King, Sr., J. H. King, Jr. & J. V. R. King
1860	Super Sine	Jack L. Irving
1899	.....	William Prior
1901	.....	John Sullivan
2357	Pied Piper	Albert J. Mory
2441	Phantom	Carl Swanberg
2819	Imacomin	Richard Murphy
3104	Gypsy II	Dean W. Miltimore & Henry J. Becker
3120		Edward M. Mott
3716	Rojo	Joseph M. Hoffee
5096	Flying Cloud	Amerigo Filippi, Oliver Filippi
5400	Valhalla IV	Magnus Pedersen

The season opener each year is the Memorial Day Race sponsored by the Minisceongo Yacht Club at Stony Point, N.Y. Tom DeStasio of the Ossining Lightning fleet started the season off right and proper by taking first place.

Our regular season's racing schedule got under way shortly thereafter along with the Thistles and the Penguin summer series.

The Tarytown Boat Club, directly across the Hudson from Nyack, invited us to bring one of our Sunday afternoon races over there. All three of our fleets did so on a Sunday afternoon late in June and provided a good show for many spectators along the shore. Magnus Pedersen and "Joe" Hoffee took care of the first two places and the Eplers just nosed out "Dick" Murphy for third.

The races during the early part of the season determine whom shall represent our fleet in the "Districts" and the Atlantic Coast regattas.

Fourth of July is the occasion of one of Nyack Boat Club's annual regattas. Magnus Pedersen's "Little International" race was held in the morning of the Fourth and was won in a walk-away by Winston Perry, Jr.

The racing in the afternoon was the annual free-for-all regatta. The prize for the first Lightning to finish was taken by Bill Koppell sailing "Pete" Pedersen's "Valhalla". This was the last we were to see this boat as "Pete" sold it at this time.

The "Districts" were held at Lake Wallenpaupack out in Pennsylvania. They are covered in detail in the District write-up. Our fleet was represented in these races by "Joe" Hoffee, "Dick" Murphy, Dean Miltimore and Winston Perry, Jr.

This was the occasion of one of those unfortunate accidents that mar an otherwise completely enjoyable weekend. Dean Miltimore was but a few miles from Lake Wallenpaupack when his trailer broke loose and his boat had an adventure of its own. It left the trailer and went skating across the meadows only to come to rest quite abruptly in a ravine, rendering the boat unusable for the big weekend.

The Nyack boats turned out a pretty good score with Hoffee second, Perry fifth and Murphy sixth. Dean Miltimore sailed a borrowed boat in the second race and placed a very fine fifth. The final results of the series indicated that Methot, Hoffee and Waters would go to the "Internationals" at Buffalo.

The Shattemuc Yacht Club at Ossining, N.Y. was the host for the 1953 Mid-Hudson Championship races. This series continues to be a big event on the Hudson in that every boat in every fleet along the river may participate.

The three races are all point races for our fleet and usually a large number of our boats sail.

The wind and weather conditions were perfect for this series. The first race found a light to medium breeze and also Joe Hoffee in first place. Tom DeStasio and Walt Tripp of Ossining fleet took second and third with Dick Murphy of Nyack fourth and Wimezel of Ossining fifth.

The second race, sailed in a freshening breeze, was again a breeze for Hoffee. DeStasio and Tripp again in the second and third slots. Eddie Mott of Nyack coming in fourth and Wimezel again fifth.

The third race was sailed in a fairly heavy breeze which still found Hoffee finishing first to make it a clean sweep. Eddie Mott and Dick Murphy finished second and third, all of the Nyack fleet, and Wimezel fourth.

"Joe" Hoffee, thoroughly ensconched in first place, became

the Mid-Hudson Champion for 1953. The second place silver goblet went to "Dick" Murphy also of the Nyack fleet with the third place going to Wimezel of Ossining. Murphy and Wimezel were tied in points but Murphy had beaten Wimezel in two of three of the races. Wimezel's boat, incidentally, is Hoffee's former ROJO.

The fleet was represented at the Atlantic Coast Championships by Hoffee and Murphy. This was as bad a weekend for the Nyack fleet as it was good for the Red Bank fleet. This race is also written up elsewhere in the yearbook.

Hoffee, after placing a good fifth on Saturday, ran into trouble on Sunday morning. Sailing his ROJO, on which the side had been bashed in before the race was doing well until a jib block let go. He finished the race but could only salvage fifteenth place. Murphy did nothing better than 24th place on Saturday and was not making out much better Sunday morning when a main sheet block pulled out of the deck. Hoffee and Murphy both decided to load their boats on the trailers rather than sail the third race.

The regular season racing schedule took effect again but now without Pedersen and Hoffee. Pete was beginning his wait for the newest Valhalla and Hoffee's boat, the ROJO, was being repaired to be in condition for the "Internationals". Pim Epler, Jr. took first place with Oliver Filippi coming in second.

Sunday, August 16th, was the occasion for Shattemuc's annual regatta. This was not a point race for our Lightnings but many of them represented the Nyack Boat Club. This race is written up under Fleet 224's report.

There was plenty of drifting done that Sunday morning and afternoon but nevertheless Pim Epler, Jr. and family succeeded in taking the series followed by up-and-coming Oliver Filippi. The third place trophy went to Betty Lou and Marilyn Mory.

The point races were about over for this season and the Labor Day weekend became the next and final event of the season. The annual regatta on Labor Day is preceded by the Minisceongo Trophy race from Stony Point to Nyack on Sunday. Recent years have also found, on Saturday, the Merry Mory Marathon. This is raced from Nyack to Stony Point with the obvious purpose of making fun the sailing of our boats up to Stony Point in preparation for Sunday's race.

The Marathon, this year, came up with a heavy south wind and very rough water. Pim Epler was up and away at the start and was never caught. One boat capsized while maneuvering for the start and several boats got away a little late. Pim was awarded the only prize, a big highly polished brass cuspidor, donated by Al Mory, our race committee chairman.

The Minisceongo Trophy Race, an open race, was won by some Thistles. The wind shifted around to the North for Sunday, and being very moderate made the race a beautiful spinnaker run for the entire twelve miles. The Lightnings in the race were led all the way by Pim Epler coming down the West shore, Dick Murphy down the center and Tom DeStasio of the Ossining Fleet down the East shore. The three boats converged about half way down and raced neck and neck and neck the rest of the way. Near the finish line Epler and Murphy, after an adverse puff, doused their spinnakers but DeStasio didn't. This seemed to make the difference and Murphy nosed out Epler by feet for the second Lightning over the line.

Monday, Labor Day, came forth with a light southerly breeze. This race was also a free-for-all and again a couple of Thistles beat the first Lightnings in. There were prizes both for the first boat in, the big silver bowl, and one for the first boat in for each class. The Lightning prize was won by Joe Hoffee, getting in shape for the "Internationals". The next Lightning to finish was Tom DeStasio in "Flair". Tom's boat is right at home at the Nyack Club as it is the ex "Pop-Up" formerly belonging to Paul Murphy, Jr. of this club.

The "Internationals" are written up elsewhere in the yearbook also but mention might be made here of the fine record Joe Hoffee made there. He finished the series with a second and a fourth under his belt but was unfortunately disqualified in the first race. The ROJO was well up in there regardless and Joe is to be congratulated for his fine record at Buffalo.

The season finished up with Joe Hoffee as the Fleet Champion for 1953. Dick Murphy just edged out the Eplers for Runner-up by two points. The season trophies were presented at the annual Nyack Boat Club dinner in October.

"Pete" Pedersen was missed the last half of the season and Pim Epler, Jr. didn't find it possible to get in too many races. It is hoped that next season will find both of these regulars back in operation again. Pete, it is understood, has been sailing around in his new "Valhalla", #5400, late this fall.

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LEANDER LIGHTNING FLEET (76)

(Sailing with Fleet 118)

NEW PORT YACHT CLUB LIGHTNING FLEET (77)

Central New York District

Sailing on Irondequoit Bay, New Port Yacht Club

Fleet Captain ..... Arthur J. Ries
Fleet Champion ..... Dr. John McIntosh
Runner-Up ..... Edward A. Geier

Boat No.	Boat Name	Skipper
79	Black Knight	Gerald Wunderlich
378	Dubl-Cross	Walter Cross
400	Asbestos	Ray Hebert
458	Quest	Ernie Hamilton
508	Cygnus	William A. Straub
617	Sea Bee	J. Wesley Farrell
877	Skoot	Arthur Ries
936	Ungawa	Bud Bach
981	Hi-De-Ho	Ed. A. Geier
1034	Alde	Al Viau Ed Weisenbeck
1466	Rok-N-Rye	Frank L. Unbehaun
1515	Karasol	Glen Rosenbauer
2252	Bill-Bob	Wm. Kaiser and Don Dreher
3480	Calypso	Fred Darling
3541	Firecracker	Dr. L. H. Spector
4724	George	Arnold E. Sahs
4879	Blue Jacket II	Dr. John McIntosh
5230	Iffinpoof	Edward F. Bishop
5390	Irish II	Dick Doherty

It was an exciting fast moving season for the Irondequoiters this year — with one regatta after another to participate in either on home waters or as guests of area clubs; at home or abroad every one always has a good time enjoying the sailing, meeting old friends (and competitors) . . . making new . . . and being just plain sociable that is so characteristic of any sailing group.

Being a large fleet with our 19 boats, we have from 10 to 16 Lightnings on the starting line all season long and every race is practically a regatta. Our own fleet schedule is a heavy one and because of the interest, it is followed thru quite religiously. It goes like this:—

Three race series for the Burns-Hanna Trophy,
Series of 12 official races for Fleet Champ,
Series of 8 Saturday Crew races,
An eight race fall series and,
Any number of fun races scattered thru the season.

Superimpose on this full schedule the fact that we were host to two regattas, Lake Shore Lightning Squadron over the July 4th week-end, and the Central New York District Eliminations in August; it is easy to see why many a lawn went uncut and many a screen unpainted. We regretted the light variable winds which didn't make for the best of sailing at these two affairs but we had a lot of fun. There are many jobs to be done to play host to a regatta and the fleet skippers with wives, crews, and friends turned out beautifully to make the light work of many chores. Of course we lost a buck or two on the two shindigs — but what's a buck or two among friends if you have a good time.

Then, of course, the more active of the active decided to take in a few area regattas and the Newporters have a reputation for showing in force. Skippers like Jerry Wunderlick, Ernie Hamilton, Art Ries, Ed Geier, Frank Unbehaun, Fred Darling, Arnie Sahs, Don McIntosh, Ed Bishop and Dick Doherty didn't have enough with 42 races on home waters; they had to make the rounds of the Central New York's on Canandaigua, the Lake Yacht Racing Association on Ontario, the Lewis Point Invitation on Oneida, and the Sodus Bay Invitation on Sodus. When a sailor takes to sailing . . . . there's just no stopping him.

The Fleet closed the season with a bang-up banquet held jointly with the Snipe and Comet Fleets of the Yacht Club and awarded the following trophies:—

Burns-Hanna handicap to Ernie Hamilton
Missel handicap (fall) to Dick Doherty
Perpetual Crew to Dick Kerber
Fall Series to Doc McIntosh
Official Series to Doc McIntosh
Gayas Improvement to Ed Bishop
Sodus Bay Invitational to Doc McIntosh
Democrat and Chronicle to Newport Team

P. S. — We forgot to tell you about the "Little Brown Jug" race (that five legged, five mile, twice around race for all classes at the Rochester Canoe Club), and the team racing for the D & C cup with the Genesee Yacht Club. Oh Boy, what a season; wow!
Here's to another year.

Fleet #77 Winners With Hardware

SANDY BEACH YACHT CLUB LIGHTNING FLEET (78)

Lake Erie District

Based on Niagara River, Grand Island, New York

Fleet Captain ..... Harold Wells
Fleet Secretary ..... Joan Sprole
Fleet Champion ..... Robert Robinson
Runner-Up ..... Floyd E. Law

Boat No.	Boat Name	Skipper
752	Pescoe Pete	Floyd Law
1290	Coquette	Wm. P. Hope & Mary C. Hope
1472	Iszatso	Georgia Bates
1489	Me Too	Victor Peterson
1548	Hypo	Dr. K. Bone
1603	High Jinx	Harold E. Wells
1684	Hi Ho	Charles Soch
1693	Indian III	Herbert K. Astmann
2207	Half-Cent	Ogden Mills
2930	Jeanne K II	Dr. Chas. Umland
2935	Escape	Lloyd Lashway
2988	B-Witch	Wayne Baumler
3650	Frisky II	Leslie H. Moyer
4870	Debby J	Charles Robinson
4974	Hi Ball III	Howard Compson
4976	Little Joe III	Bob Brunton

Now that the boats are safely stored for the winter, the sailors at Sandy Beach will get their first opportunity to relax and reminisce about this last eventful season. To start, we changed our schedule and formed the "Art Little Tune Up Series" and a "Championship Series". This change was not required to initiate enthusiasm, but it did offer an incentive to gamble on retuning your boat for the other big events. The Protest Committee also had a busy season, which was provoked by a healthy desire to learn to sail by the rules.

CENTRAL ATLANTIC DISTRICT

LIGHTNING ACTIVITY FROM BAY HEAD TO CAPE MAY

FLEETS

BARNEGAT BAY (3)
DELAWARE RIVER (8)
TRI-STATE (18)
LITTLE EGG HARBOR (26)
METEDECONK RIVER (34)
SHORE ACRES (86)
SPRAY BEACH (91)
TOMS RIVER (92)
GREAT EGG HARBOR (99)
LAVALETTE (104)
BRANT BEACH (173)
SURF CITY (196)
COOPER RIVER (197)
MANTOLOKING (210)
CAPE MAY HARBOR (213)
BRIGANTINE (217)
RIVERTON (228)

Principal Annual Racing Events

METEDECONK RIVER TUNE-UP REGATTA
NEW JERESY STATE CHAMPIONSHIP REGATTA
CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP REGATTA
ATLANTIC COAST CHAMPIONSHIP REGATTA
SOUTH JERSEY LIGHTNING CHAMPIONSHIP REGATTA
LONG BEACH ISLAND REGATTA

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Attention

LIGHTNING SAILORS

TAWAS BAY YACHT CLUB

and Fleet No. 152

invites you to the

Michigan District Lightning Regatta

July 23-24-25

Sail 5 races in three days on beautiful clear blue Tawas Bay 2 perfect triangular courses. Starting line located just off end of 1,000 foot dock as shown in photograph above.

(Courtesy of McKay Sales Company, Chevrolet-Cadillac, in Tawas City)

The following is a list of races that kept the sailors from mowing their lawns on Sundays from May 30 to October 1st:

Event		Winner
Art Little Tune Up	3 race scratch	Wayne Baumler
Chester Bates Memorial Trophy	3 races handicap	Floyd Law
Georgia Bates Trophy	3 race scratch	Floyd Law
Law Trophy	2 races	Howard Compson
Neuman Trophy	5 races round robin	Wayne Baumler
Neuman Crew Trophy	5 races	J. McFee & H. Powers
Soch Crew Trophy	2 races	R. Lippert & A. Westbrook
Duchscherer Trophy	3 race handicap	Bob Robinson
Compson Trophy	3 race scratch	Bob Robinson
Lightning Championship Series	6 race scratch	1st: Bob Robinson 2nd: Floyd Law
Commodore Cup	8 race handicap	1st: C. Soch 2nd: Bob Robinson

Niagara River Tri-Club meet was sailed between the LaSalle Yacht Club, Niagara Sailing Club and the winner Sandy Beach Yacht Club. We were especially elated because for the first time, Sandy Beach had earned the coveted trophy. But, alas and alack, someone kidnapped the prize—later recovered.

We also enjoyed a little horseplay in the form of the Wayne Baumler Challenge Cup. The challenger in this race named the rules, and the time. The more unique the rules, the more interesting the race. The three time winner and winner at the end of the season was Floyd Law. The Grand Island Marine Trophy for the skipper showing the most improvement went to Charlie Soch. We are also proud of our fleet champion Bob Robinson. Bob is a 16-year-old Senior at Tonawanda High School.

Sandy Beach was host club together with the collaboration of the Niagara Sailing Club to the Lake Erie District Lightning Championship Regatta on August 7, 8 and 9. In spite of the fact that a few skippers did not appreciate a view of the mist of the Niagara Falls (can be seen from the Club, but is actually 2 miles away), and a little confusion due to the current, we believe everyone had a good time. We hope we have made many friends and invite all skippers and their crews to return to Sandy Beach.

Happy Sailing

Fleet Champion, Bob Robinson. His crew—Charlie Robinson and Dick Narad—good sailors—good sports!

PYMATUNING LAKE

Lightning Fleet 36

All 25 of our Lightning Skippers welcome you to

The Annual July 4th Regatta

Three Races on

July 3rd and 4th

"Ideal Sailing Water"

at

PYMATUNING YACHT CLUB

Jamestown, Penna.

SOUTH SHORE LIGHTNING FLEET (79)
Midwest District
Sailing on Lake Michigan, Milwaukee, Wisconsin

Fleet Captain ..... George Higgins
Fleet Secretary ..... Betty Higgins
Fleet Champion ..... Milton McCormick and Len Gardenier in "Bad Penny"
Runner-Up ..... Art Hoernke in "Debra"

Boat No.	Boat Name	Skipper
939	Atom Bum	George and Betty Higgins
1702	Doodle Bug	Max Ruess
1707	Bad Penny	Len Gardenier and Milt McCormick
3628	Debra	Art Hoernke
4071	Alert	Warren Krogstead
4646	Bon Bon	William Rehberg

Although our fleet has unfortunately decreased in size, South Shore skippers distinguished themselves in the Milwaukee area this year, as the fleet champion and runner-up took the same honors in Fleet 69's season series. In addition, "Bad Penny", alternately skippered by Milt McCormick and Len Gardenier won Milwaukee Yacht Club's P & T trophy for Lightnings and our own club's Brill Trophy for the same class, sailed in the Milwaukee Journal Regatta, the Lightning Class Midwest Championships at Neenah, and the Red Flannel Regatta in Chicago. Art Hoernke placed second in the Brill Series, second in the Commodore Series, third in the P & T, and third in the Little Mackinac race; the last three events all being sponsored by our friendly rival across the bay, the Milwaukee Yacht Club.

In partnership with skippers from Fleet 69 we met a team of top Chicago Lightning sailors, but the less said about the results of this the better. However, a good time was had by all which is the primary objective of this event anyway. For the last couple of years these races have been a feature of our early season, each team visiting the others waters and sailing local boats but bringing their own sails. The clubs in each area which have Lightning fleets alternate as hosts each year.

We are looking forward to 1954 with the object in mind of stimulating interest in our class and rebuilding our fleet to equal or better what it has been in former years.

Fleet No. 69 and Fleet No. 79 Sweating out a Hot one.

BUFFALO YACHT CLUB LIGHTNING FLEET (81)
Lake Erie District
Sailing on Lake Erie, Buffalo, New York

Fleet Captain ..... Alan Coho
Fleet Secretary ..... Richard K. Koegler
Fleet Champion ..... Alan C. Coho
Runner-Up ..... Richard K. Koegler

Boat No.	Boat Name	Skipper
397	Witch	John Y. Sloan
824	Wee Nip	John Chisholm
1683	Jabberwock	Richard Koegler & Loreto Lombardi
2074	X-P-Dite	Clifford L. Muzzey
2151	Suds Bucket	Alan Coho

Despite last year's optimistic report, this year saw a rather slim season with some losses due to sales of boats and transfers of members, injuries prior to the season, extensive repairs on some boats, attendance at the numerous local regattas and trips abroad (particularly John Chisholm who found lion hunting in Africa more interesting). However, a late season series resulted in a number of interesting races with the championship in doubt until the final race.

CANDLEWOOD FLEET (82)
Connecticut District
Based on Lake Candlewood, Conn.

Fleet Captain ..... John B. Shepard
Fleet Secretary ..... Dick Van Houten
Fleet Champion ..... Mort Shepard
Runner-Up ..... Bob & Ted Carter

Boat No.	Boat Name	Skipper
39	Tattletale	Morton W. Shepard
1186	Flying Cloud	H. Dickson Van Houten, Jr.
1786	Jubuloo	George W. Krug
1791	Kittiwake	Dixon Griswold
1792	Loafer	Charles Steffins
2054	H. Nancy	Alexander Mar Elia
2093	Seajay	Charles J. Seidler
2699	Arguenot	Edward S. Carter, Jr.
2932	Janet	Robert C. Lindquist
2936	.....	John B. Shepard
3275	Three Sisters	Theodore A. Gough, Jr.

Candlewood Lake Fleet held eight fleet championship races during the summer and a number of flag races. The July series was won by Mort Shepard with Dick Van Houten runner-up. The August series was won by Ted and Bob Carter with Dick Van Houten runner-up.

The winds for most of our races were very gentle and in a few of the races anyone could have come up the winner. Mort Shepard, sailing his Tattletale No. 39, the oldest boat in the fleet, showed his excellent skill as a skipper by bringing his craft consistently up in front to become Fleet Champion.

Mort Shepard and Dick Van Houten trailed their boats to Niantic Bay to sail in the districts Championship but neither one was able to place well enough to be eligible for the Nationals.

A very successful dinner dance was held at The Ridgewood Country Club. Mrs. Lindquist as chairman of the entertainment committee did an excellent job and a wonderful time was had by all.

Labor Day weekend we held our annual meeting and fisherman race, and prizes and flags were given out to winners of the season races.

BAYVIEW YACHT CLUB LIGHTNING FLEET (83)

Michigan District

Sailing on Lake St. Clair, Detroit, Michigan

Fleet Captain ..... Fred Kagel
Fleet Secretary ..... Charlotte Wiedrick
Fleet Champion ..... Warren Jones
Runner-Up ..... Wes Wiedrick

Boat No.	Boat Name	Skipper
1981	Spee-Dee	Bill Miller
2884	Joy Sueie	Fred Kagel
2904	Wa Ha	Warren Jones
4881	.....	Jim Schudel
5090	Wee-Dee II	Wes Wiedrick

Once again another season has come and gone and Fleet 83 had a very successful year. First of all, we want to say congratulations to Hank Cawthra and crew, from Crescent Sail Yacht Club Fleet 51, for winning the Internationals and Warren Jones and his crew—Fred Wilhelm, and Jim Schudel, from Bayview Yacht Club, for winning the President's Cup.

Things got under way with a dinner and meeting held at the club and a warm welcome extended to Jim Schudel, formerly from Toledo Fleet #42. Jim is owner of Lightning #4881.

The Detroit River Yachting Association holds a regatta every Saturday with approximately 150 boats participating—the lightnings being the most popular racing class. Races started Memorial Day, with a very fine showing of seamanship by Warren Jones. Jones was leading the fleet when woops, all of a sudden one crew member overboard. The order was issued, crew member safely back in the boat—a little wet—and a position lost, but not for very long, as Warren again took the lead and won the race and a Zenith Trans-Atlantic portable radio, which was an overall prize for the boat showing the best seamanship. Could it be that Warren tossed his man overboard on purpose???? This all happened practically under the judges' noses.

1953 President Cup Winner, James Jones, Getting Ready.

Fleet races were held on Sunday mornings with six scheduled taces. Warren Jones skipped his Wa-Ha to victory.

Jim and Wes trailed their boats up to Higgins Lake for their annual regatta. A very good time was had by all and our Detroit skippers did real well—Hank Cawthra, of Crescent, taking 1st place, Wes 2nd, and Jim 5th.

The next event was the regatta at Put-in-Bay (ILYA) with Fred Kagel and Wes Wiedrick representing our Fleet. Wes was edged out of 1st place by Walt Swindeman, of Toledo, Ohio.

Devils Lake was the next out-of-town regatta, with Jim, Warren, and Wes participating. Wes sailed Wee-Dee 2 to victory, Jones had the misfortune of something letting go and had to withdraw and Jim had a lot of fun—new crew. These invitational regattas are lots of fun. Just ask anybody.

Jim Schudel was the winner of the "Brush Series"—a five race event put on this fall. We are hoping to make this an annual invitational regatta.

Wes Wiedrick won the Detroit River Lightning Championship trophy for the sixth straight year and also took 2nd place in the Kendall series.

We have added a new member to our Fleet—Jim Brown. Jim bought his lightning at the close of the season and says he will be ready for the first race of 1954. We expect to have another new skipper next year—Burt Jones. Burt is building a lightning and by the looks of everything will be ready to launch as soon as the weather permits. Bill Miller is back with us after vacationing with Uncle Sam for two years and will be racing with us next year. This year he just took things easy—wedlock.

While you are in Detroit attending the Internationals in September 1954, Fleet 83 extends an invitation to stop in and have a drink with us.

FLOTILHA DE LIGHTNINGS DO RIO DE JANEIRO (84)

Based on Guanabara Bay at Rio de Janeiro, Brazil

Fleet Captain ..... Fernando Jose Pimentel Duarte
Fleet Secretary ..... Euclides Borba
Fleet Champion ..... Manoel Campos in "Buscape II"
Runner-Up ..... Fernando Jose Pimentel Duarte in "Argos"

The year of 1953 was full of activities for the F. L. R. J. As usual, these activities was initiated with the dispute for the "Pimentel Duarte" trophy. Was the winner the boat "Argos" (1772) of Fernando Pimentel Duarte, Jean Maligo and Alexandre Pereira de Souza.

The annual Championship, raced in 5 regattas, was won by "Buscape II" (4512) under the command of Manoel Campos, with a crew composed by Sergio Vayssiere and Fernando Caldas. Due to the large number of inscriptions, not only on the Championship itself but also at the Fleet's races, the pilots were divided, during 1952, in two classes, named A and B. During this Championship the winner in class B was the boat "Temporal" (3512) of Jose Peruzzil, whose pilot is improving his performance during these last months.

Fleet #84 In a Nice Breeze

The other regattas, raced by the Fleet, was: Posto VI Regatta, Copacabana Beach Regatta, Superball Trophy, etc.

The big event of the year, was no doubt, the series of regattas between Fleet 147, of Sao Paulo, and the local Fleet, disputing for the second time the "Eterna-Matic" Trophy. After hard fighting, Fleet 147 was again the winner.

In the last year we had the pleasure to welcome the following new skippers: — Rubens Franco de Sa, Peter Konrad Oehrling.

As in the previous years we had the pleasure of having skippers of our Navy Academie in our races.

NIANTIC BAY YACHT CLUB LIGHTNING FLEET (85)

Connecticut District

Based on Long Island Sound, Eastern Conn.

Fleet Captain ..... Martin J. O'Meara
Fleet Secretary ..... J. William Healy
Fleet Champion ..... J. William Healy in "Bottoms Up"
Runner-Up .... Charles H. Walker's "Lemon Peel"

Boat No.	Boat Name	Skipper
69	Cherry Ho	Charles A. Wight
374	Irving H.	Sage Gabriel
834	Kendo	Keith Kennedy
942	Charlie	John Speirs & Ann Speirs
1952	Snafu	Richard O'Kane
2197	Salt Shaker II	Paul J. Lena
2248	Baby	Martin J. O'Meara
2467	Lemon Peel	Charles H. Walker
5147	Bottoms Up	James T. & J. William Healy

This past sailing season was the most active ever enjoyed by our fleet. The highlight of the season was the District Championship Regatta to which our fleet played host on July 25th & 26th. Thirty-five qualifying boats from throughout Connecticut sailed three races over a 6 mile triangular course under ideal sailing conditions which our end of the Sound continuously enjoys much to the envy of our visitors.

"Bottoms Up" the defending champion sailed by Bill, Jim and Maureen Healy turned the trick again with a first, second and third place. Sam Knox of Stonington in "Hot Canary" edged Bob Crane of Noroton for second place.

The annual E.C.Y.R.A. Regatta was sailed at Milford, Conn., in gale winds on Aug. 1, 2 and 3. Twenty-five Lightnings participated and Richie Lena's "Salt Shaker" of Fleet #85 took second place honors.

Fleet #85 of Niantic Bay also played host to the Governor Wilbur Woss Cup Regatta on Aug. 30th. Two races sailed under ideal conditions, were both won by the Healys' "Bottoms Up." Sam Knox of Stonington was second and Martin O'Meara also of Niantic Bay was third.

The Healys' "Bottoms Up" also won the fleet championship. Charles Walker's "Lemon Peel" was second, being closely pressed by Martin O'Meara's "Baby".

The Healys competed in the International Championships at Buffalo finishing 19th out of 45.

Fleet #85 has added several new boats and we are looking forward to getting one of our boats in the top ten at Detroit in '54!

SUE ISLAND LIGHTNING FLEET (87)

Dixie District

Based on Middle River, Md.

Fleet Captain ..... Barney Mead
Fleet Secretary ..... William Schwarz
Fleet Champion .... Barney Mead in "Shenanigan"
Runner-Up ..... George P. Allison

Boat No.	Boat Name	Skipper
1667	Flying Sorceress	Stewart Scales & Richard Finke
1807	Seasaw	Mr. and Mrs. Eugene B. Skarie
1861	Norjan	Joseph & John Hodges
2026	Exile	Richard F. Ober
2708	.....	Emerson Powell
2803	Singing Winds	Mr. and Mrs. C. George Boley
2953	Double Check	David Bevin George P. Hogdson Donald F. McCusker
2954	Shenanigan	Mr. and Mrs. Barney Mead
3538	Nina	Norris Lankford
3659	Flying Carpet	Mr. and Mrs. George P. Allison
3709	Horse Hair	Dr. and Mrs. George Shockett
4220	Jimjane	Marbury B. Fox, Jr.
4259	Next Time	Mr. Jack Harvey
4270	Adele III	Richard J. Guth
4461	Fog Dog	David E. Price
4843	Sailfish	Ellsworth Acker
4917	.....	Mr. & Mrs. Milton J. Ester

The 1953 racing season, though showing a little falling off in attendance, more than made up for this deficiency in spirit. As in the past two years, Barney Mead was the man to beat and George Allison came fairly close to doing just that, but Barney seemed to find the combination at just the right times. Changed positions between the two in several races would have been enough to reverse the one-two positions.

Dick Ober, a fine, enthusiastic sailor, who always comes out, seems to be working his way up, and took a good third. He recently purchased "Doc" Jones' boat and next year should do much better with his improved equipment.

Marbury Fox, Jr., a newcomer to the Lightning class, used the first half of the racing schedule to learn a little about the boat. During the last races, he showed form that should make him a threat next year. In several of the races, except for errors as a result of his inexperience with the boat, he looked good for a first or second. Actually, he did more good sailing in one season than the previous owner did in the four years that he owned the yacht. It's another of the many intangibles that make the racing game the exciting and fascinating sport that it is.

Already, plans are being made for 1954, and from the gist of the conversation at a recent meeting it seems that Middle River racing will be better than ever.

COLD SPRING HARBOR FLEET (89)

Western Long Island Sound District

Based on Cold Spring Harbor, N. Y.

Fleet Captain ..... Joseph S. Stout
Fleet Secretary ..... E. Rawson Godfrey, Jr.
Fleet Champion ..... Charles L. Stone
Runner-Up ..... E. R. Godfrey, Jr.

Boat No.	Boat Name	Skipper
13		Ralph Romaine
2102	.....	John Gates & Charles Root
2104	Lickety Split	J. S. Stout
2112	Ladybird	Amyas Ames
2114	.....	Douglas Williams
2118	.....	E. Rawson Godfrey, Jr.
2125	Buckboard	Julian G. Buckley
2126	Duet	Clarence E. Galston
2137	.....	Charles Stone
2811	Potholder II	William R. Potts
3360	.....	Eduardo Andrade
5406		Hoyt Ammidon, Jr.

SEASON WINNER: Charles L. Stone in 2137
SECOND: Amyas Ames in 2112
: E. Rawson Godfrey, Jr. in 2118
FIRST SERIES WINNER: Charles L. Stone in 2137
SECOND: E. Rawson Godfrey, Jr. in 2118
SECOND SERIES WINNER: E. Rawson Godfrey, Jr. in 2118
SECOND: Amyas Ames in 2112
THIRD SERIES WINNER: Hoyt Ammidon Jr. in 5406
SECOND: Amyas Ames in 2112
FOURTH SERIES WINNER: Amyas Ames in 2112
SECOND: Joseph S. Stout in 2104
LADIES RACE: Mrs. Charles L. Stone in 2137
NIGHT RACE: William R. Potts, Jr. in 2811

SPRAY BEACH YACHT CLUB LIGHTNING FLEET (91)

Central Atlantic District

Based on Upper Little Egg Harbor Bay, at Spray Beach, New Jersey

Fleet Captain ..... Franz K. Schneider, Jr.
Fleet Secretary ..... James H. Stevenson III
Fleet Champion ..... Christopher McCutcheon
Runner-Up ..... Fredrik Schanche

Boat No.	Boat Name	Skipper
737	Fram III	Dorigen & Christopher McCutcheon
882	Black Dolphin	A. W. Anthony
3103	Largo	J. B. Maffenbeier
3338	Tag-Along	Frantz K. Schneider and Nancy C.
3695	Osprey	Richard W. Clynes
3730	The Lark	James H. Stevenson, Jr.
4204	Sympatica	Carlos Echeverria
4571	Seductress	Barry D. Brown
5172	Silver Blonde	Fredrik K. Schanche

"Life came to a full circle" at the opening of Fleet 91's racing season this year. We had watched one young crop of sailors grow and mature into championship material. We had had our glory when Spray Beach Yacht Club played host to the Lightning Internationals the previous September. Now, we were to start again with a fleet of rising young skippers.

Wiping the paint from our faces, the varnish from our fingers, and the compound from under our nails, "91ers" had their first meeting of the season on Saturday, June 27th, at the club house. Frank Schneider was elected 1953 Fleet Captain to suc-

ceed John Tiegland, while Jim Stevenson III was named Secretary to take the place vacated by Christopher McCutcheon. The year had begun.

With the bang of the finish gun on the 4th of July, the bulkhead admirals settled back in their deck chairs and sagely prophesied "a close one this year". And indeed they were right. Christopher McCutcheon, sailing "Fram III" with the aide of mighty Bob Bachman and trusty Dorigen McCutcheon, edged ahead several boat lengths to win, while Jim Stevenson III, in the "Lark" with his Day and Faye Rieder Bennet aboard, was a fighting second. Third place was won by Commodore Fred Schanche, who came from the rear of the fleet to capture a surprise win in the "Silver Blonde".

The results of this close race were such a shock to the gunwhales, that an old institution was revived right there at dockside — to be known henceforth as the "Saturday Afternoon Supper Club" or, as one can obviously see, a "Now just TRY and Explain What Happened to YOU Today" Party. But joke as we may, it's hard to pass this item without some remark as to how it typified the "lets-get-together" spirit of our fleet this year. As long as this sort of camaraderie is alive in the Class, one needn't worry about the future of the Lightning Association.

As if we had not had our full of big regattas in 1953, Spray Beach along with such other Long Beach Island Clubs as Brant Beach, Little Egg Harbor, and Surf City, scheduled the first annual Island Regatta for Sunday, August 9th. Over 200 boats were listed to compete.

Came the day of the meeting . . . . you finish the story, we'll quote a local scribe. "Despite showers and high variable winds, nearly 100 craft gathered for the meeting, that saw John Tiegland, of Haddonfield, former International Lightning Champion, and recent winner of the Central Atlantic District title, skipper his "Seductress II" over a 10-mile course to win for his class. Richard O'Donnell, of Philadelphia, an army corporal on leave, sailed the "Silver Blonde" to the number two spot, while his Spray Beach clubmate, Christopher McCutcheon, of Downingtown, was third with the "Fram III".

Then came the special event of the season . . . according to the women. The day for the Schanche Trophy Race was straight from the "Fall of the House of Usher" . . . cold, windy, and dismal. Shaking and nervous, the skipperettes sailed the three-mile race paced by motor boat loads of warm, dry, and seasoned male sailors. First across the finish line was "always a crew,

Part of Fleet No. 91 string out on Barnegat Bay. McCutcheon sets the pace.

just this once a skipper", Nancy Schneider, in the "Tagalong", with crew Irene Schance and Dory McCutcheon doing all the work.

Second place honors went to Fay Bennet, in the "Lark", while "Potsie" Wilson, in the "Silver Blonde", and "Spur" Liebfried, in the "Osprey" were third and fourth.

On Saturday, September 5th, a turnabout race in which the crews were skippers saw Burns Wivel, sail the "Osprey" to a surprise win over Jack Fiedler, at the helm of the "Tagalong". This boat held a lead of nearly one mile through the eight-mile course only to give it up in the last 50 yards of the meeting. Third place honors went to Dory McCutcheon in the "Silver Blonde" while Wilson Haynes was fourth with the "Seductress".

When it came to totaling the season's results, no one was very much amazed to see that Christopher McCutcheon had apparently "said" the right things at the right time to his revitalized "Fram III" and had won the Spray Beach 1953 championship. Second man with a few less luck words was Commodore Fred Schanche, while Jim Stevenson III found himself in the third place spot.

To tie up the whole summer in a nice bundle, McCutcheon walked off with the Joseph LaRoche Doan Labor Day Trophy, while second place was captured by Frank Schneider. Paul Craig, in the "Osprey" won the silverware for third place. Paul by the way, took Dick Clynes' boat to the Potomac Series and won a load of first place silver there. McCutcheon, too, took the biggest mothball at the favorite Post-Season Race at Surf City.

And then as the boats were hauled away for another season . . . . a dip of the ensign was made to a wonderful set of friends, those happy Saturday "supper" sessions, Mrs. Alma Wilson's cedar water punch, the high flying Sunday morning "Boat Resters", the Maffenbeiers' delightful imports, and the fine Spray Beach spirit.

TOM'S RIVER LIGHTNING FLEET (92)
Central Atlantic District
Based on Tom's River, N. J.

Fleet Captain ..... Horace A. Jackson, Jr.
Fleet Secretary ..... Erskine W. Baker
Fleet Champion ..... Flint Larrabee in "You Bet"

Boat No.	Boat Name	Skipper
220	Beth	Allen K. Stevens
290	Mystic	Harry Bloodsworth
468	Kathryn	Charles W. Snyder
605	Electron	Erskine W. Baker
1065	You Bet	Flint Larrabee
1236	Wedunktoo	Robert J. Williams, Jr.
1382	Amicus	Buddy Sawyer
1613	.....	Eleanor F. Gilliams
1736	Playtime	T. W. Montague
3944	The Mrs.	Edwin Grimshaw and Michael Harnaty
3969	Bluebird	Horace A. Jackson, Jr.
5083	Unforgettable	Horace A. Jackson, Jr.

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LEWIS POINT LIGHTNING FLEET (93)

Central New York District

Based on Oneida Lake, N. Y.

Fleet Captain ..... Louis Talerico
Fleet Secretary ..... Dr. Howard M. Young
Fleet Champion ..... Don Lane
Runner-Up ..... Paul Ruby

Boat No.	Boat Name	Skipper
229	Tara	Kenneth G. Freeman
292	Rubyacht	Paul R. Ruby
1284	Cutlass	Louis Talerico
2497	Thunderwings	Howard M. Young, M.D.
2841	Mother's Mink	Philip Tuttle
2849	Stargazer	Donald R. Lane
3416	Marsha Lee	Dr. George Wineburgh
3449	Jim Dandy	William D. Kiley
5081	Helen Highwater	Dr. Eugene Carpenter

Our 1953 season was featured by a lack qf wind all summer on Oneida Lake—necessitating mostly a series of drifting matches. Our annual invitational regatta also suffered from the same disease. This is rather unusual for Oneida Lake as those who are familiar with the Lake, will attest.

Our championship series this year was won by Don Lane, with runner-up Paul Ruby. Dr. George Wineburgh took third place flag.

Our annual regatta was held Aug. 22nd—23rd with twenty-four boats competing. Visiting clubs represented were Newport Y. C., Genesee Y. C., Sodus Bay Y. C., Onondaga Y. C., Willowbank Y. C. The series was won by Joe Carpenter sailing "Helen Highwater", with Dr. and Mrs. Eugene Carpenter crewing. Ernie Hamilton of Newport Yacht Club sailing "Quest" was tied in points with Paul Ruby, sailing "Rubyacht" but having defeated Ruby in two races—Ernie was awarded second place and Ruby, third.

Joe Carpenter took top honors at the L.S.L.S. meeting at Newport and "Doc" Young carried home the silverware from the Onondaga Y. C. regatta, sailing "Thunderwings" in a rugged 25 to 30 knot wind. Joe Carpenter in jibing around the second mark in the first race joined the Dunkers club.

This year Dr. George Wineburg presented a handicap trophy which was won by Louis Talerico, sailing "Cutlass". The scoring system was so designed that the boat showing the greatest improvement over past performances would win the trophy. Handicaps were calculated on two years past performance averaging the points per race. A new handicap was figured out after every five races.

Anyone interested in more details of the system will be gladly furnished them if they will write to the Secretary.

We are looking forward to a season of hot competition next year. Our annual regatta date has already been set for Aug. 7-8, so make your plans early to attend. Everyone Welcome!

Fleet #93 Lewis Point 1953 Regatta

AWOSTING YACHT SQUADRON FLEET (95)

Metropolitan District

Based on Greenwood Lake, New Jersey

Fleet Captain ..... Dr. Bill F. Horton
Fleet Secretary ..... Caroline Sengstacken
Fleet Champion ..... Dr. Bill F. Horton in "Je Be III"
Runner-Up ..... John Sengstacken

Boat No.	Boat Name	Skipper
90	Lively Lady	Ruth Wiley Post
99	Dorbet	Otto Ruprecht
279	.....	Anthony Maletta
668	.....	Capt. Allan C. Howell
700	Dema	Chet Howell
762	Waterboy	John & Ruth Sengstacken
1309	Fiesta	Kenneth Britting
1328	Mary E.	John Rusman
1329	.....	Bill Summerbell
1330	Ru Be	Dr. R. F. Sengstacken
1788	Blue Lightning	Paul Dunkel
2489	Scotch	Ted Wiley
2912	JeBe III	Janet & Bill Horton
3735	.....	Jay Dunn
5134	.....	Dr. Moscarella
5337	.....	A. D. Swierstra

The 1953 Season of Fleet #95 was highly successful due to a great deal of competition and good sportsmanship.

We started the summer with several tune-up races in June and then had five hotly contested 4-race series—climaxed by the championship series which was not decided until the last race when Bill Summerbell, who was leading in the series managed to find a calm spot in an otherwise breezy lake and 5 boats sailed by including our fleet champion, Bill Horton.

On Labor day we held the annual 16 mile race at Chappel Island in a light westerly breeze. Ken Britting, Jr., brought #1309 home first with Chet Howell a close second.

We had a very successful post-season race in which every skipper took one or two novice sailors along for the ride. The neophites enjoyed the experience and many were talking of obtaining new boats and entering the races this coming year.

We all enjoyed a pre-season dinner and a post-season Beer-party. However it is generally agreed that Bill Freeman had the biggest celebration the day he clinched the Commodore series in "Blue Lightning".

AMERICAN YACHT CLUB FLEET (96)

Western Long Island Sound District

Based on Long Island Sound, Rye, N. Y.

Fleet Captain ..... Hoyt Peckham
Fleet Secretary ..... Robert Stieglitz
Fleet Champion ..... Fred Hibberd in "Flash"
Runner-Up ..... James McCulloh in "Lagniappe"

Boat No.	Boat Name	Skipper
29	Thunder	Wendell Townsend
1142	Summer Salt	Dave Eveleth
1213	Lagniappe	James McCulloh
1380	Fancy Free	Fred Pyzel
1496	PDQ	Earl Van Swearingen
1626	Lulu Belle III	E. B. Griffin
1721	Intryin	S. D. Arms
1797	Alchris	Charles Denny
1879	Spray	Hoyt Peckham
2045	Safari	Frank Heiss
2152	Merihel	A. G. Birdsall
2195	Tranquil	Dorothy McGowan
2249	Pippin	Dr. John Gundy
3443	Mayflower	Robert Stiegletz
3805	Wahini	Ellen Kelly
4416	Jester	Charles Moran
4915	Nodaway	A. W. Stompe
5003	Flash	Fred Hibberd

Fleet No. 96 did most of its sailing in the Yacht Racing Association of Long Island Sound this summer and our fourteen-year-old skipper, Freddy Hibberd, really "cleaned up" and won the Y. R. A. Lightning class with the most wins for the season of 36 races. His crew, who helped him greatly, were Butch Hitchcock and Tinker Myles.

On Labor Day week-end, we had the three races for our fleet championship series. They were sailed under the direction of Allan Stevens, past District Commodore, in 36 knot winds. "The Flash" again came roaring through with 109 pound Fred at the tiller for two firsts and a second, over Jim McCulloh, who placed second. The second race brought winds so strong that Hoyt Peckham's "Spray" and Charlie Moran's "Jester" capsized and four more boats out of the nine did not finish. Only Jim McCulloh's "Lagniappe", John Heiss' "Safari" and Hibberd's "Flash" crossed the finish line.

The District Championships of Western Long Island Sound were held on August 28 and 29 at the American Yacht Club with Fleet 96 as the host. Jim McCulloh captured first place out of the five races while Freddy Hibberd took second of the twenty-eight entries representing eight fleets. Jim went on to Buffalo to race in the International Championships.

Seven of "our" boats raced in Manhasset Bay Junior Race Week where Freddy took another first. In Manhasset Bay Senior Race Week, Freddy captured first out of 35 boats. Commodore Hoyt Peckham represented the fleet admirably at Noroton, Connecticut in an invitational race.

The family appeal of Lightning racing was well demonstrated in Fleet 96 during the 1953 season. The "Safari" was raced by Mr. and Mrs. Heiss and their son, John, The "Pippin" by Dr. and Mrs. Gundy and their two sons; The "Mayflower" had Mr. Stieglitz and his two daughters, Anne and Gay, aboard. The "Wahini" was sailed by sisters Ellen and Rosemary Kelly and their cousin Gail. The "P. D. Q." was raced by a father and his two sons.

It was one of our "greatest" seasons with more Lightnings racing more races than ever before. We are looking forward to another big season in 1954.

The pride and joy of Fleet 96, "FLASH" sailed by Fred Hibberd, Champion of the Yacht Racing Association of Western Long Island Sound and Fleet Champion. Crew members are B. Hitchcock and Tinker Myles.

NORTHPORT BAY LIGHTNING FLEET (98)
Western Long Island Sound District
Based on Northport & Huntington Bays, N. Y.

Fleet Captain ..... William S. Romano
Fleet Secretary ..... William R. Blackman
Fleet Champion ..... George Byer in "Sea Star"
Runner-Up ..... William S. Romano in "Circe"

Boat No.	Boat Name	Skipper
202	Roundo	Milton Bergey
736	Undecided	David Poole
1305	Saucy Lady	Fred A. Walters
1324	Gem II	William R. Blackman
2121		Mr. Martain
2122	Ho-Hum	Kenyon Ettinger
2191	Damp Tramp	Alvah Haff
2204	Winkle	John Cahill
2389	Is Too	Dr. Arthur Fredricks
2584	Mirth Jr.	Annette Wenderoth
3015		Anthony Kozlick
3018	Scat	Russell Brooks
3126	Blue Chip	Dr. Benidict Kurshan
3127	Giralda	Wesley Oliver
3255	"C"	William Chesebrough
3494	Celeste	Bert and Lou Haring
3604	Miss Fury	David Dodge
3682	Ark	Mr. Bauser
3731	Finn III	Charles Noyes Findlay
3803	Sea Star	George Byer
3807	Circe	William S. Romano
3828	Rubiyat	Ralph Buchnam
4152	Bye 'you' all	S. Stanley Hall
4189	Jade	Harold Hoben
4886	So-long	Donald Cairn
5195		Anthony Calderone

Fleet No. 98 got its racing season under way Memorial Day with a sort of tune up series. Not many made it but those who did might just as well have missed it because it was cold, windy, and very rainy. Byer's liked it and won the three race series. Romano was second and Calderone was third. This series

1953 NORTH AMERICAN SAILING CHAMPION

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was the first third of the Tri-Club Series sponsored by the Huntington Yacht Club, Northport Yacht Club, and Centerport Yacht Club, who each take a big weekend and run three races and the totals of the three series are computed and the Yacht Club of the winning boat gets the Sweezey Trophy. It was put up last year and won for Northport Yacht Club by Bill Blackman and again this year for Northport Yacht Club by Bill Romano.

June fourteenth our regular fleet championship series of fourteen races was started. Our season ran through September seventh. It was split into two half seasons. The first was won by Bill Blackman in his Gem II and the second half by Chic Trayford who did a fine job sailing Chuck Findlay's boat for him while Chuck was away. Again this year George Byer had to win the last race to retain the championship. Romano had a slim margin over Byers going into the last race, but in that last fatal race Bill had his worst race of the season and came in fifth while Byers did a fine job and won the race to take his third consecutive fleet championship and retire our beautiful Revere Bowl, symbolic of our fleet Championship. Romano took second place and Chic Trayford pulled out a third place over Blackman who collapsed after leading the fleet for the majority of the season.

Our fleet had a couple of its sailors running all over this summer to the various regattas on the sound. The first one was the new Sea Cliff Invitational Regatta which was very popular and was won by Bill Blackman. Next came the famous Larchmont Race Week and out of some seventy Lightnings Romano came out on top with Blackman finishing sixth. Winning Race Week is really doing something up this way.

On the Fourth of July to celebrate Huntington's 300th birthday, the Cold Spring Harbor Beach Club, Lloyd's Neck Bath Club, Huntington Yacht Club, Northport Yacht Club, and Centerport Yacht Club got together and ran a big one day Invitational Regatta open only to boats of Huntington Township to decide on the champ of Huntington. The race was held in Cold Spring Harbor. George Byer got around the first mark before the tide could stop him and once around he went like a shot and no one got near him. Charles Hoppin of Cold Spring Harbor was second, Findlay third, Blackman fourth, and Romano took fifth, so Northport's boats did all right.

George Byer went to the Noroton Challenge Cup races for the championship of Long Island Sound but he did not fair too well.

At the district championships at American Yacht Club Romano took fourth and Findlay took fifth. Neither Romano or Findlay could go to the Internationals this year but hope to make it next year.

The last outside activity we engaged in was the fall regatta run by Manhasset Bay Yacht Club. With so many Lightnings the fleet was divided into odd and even numbered divisions. Bill Romano took second place in the odd numbered fleet which numbered twenty-five boats and Bill Blackman took second place in the even numbered fleet which had the largest turnout of the regatta with thirty-seven boats in it.

This has been our finest season to date and we hope to attain even greater heights next year even though we are losing Mr. Byers. We all hope Mr. Byers does as well in the "Tease" as he has done in his Lightning. We are also losing Chuck Findlay who is selling his boat because he has to go to an Air Force training camp.

GREAT EGG HARBOR FLEET (99)
Central Atlantic District
Based on Great Egg Bay, Ocean City, N. J.

Fleet Captain.....Lester Asplundh
Fleet Secretary .....Susan Johnstone
Fleet Champion.....July—Kurt Asplundh in "Black Flash"
Aug.—Jack Swope in "Snafu"
Runner-Up.....July & Aug.—Roz White in "Flopover II"

Boat No.	Boat Name	Skipper
386	Hard Tack	Forrest Jobes
1494	Temptress	Robert S. Wood
1723	Black Flash	Kurt Asplundh
1732	Mischief	John P. Kelly, Jr.
1834	Tee	Dave Thurston
1923	Jubilee	Joe Thomas
2369	Lou Jim	James Bates
2454	Nip 'n Tuck	Scott Verrei
2630	Cindy	Denny Dutton
2711	Flopover	Roz White
3670	Hopalong	Fred Starling
4583	Snafu	Gloria and Jack Swope
5074	Deadeye	John Walton
5207	Skizzy	James McKinnon

Fleet No. 99 once more enjoyed a full and successful racing season, welcoming back Lester Asplundh, fleet captain, after a year missed.

Several of the Lightnings were inactive throughout most of the season, as Fred Starling was off on a European tour, and Buzz Jobes spent his summer teaching at a summer camp. Scott Verrei also left us for the army, but his father filled in energetically in his place. We welcomed to the fleet a new ship, No. 5207, skippered by Sue McKinnon, which gave new competition for the already seasoned sailors. John Walton, in his new Lippincott made Lightning, won our first two races by a large margin, then spent the balance of the summer representing Fleet No. 99 in the Jersey coast regattas.

The July series was mainly a contest between the Flopover II, sailed by Roz White, and Kurt Asplundh's Black Flash. It was a close struggle all the way through and Kurt came out on top, Roz White then winning 2nd place, and Dave Thurston, with a win to his credit, pulled into the 3rd position.

August, however, brought a new threat, Jack Swope had apparently gained some secret maneuvering tricks from the NROTC while on their summer cruise, and promptly walked away with four victories out of the nine races to become August series champion of the fleet. Roz White showed herself the most consistent skipper by gaining another runner-up spot, while Kurt Asplundh had to be content with a third place trophy.

The August races were also scored on a handicap basis to give more incentive to skippers of boats which didn't hold money positions in the fleet. Handicap points were allowed to each boat to the result that if a skipper could just beat out the boat which had finished ahead of him in July he would have himself a handicap championship. Sue McKinnon, in her first season of racing, did just this and therefore won first place in the handicap series.

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The fleet once again moved **en masse** to the Ocean City Yacht Club annual regatta on August 15th and 16th, where they competed with Cape May and Brigantine sailors under strange conditions of weather and tide. A wind which was first there and then not, and a ripping tide from Great Egg Inlet brought doom to several unlucky sailors. Gaining the first windward buoy in the second race proved a small problem to most of the skippers and the results of the race found Lightning and International 110 skippers trying to sail in inconspicuously after finishing behind Penguin and Moth class skippers whose starting guns were later than that of the large boats. John Walton managed to uphold the fleet by finishing with a fourth-place behind the Cape May boats.

The season ended with the 1953 fleet banquet, which brought presentation of trophies and various other appropriate prizes of a less serious nature to deserving skippers.

Next year a study will be made of the racing rules observed in our fleet, which has made many concessions throughout the seasons because of the youth and lack of experience of most of the skippers. Our racing is mainly for fun, with an eye to training new sailors, and we wish to combine these aims as well as possible.

TAYLOR POND FLEET (101)

New England District

Based on Taylor Pond, Auburn, Maine

Fleet Captain ..... Gardner L. Brown
Fleet Secretary ..... LaForest R. V. Jackson
Fleet Champion... Gardner L. Brown in "Egabeva"
Runner-Up ..... Richard Winkel

Boat No.	Boat Name	Skipper
109	Be-Be	Howard Ainsworth
1195	Papoose	Richard Winkel
1611	Hijack	Laforest R. V. Jackson
2296	Regardless	Joseph Marsden
2297	Jasda	Jewett B. Newton
2650	Hoo Doo II	Spaulding Shaw
4389	Pippy	Paul D. Emery
5212	Upset	Warren Andrews
5550		Gardner L. Brown

Mr. and Mrs. Gardner Brown and Dr. Warren E. Andrews.

Our Racing Schedule for the 1953 Season consisted of the following Series.

On our July 4th Regatta we raced twice on the 4th and once on the 5th. Three races in July on the 11, 18, 25. Four races in August on the 8, 15, 22, 29. There were three races in the Labor Day Regatta on Sept., 5, 6, 7.

On the July 4th Regatta the standing was 1st Ega Beva, 2nd Papoose, 3rd Upset: July Series, 1st Papoose, 2nd Regardless, 3rd Pippy; August Series, 1st Jasda, 2nd Regardless, 3rd Pippy; Labor Day Regatta, 1st Ega Beva, 2nd Regardless, 3rd Papoose. First and Second prizes were awarded for the above races. Fleet Champions: 1st Ega Beva No. 3306, 2nd Papoose No. 1195, 3rd Pippy No. 4389. The perpetual trophy went again to Ega Beva as well as the small placque which it keeps.

Eva Beva and Papoose also took part in several interclub Races.

The Fleet also took part in the Auburn Recreation Department Water Pageant and was in charge of Miss JoAnn Prince, a member of our Club.

Eva Beva No. 3306 has been sold to Harry Douglas of South Freeport, Maine and her former owner Gardner Brown is building a new Lightning which is registered as No. 5550.

John Libby has sold his boat formerly Upset No. 2 to Warren Andrews who has been issued a new number No. 5212.

SANTA MONICA BAY FLEET (102)

California District

Based on Santa Monica Bay, Calif.

Fleet Captain ..... Wendell Harter
Fleet Secretary ..... Wendell Harter
Fleet Champion ..... Robert Morrison
Runner-Up .....

Boat No.	Boat Name	Skipper
1052	Gismo	Ed Schnakenburg
1609	LaChispa	Wendell Harter
3138	Flying Finn	Gerold O. Noll
3176	Mack I	Robert C. Morrison
4631		Leland L. Dobbs

Well after many years of slow going Fleet No. 102 now has a good outlook for building this year. Marold Eyestone is

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having Lou Varalyay build him a new boat and there are several others in the process of starting. The Fleet expects to race alternately with Fleet No. 107 in Newport - Balboa and in their new waters on Santa Monica Bay. A new launching setup is in the process of Design to facilitate this operation and this again will stimulate interest in the Fleet as present facilities are not too good.

Some members traveled quite a bit, going to the Stanley Andrews Trophy on Mission Bay, sponsored by Fleet 194 and to the Thanksgiving Regatta at Coronado sponsored by Fleet No. 114.

Best regards from Fleet No. 102 to all and good sailing.

LAVALLETTE LIGHTNING FLEET (104)

Central Atlantic District

Based on Barnegat Bay, N. J.

Fleet Captain ..... J. Leslie White
Fleet Secretary ..... L. A. Tripp
Fleet Champion ..... Richard Clayton
Runner-Up ..... L. A. Tripp

Boat No.	Boat Name	Skipper
12		Carol Pilloni
18	Vagrant	Stanton H. Davis & Stanton H. Davis, Jr.
358	White Flash	J. Leslie White
362	Candie	Julius Hanewald, Jr.
383	Blitzen	Richard W. Clayton
461	White Cloud	Russo Bros.
657	One Shot	J. Clifford Heller
659	Me Too	Edward J. McGuirk
864	Bayrader	Harry R. Sindle & H. Lyman Sindle
1387	Three "J's"	John W. Nile & John Nile & James Nile
1523	Stardust	Fred Slovak
3243	Beguine	L. A. Tripp
3509	Volkyrie	E. N. Sieder
3668	Allegro	Richard W. Clayton
3761	.....	Kenneth C. Frazier
4864	Shur Enuf	L. Craig White
4877	Gwendy	Dr. F. Parker Willey

The members of Fleet 104 enjoyed their own fleet racing on home waters and also in playing host to visiting Fleets. Early in the season our Dutch Sindle took 2nd place in the Spring Tune Up Series held at the Metedeconk Yacht Club. Harry and Dutch took 4th place in the Central Atlantic District Championships for which we played host. They scored again by winning 2 of the 3 races in heavy weather in the Atlantic Coast Championships to earn for themselves a 2nd place for the series.

Harry Sindle won the New Jersey State Championship after being runner-up for the past two years. In 1951 Ed Waters beat him out after he had tied him on points by vitue of coming in ahead of him two of the three races. This year the situation was just the reverse, they were again tied but by coming in ahead of Ed in two races he took the Series — Ah! Sweet Victory.

This coming (1954) year we will be hosts to two Regattas; the Central Atlantic District Championships and the Atlantic Coast Championship.

In our "home" races, Dick Clayton took top honors this year and rightly so because he was runner-up last year and sails a good consistent race.

We expect "Doc" Willey to do great things this year after having tuned his boat to the point of having it win the last race and the Barnegat Bay Yacht Racing Association Roster for the 1953 season. Doc has come a long way and is going to be a real contender this coming year.

The Sieders contributed the Russell Sieder Trophy to be sailed for the last Sunday before Labor Day each year. This trophy presented in memory of Lt. Russell Sieder (killed in Korea action) will be vigorously sailed for each year and will be much coveted trophy.

On the lighter side, the Barnacle Trophy awarded for the greatest "boner" each year was earned by Cliff Heller for leaving a race at the halfway mark to go visiting (he says) although he had a mighty attractive crew member (female) aboard.

Mrs. Slovak good sport that she is won the honor of being the best crew member. That's all.

GROTON LONG POINT FLEET (105)

Connecticut District

Based on Fisher's Island Sound, Groton Long Point, Conn.

Fleet Captain ..... Jon Shattuck
Fleet Secretary ..... Andria Peacock
Fleet Champion ..... Mark Turner in "Igo-Two"
Runner-Up ..... Jon Shattuck in "Miss Adventure"

Boat No.	Boat Name	Skipper
77	Papete	Pat & Pete Eddy
1319	Flame	Andy & Tom Sullivan
1325	Viking	Harold Higgens
1483	Penguin	James Lathrop
1657	Corvus	Jeam Cameron
1883	Miss Adventure	John Shattuck
1934	Ju-D	Fred Clark
2780	Murex-4	Don Congdon
3323	Ando	Al Peacock
3580	Igo Too	Mark Turner
4180	Jolly Roger	George & Ralph Slater

The Groton Long Point Lightning Fleet, although comparatively small, proved to have another active year in 1953. Early in the season four boats entered the Tune-up Race. Mark Turner in the "Igo-Two" won first cup with Jon Shattuck, Fred Clark, and Andy Sullivan close behind.

The season was again divided into the July, August, Season, and Saturday Series. Special races such as the Tune-Up Race, Commodore Cup, and Long Distance were held from time to time with cups for all. Outside of the serious racing, a novelty race and a Lightning Rendezvous were sailed by most of the fleet.

Mark Turner again reigns as Fleet Champion in his "Igo-Two". With his crewmen, John Dick and Dudley Anderson, working on the spinnaker they sailed ahead to win second for

Compliments of

Lewis Point Lightning Fleet No. 93

Sailing on Oneida Lake at Lewis Point, South East Shore

AUGUST 7th & 8th

Tentative date for our Annual Regatta

COME ONE, COME ALL

July, first for August, first for the Season, and a second for the Saturday Series.

Our Fleet Captain, Jon Shattuck, spent a great deal of time on his boat the preceding winter, and was pronounced runner-up for the Fleet Champion. Along with his crew of Dick Zuerner and Dave Walker, he brought the "Miss Adventure" out in front during July to win the big cup. Doing especially well on Saturdays, he copped first for the Series and a second for the Season.

The "Flame", skippered by Tom and Andy Sullivan, did a good job in July sailing up for a third place in the month. They also captured a second in the Long Distance Race.

George and Ralph Slater in their fabulous "Jolly Roger", unable to race all the time, did enter and win most of the special races. The first gun pronounced them winner of the Commodore Cup, Long Distance Race, second for August, and third for the Season.

Sailed by Fred Clark, the "Ju-D" made a remarkable step towards the head of the fleet. Having his boat for only a second season, Fred attained third prize for August with the help of his brother, Charlie, and Clark Swanson.

A new skipper joined us this summer. Don Condon, captain of the "Murex-4", which was formerly the "Sea Fever", owned by Barbara Archambault. Having never raced before, the Condon family sailed almost every race. Late in the season their Lightning suffered slight damages; however, we expect to see her out again next summer.

Pat Eddy, sailing the "Papete" and being the only female skipper, ran up against a good deal of competition. But she was seen out there often, doing her best, along with her brother, Pete, and third crew.

The famed "Penguin" was sold by Steve Jones, a former Fleet Champion, to Jim Lathrop. Being somewhat new to the sport, Jim sailed as often as possible.

"Ando", sailed by the Peacocks was in there trying her best. After breaking in the new Ulmer sails during July, with Doug Peacock as skipper, they went up a few notches but not quite enough to place.

The Long Distance Race was sailed on a strong, gusty day. George Slater in his "Jolly Roger" decided to go one way along with the "Flame" while the other five boats tacked in the opposite direction. Jon Shattuck, far ahead of the others, ran into hard luck. About half way around the course his rudder snapped in two. A sure fighter, he grabbed his paddle, sat a-stern, and proceeded on. Unable to use his spinnaker, Jon and his crew came in third place, and deserved a great deal of credit. "Jolly Roger" finished first with the "Flame" getting a second.

Groton Long Point had a big day on August 23. A small Lightning Regatta was held with 16 boats from the near-by fleets. Boats were sent from Niantic Bay, Wadawanuck, and Watch Hill. The Lightning mothers got together and planned a luncheon before the race. Although there was a good breeze at the start of the race, the wind left our sails near the half way mark; consequently, the course was shortened. Wadawanuck proved to be well represented, for the winners were as follows: Sam Knox in the "Hot Canary II", first; Robert Johnstone in the "Buffo", second; and Bruce Biddles in the "Siesta", third. But Jon Shattuck sailed over the line for a fourth place, a showing for G. L. P.

All in all, Groton Long Point had a good season; nevertheless, with a few new boats being added to our fleet, we are looking forward to even a better summer in 1954.

EXECUTION ROCKS LIGHTNING FLEET (106)
Western Long Island Sound District
Based on Western Long Island, New Rochelle, N. Y.

Fleet Captain ..... Richard B. Wilson
Fleet Secretary ..... Barbara Caldwell
Fleet Champion ..... Richard Wilson, Jr.
Runner-Up ..... Virginia and Bob Chase

Boat No.	Boat Name	Skipper
308	Swoose	Fred C. Breismeister
399	Blitzen	Gordon Gould & Ruth Hill
448	Mary Anne	William H. Jennings
809	Scat	David Horowitz
1476	Seaweed	Huguenot Yacht Club
1638	Little E	Bronxville Girl Scouts
1700	Feather	Philip L. Caldwell
1937	Carla	H. P. Truesdell
2190	Pur	Dr. M. A. Cassidy
2192	Charge	Richard B. Wilson, Jr.
3035	Jaunty	Thomas B. Fenlon
3064	Lady Lou	Hugh Byfield
3407		Thomas McKenna
3575	Lark	John L. Seymour
4104	Vee Bob	Earl Chase
4153	Mar-Jim	James N. Ross, Jr.

During the 1953 season Fleet 106 members made their greatest efforts in the races of the Y. R. A. of Long Island Sound. In the Summer Series Bill Bronk was second in "Nana" and Virginia and Bob Chase third in "Vee Bob." In the Fall Series "Vee Bob" again took third. In the final standings of the nine boats which qualified for the full season, Virginia and Bob Chase were second, Larry Seymour was sixth in "Lark", owned by John L. Seymour, District Commodore, and Hugh Byfield was eighth in "Lady Lou". Hugh was out there on some really rugged days.

The big interest in Fleet 106 racing is the annual Ladies Race and the spectacular skipper among the ladies is "Bobbie" (Missus) Caldwell. You guessed it — she won it again this year, but with a change of pace. Instead of spotting the others a mark or two, she got the most out of practically no wind and went the shortest way around the course.

In the District Championships held this year at the American Yacht Club off Rye our big threat was Bob Caldwell in "Feather". After taking a second in the first race, "Feather" started to suffer from mechanical difficulties and Bob was unable to show his ability in the rest of the series. In the "Senior Series" of non-championship races held in conjunction with the Championships, Larry Seymour in "Lark" really cleaned up. With two firsts and a second he took home a boatload of silverware.

Since several of our most active boats are readied for the water by students who go away to school, our Fleet racing schedule was late in getting started. Race Committee Chairman Ray Bronk had skillfully made up a fine schedule of twelve morning (or afternoon) races so set up that they did not conflict with the Y. R. A. races or the many regattas around the Sound. Date after date Ray's handiwork was undone as races could not be held. Even the Annual Long Distance Race, which

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is run in conjunction with the long distance race for masted vessels held yearly by the Huguenot Yacht Club, was cancelled. However, by the end of the season Butch Wilson won the Fleet Championship in "Ajax", Virginia and Bob Chase were second in "Vee Bob" and Bob Caldwell was third in "Feather".

We look forward to an interesting season in 1954 with some new skippers coming along. However, we will miss Bill Bronk skippering "Nana" and wish him well as captain of the Dartmouth Sailing Team.

NEWPORT-BALBOA LIGHTNING FLEET (107)
California District
Based on Newport Harbor, Calif.

Fleet Captain ..... Dan Shepardson
Fleet Secretary ..... Dan Shepardson
Fleet Champion ..... Eric Weisberg in "Galaxy"
Runner-Up ..... Dan Shepardson in "Follow Me"

Boat No.	Boat Name	Skipper
2321	Galaxy	Eric Weisberg
2422	Windlass	Wallace Weirick
2426	Young-Un	Earl Young
2427	Betty Belle	Robert D. Graber
2802	Lilmort II	Leslie Ford
3248	Poop Along	Ray Hodgdon
3251	Anita	Elmer S. Poirier
3293	Tehani	George Nicholas
4022	.....	Dan W. Shepardson

The '53 season at Newport Harbor was missing one of the old faithful Lightning skippers. John Potts, one of the Lightning Fleet's strongest competitors and holder of many trophies, sold his boat and was shanghaied into the outboard fleet. He still holds a good interest in our fleet and we hope he'll tire of the carbon monoxide and want to get back to rags.

Fifty-seven days of racing were scheduled for the past season, taking advantage of sailing in beautiful Southern California waters. With this many races, every type sailing condition was encountered, making each race a varied challenge.

We were the host fleet this year for the District Championships. Fourteen boats were entered representing four different clubs. It was a close fight with a 4 point variance separating the first three places. Kalven Savell, sailing Fanci, from Mission Beach Yacht Club, took top honors. Marold Eyestone, Cabrillo Beach Yacht Club, finished second with our own Eric Weisberg close on his transom.

Eric Weisberg, newly elected District Commodore, displayed consistent, expect skippering throughout the entire season to become Fleet Champion. In addition, he won the Earl S. Young Perpetual Trophy for the high point boat in the Lightning Class for six regattas held in home waters, and his own Perpetual Trophy for the Lightning Single-Handed Race. Congratulations Eric, for a wonderful year.

GREAT SODUS BAY FLEET (108)
Central New York District
Based on Sodus Bay, N. Y.

Fleet Captain ..... Charles Hallagan
Fleet Secretary ..... Warren Duerr
Fleet Champion ..... Lawrence Morley in "North Wind"
Runner-Up ..... Warren Duerr

Boat No.	Boat Name	Skipper
124	.....	Geo. B. Duboise
132	Phantom	Donald P. Naeye
1361	Nude	Bruce Curtis
1906	Jolly Tar	John R. & Richard C. Hayden
1932	Rascal II	J. Walter Caves James Caves
2729	Hornet	Harry Fogarty
2756	North Wind	Lawrence Morley
2794	Windspear	Walter & Chas. Hallagan
2805	Mistral	John Swartz
3274	Vanette	Warren Duerr

The 1953 racing season at Great Sodus Bay saw fine sailing throughout the summer, much close competition in all series, and the birth of the Annual Great Sodus Bay Invitation Regatta. Although the fleet was smaller this year the racing lasted longer and was as keen as ever, with two new events added to the program after successful tries.

Racing opened with a new three-day Memorial Day Series, with perennial champ John Swartz copping the trophy and Don Naeye, newest member, runner-up. Next came the June Series of seven races, held in what had been "early season" in past years; again Swartz won and Duerr and Naeye trailed. Five Sodus Bay skippers trailed their boats to Irondequoit Bay for the Lake Shore Lightning Squadron Regatta on July Fourth weekend, but won no marbles. By then, the Championship Series racing was in full swing.

Thirteen Championship Races in July and August were sailed, and a new champion was crowned when Larry Morley and his fine crew of Steve Bohrer and Pete Salo won on the last weekend. Competition was close and exciting, but the "Northwind" was a decisive — and welcome, after three years behind "Mistral" — winner, accomplishing such feats as winning at the finish line after losing a spinnaker man overboard midway. Runners-up were the Duerrs in "Vanette" (now owned by Stu Lucas) and John Swartz's "Mistral".

The Old Timers' Races were held over the summer, in which our Lightnings were turned over to the sailors of another day; the results were second to the fun but Pete Kemper and Bill Croucher were the close winners of the two "firsts" in "Northwind" and "Vanette". Two Crew Races were also sailed in midseason, with the skippers sitting mum and working while crewmen Steve Bohrer and Niles Garham ("Mistral") won the flags. A change-boat Partnership Series was held to two races by mixed reactions, but gave all skippers participating a closer look at the competition.

The District Eliminations again found five boats trailing to Irondequoit Bay for winds ranging from exasperating to fine. Swartz's "Mistral" placed second, but Hallagan, Morley, Naeye, and Duerr did not place in the money. Good-natured joshing on the light winds here led to later embarrassment (see below)

The First Great Sodus Bay Invitation Regatta was held the weekend before Labor Day, with fifty sloops sailing the Snipe and Lightning series. It was an emphatic success, despite the red faces when the starting time found most crews swimming in a dead calm; the Sodus skippers had bragged too loudly at other light-air regattas to partly initiate this event! Dr. John McIntosh of Newport Y. C., Doc Carpenter of Lewis Point, and Arti Ries of Newport won the hardware for Lightnings.

1953 racing closed with the Labor Day Series of four races. Fleet Captain Charles Hallagan won the trophy for the third time and two Lightning newcomers pushed him hard; Jeff Penfield in "Vanette" and Fisk Hayden in "Jolly Tar" finished second and third and want to try again in 1954.

Fleet 108 was happy to have several skippers from other clubs in Central N. Y. District sailing with us during the summer, and furnished their usual fine winds in gratitude. Neophyte tars were given sailing and racing instruction in a Skippers' School for future sailors, in which several sets of short races were held in Lightnings for the advanced classes. All things together made it a fine sailing season. We hope it will be even better in 1954, with our new Fleet Captain, Larry Morley working hard.

First Race, Great Sodus Bay Invitation Regatta

ST. PETERSBURG YACHT CLUB (109)
Southeastern District
Based on Tampa Bay, St. Petersburg, Fla.

Fleet Captain ..... Dr. James Kirk
Fleet Secretary ..... Mrs. Howard F. Rees
Fleet Champion ..... Mrs. Ruth Rifley "Vixen"
Runner-Up ..... Hank De Maessachalck (Dr. Howard Carter's boat)

Boat No.	Boat Name	Skipper
318	Tom Boy	Glenn F. Watkins
1581	Stormy-C	Chas. G. Brazier & Gail Brazier
1663	Rea	Dr. R. E. & Richard Angell
1664	Mere Maid	Jane Wray
2144	Louis Brewer	Louis Brewer
2383	Vixen	G. W. Rifley & Ruth Rifley
2837	.....	Dr. Howard Carter
2838	Tahiti	Ann Smith
4382	Pinella	Dr. James & Katie Kirk
4383	Dixie	Dr. Don F. Cameron
4670	Red Witch	Morgan Powell

Lightning Fleet No. 109 members have participated in a full racing schedule during 1953.

Early in the year all were busy tuning up their boats and making preparations for the sixth annual Mid-Winter Regatta in February which drew the largest entry yet — 67 boats.

Morgan Powell in the "Red Witch" placed third in the annual Sarasota Labor Day Regatta.

The second annual Gulf Yachting Association Lightning Championship regatta was held in St. Petersburg on October 24th and 25th as a result of Pidge Powell's winning the first regatta in Pensacola a year ago. The event this year attracted a field of eleven entries from New Orleans, Tampa and St. Petersburg. Pidge Powell in the "Red Witch" took three firsts for his second straight win of the G. Y. A. Championship. Ruth Rifley in the "Vixen" took second place with third and fourth going to Ernest McBryde of Tampa in the "Whim" and Charles Gambel of New Orleans in the "Chance".

The two top spots in the Davis Island (Tampa) Thanksgiving Regatta were won by Flett No. 109 skippers — Jim Kirk in the "Pinella" taking first place and Pidge Powell in the "Red Witch" taking second.

Fleet No. 109 kept sailing interest to the front this summer with a nine race series beginning May 3rd and ending August 30th. In this series Ruth Rifley in the "Vixen" took first place; Morgan Powell in the "Red Witch" was second and Jim Kirk in the "Pinella" was third.

HIGGINS LAKE LIGHTNING FLEET (110)
Michigan District
Based on Higgins Lake, Mich.

Fleet Captain ..... Buzz Morley
Fleet Secretary ..... Dr. F. R. Arnold
Fleet Champion ..... Alex Carlin
Runner-Up ..... Buzz Morley

Boat No.	Boat Name	Skipper
679	Hi Hi	Dr. H. I. Clark
1348	Long Delay	Jean and Margaret Arnold
1847		Bob Jermstad
1915		Millard Bingham
2119	The Duchess	Peters Opperman
2460	Caprice	Dr. Arnold
2846	Dawdler	C. A. Ballard
2933	White Cap	A. B. Brand
2938	Spindrift	Mrs. M. A. Schultz
3618	Sugarbeet	Arthur Buhl
4214	Windsong	Prudy Wickes
4358	.....	Ritchie Grant
4674	Nite Cap	Josphine S. Lee
4686	Whistler	Burrows Morley
4808	Four Belles	Char, Puss, Helen & Nat Morley
4809	Flame IV	Dr. Don Brasie
4983	.....	Alden Dow
5049	.....	Glenn Osgood
5253	.....	Alex Carlin
5254	Fubar	Dr. Edwin Vary

1953 has come and gone and for Fleet 110 it was another busy and eventful season. Mike Dow won the Cal Barry Trophy for the best all-summer sailing record, with Alex Carlin second, Doc Arnold third, Bob Jermstad fourth and Dr. Don Brasie fifth. Stacey DeCamp did a swell and outstanding job as head of the Race Committee. New Course Markers were set out which meant a good course regardless of wind direction and all the variety of sailing course one could ask for. Higgins Lake boats participated in the District Championships at Saginaw Bay and the regatta at Devil's and Cass Lakes. Higgins' sailors took part in regattas at Lake Fenton and Bayview.

Our Third Annual Invitational Regatta took place August 1st and 2nd. A record 42 boats answered the starting gun with 27 guests boats and 15 HLBC boats. The three race affair turned into a ding-dong battle between Hank Cawthra of Crescent and present International Champ, Wes Weidrick of Bayview, Herm Nickels of Lake Fenton and Al Gray of Pontiac. When the smoke cleared away they finished in that order with only 2 1-4 points separating 1st from 4th place. A beautiful permanent trophy was donated by Alex Carlin and Doc Arnold furnished the handsome place cups. Alex was top HLBC boat. First HLBC Invitational Regatta in 1951 drew 31 boats; second one in 1952, 37; this year, 42. So, if you want "one for fun" come to Higgins — 15 square miles of clear, blue, breezy water, 15 fathoms deep. Saturday night Regatta dance saw the unveiling of the new famous Lightning Barefooted Philharmonic — 3 piano players, 2 guitars, bull fiddle, trumpet, tenor sax and 2 sets of drums, had the joint jumpin' — real George!

Over Labor Day weekend Alex won both the Lightning Cup and Higgins Cup (free-for-all, handicap) races. Also in both races, Buzz Morley placed second, Doc Arnold third, Mike Dow fourth, and Bob Jermstad fifth.

Start of 3rd Race
Higgins Invitational Lightning Regatta

GREEN BAY LIGHTNING FLEET (112)

Midwest District

Based on Green Bay, Wisc.

Fleet Captain ..... A. F. Houston
Fleet Secretary ..... Frank J. Vandersteen
Fleet Champion ..... Richard G. Evans in "Snafu"
Runner-Up ..... James Gagnon

Boat No.	Boat Name	Skipper
972	Squabble	The Everson Girls
2326	Snafu	R. G. Evans
2501	Slow-Poke	Dr. S. L. Griggs
2502	San Sea	Francis LeClercq
2503	Auger	Belle Burridge
2505	Baby	Carl Witteborg, Jr.
2504	Wind Jamar	James J. Ford
2533	Ginny Lee	Arnold Biebel
2534	Skylark	William Riley
3350	Schatzie	Carl Manns, Jr.
3616	Bloodshot	Jim Gagnon
3777	Pat-Sue	Ken Mathys
4557	Flicka	Dr. M. L. Kuhs
4999	Still-Waters	Robert Tilleman

With another season of some very fine sailing and racing the local fleet has its boats stored for another winter. Beginning with its plans for the 1953 season the fleet officers and members held a number of meetings in January, February and March. Discussion mostly concerned new individual moorings of floating buoy type. Warm weather brought out materials and members to complete this project for the coming season. 21 buoys were placed behind the Golden Inn on the Fox River to accommodate the local fleet members and other small boat sailors including Seagulls and Thistle boats.

June 16, 1953 opened the Spring Handicap series of races and June 18, 1953 two days later had the skippers out for the class events. Five races constituted a series with Fran LeClercq 1st, Carl Manns, Jr., 2nd and Bob Tilleman 3rd for the Spring Handicap Series. Class winners were Jim Gagnon 1st, Dick Evans 2nd, and Fran LeClercq 3rd for the Spring series. Summer events had in order Evans, Gagnon and Tilleman in class races. Bob Tilleman who had a bit of trouble in earlier races, took the Summer Handicap followed by Gagnon and Carl Manns, Jr.

The traveling sailors had their usual year of winnings with Jim Gagnon always a contender in any regatta took the Milwaukee Journal Trophy for the 1953 season at Milwaukee Yacht Club. Fran LeClercq also participated but had the misfortune of not finishing the first race of event and placed well down in the final standings. This trip was made from Green Bay to Milwaukee and back with Gagnon, LeClercq and their group traveling together with the Schultz's of Neenah Fleet 67 on returning.

Next regatta out of Green Bay was the Mid-West District Championships held at Neenah, Wisconsin in which Fleet 112 was well represented. Making the trip were Carl Manns, Jr., Fran LeClercq, Allan Houston, Dick Evans, Bob Tilleman, Jim Gagnon and his Bloodshot who brought home second place but chose not to take in the Internationals this year. Also a very good time was enjoyed by all at the party which was held at the Valley Inn during the regatta.

Our local sailors also had upper hand at the Sturgeon Bay regatta in the third week of August. The finish saw Fran LeClercq taking first place with Dick Evans 2nd and but for a missing buoy would have had Bob Tilleman in for a third of the Green Bay gang.

Last special event of local sailors was their fifth annual Walter Masse Memorial Trophy race for 20 feet and under, excluding inland racing scows. This was held on September 13, on the Golden Inn course and is a handicap type according to the season's performance of the skippers and boats. Jim Gagnon again took home the bacon after placing second two previous years not being able to overcome handicap. He was given a tough race with the lead changing hands between Tilleman, Houston, Evans and Gagnon a number of times during the race. After all boats were out of the water for the season, Fleet Captain Allan Houston and wife, Bernice, entertained local group of skippers, crew members and wives of all with a social gathering in their new home and also movies of the past season.

Plans for a winner's banquet and trophies for the season will be made for some time in January to climax a successful year. Keep a-plugging and a-sailing, we hope to see you all come next season. Successful Sailing to you all.

Activity at starting line in Midwest Championships held at Neenah, 1953.

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ST. JOSEPH HARBOR LIGHTNING FLEET (113)
Michigan District
Based on Lake Michigan, St. Joseph, Mich.

Fleet Captain ..... Frank Lahr
Fleet Secretary ..... Joseph Stueland
Fleet Champion..... George Croasdale in "Patriot"
Runner-Up ..... Frank Lahr & John DeVries

Boat No.	Boat Name	Skipper
336	Red-Head	Elmer Walsh
959	Babe	Don Burns
1322	Droopy	John Devries
2032	Patriot	Geo. Croasdale
2494	Alagar	Warren Lake
2495	Viking	William Smith
2500	Nicki	John Manning
2511	Gwet	Boothby's
2512	Bob Ann	C. V. Lawton
2513	Bug Eye	Edward Hoffman
2515	Nan Su Ji	Dr. G. F. Atwell
2746	Eega Beeva	Frank Lahr
4225	Green Hornet	Fred Bechtel
5040	Eega Beva II	Joe Stueland

Again George Croasdale is our fleet champion. For runner-up spot, it was a hard fought battle to the end which turned out to be a draw between Frank Lahr and John DeVries.

Two of our most active skippers have been in Service and overseas this past season; namely, Elmer Walsh of the Air Corps and Dean DeVries of the Signal Corps.

The high spot of the season was our annual Shake-Down Regatta in June. This was won by Chuck and Li Berc of Chicago. Runner-Up was well-known Pinky Allan of Port Clinton, Ohio. We had perfect weather for this event. The out-of-town experts showed the way around.

There were fleet races every Sunday all summer. The June series was won by Joe Stueland, second was George Croasdale and third, John DeVries.

For the July series, it was Croasdale first, Lahr second and DeVries third. The August series found Croasdale first and DeVries second and Lahr third.

For 1954 we are hoping for a bigger and more active fleet. We have quite a number of skippers coming up that are going to give the older ones a hard time. Come around to the Annual Shake-Down Regatta in June. It's a wonderful opportunity to shake down that Packet for your District meet.

SAN DIEGO BAY FLEET (114)
California District
Based on San Diego Bay, Calif.

Fleet Captain ..... Henry Algert
Fleet Secretary ..... Teddy Ackerman
Fleet Champion ..... E. Harrison Amos
Runner-Up ..... Earl Biggin

Boat No.	Boat Name	Skipper
673	Tutu	Earl Biggen
1909	Stormy	Henry W. Algert
2024	Premium	Henry Weston
2272	Breathless	Dr. Ben F. Eager
2420	Panco-Jib	Dr. Rittenhouse & Robert Beck
2421	Kaki-Kay	John W. Maloney
2665	Gypsy	C. C. Woodworth, Jr. and Tom Walker
3472	Magic Carpet	E. Harrison Amos
3586	Glori B	Mr. & Mrs. Carl J. Ackerman
3614	Dipzy Doozy	Glenn Ukeneskey
3673	Chiquita	Robert & Marion Niemeyer
3823		M. R. McColley
4534	Sauci Sue	Capt. M. E. Hatch & Kenneth Reynard
4938	Zoom	Ray Chenhall
5505		David & JoAnn Wright

Fleet 114 went quietly on their way the year of 1953 persistently racing the Bay Championship races for the high point David P. Wright trophy and besides making big splurges when the Ken Reynard, Bob Herrmann and the 7th annual Thanksgiving Regatta for the Elmer Muhl trophy were held.

Traveling away from home was confined more or less to the Districts at Balboa Yacht Club in the summer and the Stanley Andrews at Mission Bay.

However, new blood has been injected in our veins with the new boat of Dave and Jo Ann Wright and from now on we will see them on the starting line each race we're sure.

Another happy event was when Bob Herrmann put up a perpetual for his trophies which he has donated to the fleet for six years already.

Two cruises for the new year have been set up on the calendar, one to Point Loma in June and the other one to Fort Emory in South San Diego Bay in September.

More plans have been made by individuals to make it a traveling year and Harrison Amos wants a single-handed race.

Dave and Jo Ann Wright have the hull of their new Lightning and will add the finishing touches themselves with a launching about April.

Visitors of note were Mr. and Mrs. Jess Ryno from Kanoehe Yacht Club, Hawaii who did some crewing and cruising with the fleet. Jess crewed on the Glori B in a ladies handicap race with the second crew member being a green wahine and when a strong puff came he looked back just in time to see the main sheet being hauled in with much force! No, there was no swimming that day for Jess in San Diego Bay, but almost! San Diego Bay waters are much cooler than Hawaiian waters.

Harrison Amos, "Magic Carpet," Coronado Yacht Club Fleet No. 114 Champion

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In The Lightning Yearbook

CUBA LAKE FLEET (115)
Lake Erie District
Based on Cuba Lake, New York

Fleet Captain ..... Albert Collins
Fleet Secretary ..... Ward Wilday
Fleet Champion ..... Tom Older in "White Cap"
Runner-Up ..... Dr. L. F. Dietter

Boat No.	Boat Name	Skipper
398	Black Maria	Robert Perrigo ("Rich")
452	S'amusez	Dr. L. F. Dietter
692	Rosemaryn	K. Van der Horst
829	Nereid	H. A. Vincent
876	.....	F. J. Jerge
1167		John Hardy
1453	Chlo-e	D. W. Miller
1676	Salt Shaker	Robert Fearenbach
1955	Roseanne	Albert Collins
2987	Frolic	C. P. Clark
3415		Walter Wells

This fleet had a very active, well organized season; starting Decoration Day, with two races each week, until Labor Day. We operate under a handicap plan, with usually 20 to 25 answering the starting gun.

The competition was very keen with the fleet championship decided in the last race. Tom Older took the championship closely followed by Dietter and Clark boats.

An annual match between Silver Lake (47) fleet and Cuba Lake (115) was started, with Silver Lake taking the honors this year.

As the international race was fairly close this year, we had a good representation on hand for the final day, but the weather canceled everything.

Our club is now in the process of finding a suitable sight for a permanent Yacht Club. By next year this may be a reality.

GARDINERS & PECONIC BAYS LIGHTNING FLEET (116)
Greater Long Island District
Based on Peconic Bay, Greenport, L. I.

Fleet Captain ..... William James Mills, II
Fleet Secretary ..... Walter H. Burden, Jr.
Fleet Champion ..... Fred S. Koeppen in "Rip-Tide"
Runner-Up ..... Linda Lee in "Leeward"

Boat No.	Boat Name	Skipper
463	Intermezzo	Jane Marston
486	.....	Ross McHugh
1149	Pelican	Robert Wagner
1311	Intrepid	G. Carpenter
1360	.....	F. A. Macauley, M.D.
1632	.....	B. Dickerson
1991	Phara	Richard G. Moser
2109	Born Tired	Susan Rose
2256	Mab, Jr.	William J. Mills, II
2355	Miko	Walter H. Burden, Jr.
2399	Sniggy	John Q. Adams
2624	Blue Streak	A. L. R. Francisco, Jr.
2739	Mon Ami	Robert Utz
2813	.....	R. H. McAdoo
2955	Witch Craft	Helen Hicks
2971	Cirrus	Edward J. Wren
3034	.....	G. H. Richards
3278	.....	A. L. Lewis
3378	Lively Lady	A. W. Ivers, Jr.
3379	Fox Trot	Deane K. Fox, Jr.
3380	Mermaid	Clem Wells
3384	Tabasco	Leslie Van Nostrand
3407	Sea Wisp	Robert T. Wolfe
3466	Arana del Mar	Raymond Mount
3594	Rip-Tide	Frederick J. Koeppen
3938	Blue Bird	Warren G. Vail
4460	.....	B. Crane
4603	.....	K. C. Lauter
4608	Blitzen	A. Haarstick
4767	Lee Ward	Linda Lee
4851	.....	R. Mackin

The Fleet had a successful season with each Yacht Club in the area conducting their usual club races on an invitational basis. Their method provided more racing for those interested in traveling from place to place and added considerably to the turn-out at each Club for the benefit of the rocking chair members. To the distress of the race committee involved, might well be added. The Fleet, acting with the Chinese Yacht Club of Greenport, acted as hosts to the Greater Long Island District Championships. The weather remained almost perfect for the entire series providing good competition. Winds were just right so that boats were moving at all times and everyone agreed that better sailing conditions would be hard to find. Looking forward to next year, we feel that more boats will be added to the roster. Further, some of the "Old Timers" will be in for trouble as the past season saw a few of the younger sailors doing some fast overtaking.

ISLAND BAY LIGHTNING FLEET (117)
Midwest District
Based on Lake Springfield, Springfield, Ill.

Fleet Captain ..... David Wilson
Fleet Secretary ..... William Dellert, Jr.
Fleet Champion ..... Ted Haller
Runner-Up ..... Bob Eyster, Jr.

Boat No.	Boat Name	Skipper
212	Parader	Godfrey C. Blackburn
2103	Melody	Charles E. Phillips
2210	Yoo-Hoo	W. F. Haycock
2475	Pegasus	Steve Bartholf
2499	Ipso Facto	Terry Webster
2553	Reva Lee	David Wilson
2589	Hi Ho	Ted Haller
2590	Mimi	Philip White
2591	Betsy III	Robert M. Eyster, Sr. & Robert M. Eyster, Jr.
3632	Merry Ann	Francis G. White
5454		John Gard

Fleet 117 lost one of its best boats this year when the Peterson family moved to Milwaukee. John Gard sold his boat last fall and didn't receive his new one until late in the season.

Thus our competition was cut down a little this year, but we still managed to get in several fine series.

The annual series was sailed with the Decatur Yacht Club again this year. Two races were held at Lake Decatur and one at Lake Springfield. Ted Haller repeated last year's victory, but several Decatur boats were in hot pursuit and this series provides some competition.

Ted also took first place at the Harbor Point Yacht Club Regatta at Alton. It was not a surprise then when Ted won the Fleet Championship again this year.

Highlight of the season was the Annual Middle States Championship Regatta sailed during the Labor Day week-end. Although we had been plagued by light winds most of the summer this was certainly not true this week-end. The first race was held Sunday morning and saw 34 Lightnings hit the starting line with a good strong breeze. Bill Wingard from Chicago Corinthian Yacht Club emerged as the victor.

The afternoon race started with threatening clouds on the horizon but a promise from the weather bureau of 20 MPH winds and no rain. The weather man couldn't have been more wrong.

A squall hit as the Lightnings were rounding the second mark. Puffs reaching 50 MPH and a blinding rain storm helped to keep everyone very busy for awhile.

Several boats were capsized and many had to seek refuge on the nearest shore to wait out the storm. Fortunately no one was seriously injured and the damage to the boats was relatively light. However the race had to be called off.

Monday morning again found a beautiful day and after much bailing the race was started. Bill Wingard again proved to be unbreakable and by winning this race also carried away the Regatta.

The racing schedule had to be cut short September because of low water in our harbor. This we hope will be remedied during the winter.

We have built an additional room on our Club House this fall so that we now have considerably more room. With this help we are hoping to have a bigger and better sailing season next year.

ROYAL HAMILTON YACHT CLUB (118)
Lake Erie District
Based on Hamilton Bay, Hamilton, Ontario

Fleet Captain .....
Fleet Secretary .....
Fleet Champion ..... George Hampson in Adelia II
Runner-Up ..... Tim Nelson in Just Us

Boat No.	Boat Name	Skipper
1845	Auld Cloutie	F. Inrig
1897	.....	D. H. McPhie
2327	.....	J. N. F. & N. M. Robertson
2367	.....	P. E. Powell
3654	.....	Doug & Tim Nelson
3986	Teal	J. W. Anderson
4017	.....	F. Hewett
4233	.....	W. E. Jocelyn
5381	Adelia II	George Hampson

The Royal Hamilton Yacht Club Fleet had another fine year. George Hampson, by building a new boat and racing consistently, became the new champion with Tim Nelson being the runner-up.

The highlight of the season was the Coronation Regatta which saw the Lightnings the largest class in attendance. The winner in this regatta was John Robertson in RHODA from our own fleet. Eddie Bottrell from Montreal in MILDRED III was second.

The winners in the other trophy races were Nelson, Robertson, and Jocelyn.

Everyone is now waiting for the ice to move out as they want to make 1954 one of the best seasons yet.

WESTERN NARRAGANSETT BAY, FLEET (119)
Based on Narragansett Bay, Est Greenwich, R. I.
Connecticut District
Based on Narragansett Bay, R. I.
Sailing on Narragansett Bay, East Greenwich, R. I.

Fleet Captain ..... Nathan Hale
Fleet Secretary ..... Donald L. Bruce
Fleet Champion ..... Jerry Williams in "Osprey"
Runner-Up ..... W. Edwin Stevens in "Skidoo"

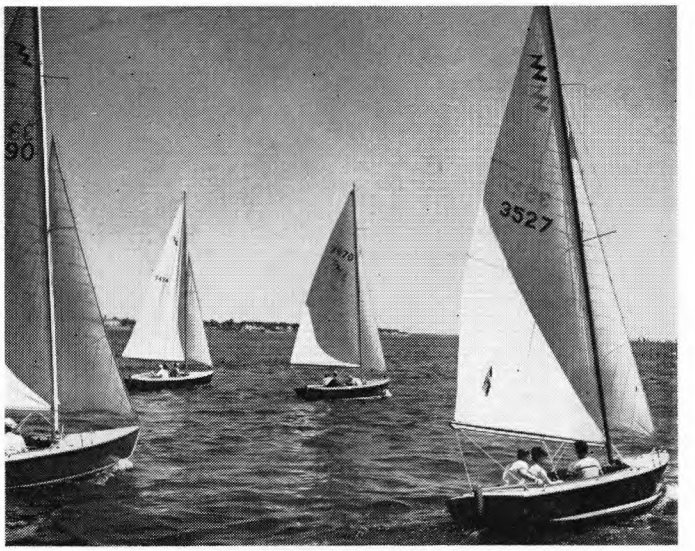
3	Waluka	David, Virginia and Richard Berndt
2338	Cutstausha	Dr. Samuel and Jean Rouslin
2347	Tasa	Nathan Hale
3189	Symbol	John Heffler
3273	Windsong	Marjorie Hampson
3289	Gismo	John and Merle Houghton
3387	Zig Zag	Ernest and Clair Swanson
3390	Jinnee	William Essley
3434	Ecurb	Donald and Barbara Bruce
3452	Jabo	Robert McGarry
3488	Typhoon	Charles Phifer
3527	Moisture Monster	Robert Greene
3595	Little Dipper	Mike Iacono
3970	Skidoo	W. Edwin and Virginia Stevens
4228	Blitz	Ken. and Stuart Mason
5071	Zim Baby	Richard Krolicki
5193	Osprey	Jerry Williams
	Martha	Newport Training Station

The 1953 season on Narragansett Bay proved very successful both from the standpoint of the number of races sailed and the number of participating boats. There were thirteen weekend Yacht Club Regattas under the jurisdiction of the Narragansett Bay Yachting Association starting on June 27th and running through August 30th. Each of these races was sponsored by a different Club representing every corner of the Bay and the Lightning Fleet was well represented in all thirteen, averaging ten boats per race. This average would have been higher except for the long distances which must be sailed to reach the various clubs.

The weather conditions varied from flat calms to 25-30 knot sowesters. The highlight of the season occurred during the three days of the Rhody Regatta at Newport, Rhode Island, when the race committee sent the class off-shore around Brenton Reef Lightship. On two of the three days ten foot seas were running.

In addition to the club regattas the East Greenwich Yacht Club (home of Fleet No. 119) held class racing on Wednesday evenings throughout the season. The Lightning Class averaged eight boats for this series, with Ernie Swanson in ZIG ZAG (No. 3387) winning the Championship.

The Narragansett Bay Championship, based upon the results on the Yacht Club regattas, was a fight to the finish with the number one position changing hands four or five times and wasn't decided until the very last race when Jerry Williams in OSPREY (No. 5193) gained the coveted trophy when Ernie Swanson disqualified himself by striking a turning point.



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MAMARONECK LIGHTNING FLEET (122)
Western Long Island Sound District
Based on Long Island Sound, Mamaroneck, N. Y.

Fleet Captain ..... Franz Pick
Fleet Secretary..... Bob Marcus
Fleet Champion .....

Boat No.	Boat Name	Skipper
1288	As De Pick IV	Franz Pick
4210	La-Bebob II	Bettey & Bob Marcus

The Lightning Skippers of Fleet 125 are rarely in the top rank of competition—witness the results at the CNYYRA at Canandaigua in 1953 but the competition at home waters in Cayuga Lake is decidedly spirited.

Ted Smith proved to be a hard man to beat although the Batty Brothers, Dave Elwell, Herb Lamb, Dave Morehouse and Frank Knight certainly tried and the results were always close and interesting.

The waters at Red Jacket are ideal for Lightnings and we are constantly trying to increase the size of the fleet. While gains have been consistent, there is still room for more and we hope to show an increase in 1954.

As host club to the CNYYRA annual regatta, we hope to have the largest fleet of Lightnings ever.

SAVANNAH LIGHTNING FLEET (127)
Southeastern District
Based on Wilmington River, Savannah, Ga.

Fleet Captain ..... John McIntosh
Fleet Secretary ..... James McIntosh
Fleet Champion ..... John McIntosh
Runner-Up ..... John Baker

Boat No.	Boat Name	Skipper
8	Snack II	H. L. Backus, Jr.
68	Hurricane	O. T. & James F. McIntosh
265	.....	Henry Buckley
267	Four Winds	Sam Varnedoe
801	Skidaway	Charlton Theus
2089	Hells' Bells'	Spencer Hellekson
2285	Misty II	Paul Hellstrom
*2298		David Johnson
2473	Sunday Punch	Billy Bergen
2619	Jazabel	Mrs. E. W. Bell,
3047	.....	Thomas Oxnard
3067	Winward Lady	W. W. Sprague
3152	Helena	B. F. Diamond
*3260	Winbag	Evelyn Exley
3515	Skimmer	R. O. Sprague
3681	Sea Pup	Frank Peeples
3698	Flash	John Wylly
3882	Debet	R. B. Baldridge, II
3998	Geechee Gal	J. H. Baker
4671	Wild Goose	R. G. Allen
4816	Billy Wink	Billy Kittridge
5098	Scalawag, IV	John McIntosh
*Formerly	Alibi	Albert Moreno

Fleet 127 began its 1953 season with the annual expedition to the Mid-Winter Championships at St. Pete the end of February, sending its three top boats of the '52 season: John Baker's Geechee Gal, Ross Allen's Wild Goose, and John McIntosh's Scalawag IV. We had cause to be proud of the final standings of John Baker and Ross Allen who finished in 14th and 15th places in the 67 boat fleet. John McIntosh finished very well in four races and his performance would have equalled the others except for a tough break in one race.

After the best showing in the history of Fleet 127 against intersectional competition, preparations were made for the Southeastern District Championships, which we were holding in Savannah at the Savannah Yacht and Country Club, on June 19, 20, 21. Conditions for the Districts were generally good and produced one of the closest series ever sailed for the Dodge Trophy. Finishing times among the winners were only a few seconds apart except for John Baker's six minute win in the first race. Howard Foht of Miami won the last race to eke out a one point victory over John Baker and John McIntosh who tied on points with the second place going to Baker for beating the other boat more times. This assured Fleet 127 of a place in the Internationals for the first time.

Fleet 127 sailed a series of eight races during the summer, beginning at the end of May and ending on Labor Day. John McIntosh won the first three races to take an early lead which he held to become fleet champion with a very consistent record for the series.

The next regatta after the District Championship was the Savannah Yacht and Country Club's annual three day Fourth of July Regatta, with the winner of the Lightning Class being crowned the champion of the South Atlantic Yacht Racing Association. John McIntosh won the regatta and the Demere Trophy in the Scalawag IV with Ross Allen in the Wild Goose second, and Jim McIntosh in the Hurricane third. John Baker took a first and a second in two races but a bad break in one race which he did not finish dropped him out of the money.

The following weekend four Lightnings went to the regatta in our neighboring city of Beaufort, S. C., with John McIntosh winning the first place and Ross Allen winning second, and By Baldridge third.

On August 15, 16, 17, John Baker and his crew represented the South Atlantic Yacht Racing Association at the Area V semi-finals of the North American Sailing Championships at Galveston, Texas. Gene Walet, another pretty good Lightning skipper, won the semi-finals, and eventually the Mallory Cup, so John was sailing against the best, and made a very good showing in his first try in this major elimination event.

The summer series ended on Labor Day to wind up a fine season for Fleet 127. John McIntosh, the fleet champion, trailed his Scalawag IV to Buffalo for the Internationals as alternate for John Baker who had nosed him out in the Districts but was not able to make the trip. John McIntosh made a very creditable showing in the top event of the Lightning year and we feel that his performance helped to round off a highly successful season.

Next Year gives promise of being another fine year with some of our better young skippers returning from active service with the Armed Forces.

Skipper McIntosh With His Pride & Joy

PATAPSKUT LIGHTNING FLEET (128)

Dixie District

Based on Magothy River, Md.

Fleet Captain ..... Dan Lynch
Fleet Secretary ..... Dan Lynch
Fleet Champion .....Herman Henschen in "Kibitzer"
Runner-Up ..... Bill (W. H. Klarner)

Boat No.	Boat Name	Skipper
663	Black Hole Devil	William E. Klarner
967	Mox	Nolan E. White
1356	.....	E. Preston Carter
1846	Yankee	Oliver LaDew
3088	Buckaroo	Bert Wagner
3140	Kibitzer	Herman Henschen
3539	Thunder Ann	E. Jefferson Crum
3565	Su Su II	C. Thomas Stott
3636	Thunder	Charles Perry
3708	Blitz	Daniel S. Lynch
4835	Shillalah	Joseph Danko
4917	Sally-K	William H. Klarner

Fleet 128's season was highlighted by the Dixie District Championships, held July 25th and 26th on the Magothy River, under the auspices of the Patapskut Sailing Association. Five fleet 128 skippers, including fleet champion Herm Henschen and runner-up Bill Klarner, tried vainly to best Indian River's Bob Purnell but succeeded only in garnering third and fourth places. Good weather, good fellowship, and fair breezes made the series enjoyable for all.

As always, competition between Chesapeake Bay Champion Herm Henschen and "Old Bill" Klarner was keen, with no one else even close. Both skippers made life miserable for other Bay boats. However, sad experiences at Red Bank and at Buffalo have shown that more experience will be needed to successfully compete in the Atlantic Coast and Great Lake big leagues. Nevertheless 1954 is certain to find these two and perhaps other Fleet 128 skippers sharpening their knives for a break into the "big time".

Excepting a lively spring series and a mid-July "watermelon race" home fleet activities were poorly attended, most skippers being interested either in Bay regattas or in pleasure cruising. Considerably more effort will be required next year in encouraging participation of the more inexperienced skippers by devices such as swop-boat races and on-the-spot coaching by top skippers sailing as crew.

MADISON BEACH LIGHTNING FLEET (129)

Connecticut District

Based on Long Island Sound, Madison, Conn.

Fleet Captain ..... Edward Wilcox
Fleet Secretary ..... C. E. Poindexter
Fleet Champion ..... Ernest Latham
Runner-Up ..... Robert E. Redfern

Boat No.	Boat Name	Skipper
117		James and Stanley Dow
257	Eager Beaver	Edward Wilcox
360	Flossie's Folly	Phillip Judd
937	Restless	C. E. Poindexter
1835	Mala Hini	Richard C. Maxwell
2214		DeWitt Barlow
2407	Impulse	Donald Hessler
3283		Edward LaFarge
3523	Skeegee	Ernest Latham
4613		Leo Pfister
5127	Follow Me	R. E. Redfern
5214		Hayden Smith

Before I start describing the hot 1953 racing season in Madison, I would like to tell something about the hot time the younger crowd had. The Madison Beach Club hired an excellent sailing and racing instructor to teach anything and everything from Seamanship, Knots and Splices, to racing rules and tactics. The idea caught on immediately and by the Fourth of July there were 60 boys and girls from age eight to sixteen signed up and eager to learn all they could. Lessons were given right in a Lightning (No. 360 chartered for the season by the Beach Club) during the morning, weather permitting. In the afternoon, informal races were held with four people in each boat. The Lightning owners who have to work 5 days a week (which means 99 per cent of us) were willing to let their boats be used — but not abused — by non-boat owners during the week for the afternoon races and I am happy to say that no harm was done other than two or three broken halliards and sheets which should have been replaced anyway.

The races each afternoon were short and our instructor tried to have four races every afternoon so that each person in each boat had a chance to skipper. Most of the kids taking lessons not only learned the basic fundamentals of sailing but actually sailed over one hundred (100) races in 1953.

The instruction worked so well in one case that Ed LaFarge, who bought Lightning 3283 and had plans of skippering, turned the helm over to his fourteen year old daughter and is now becoming a good man on the jib and spinnaker.

Madison had a variety of breezes in 1953 ranging from no wind at all when ten boats anchored at the starting line for two hours waiting for a wind that never came, with skippers and crews in the water to cool off, visit other boats, and check the bottom, up to 30-35 M.P.H. when boats limped in, one dismasted, and one with a broken rudder.

The competition which kept the enthusiasm so high all season is described in two words: RED HOT! ! ! There were at least ten Lightnings out for every race and even the long races of 12 and 14 miles showed the boats well bunched all the way around. Bob Redfern, Ed Wilcox, and Ernie Latham came in in that order in July. In August it was Ernie Latham, Bob Redfern, and Ed Wilcox respectively giving Ernie the season championship, Bob Redfern second, and Ed Wilcox third.

Beside racing at home, six boats went to the E. C. Y. R. A. Regatta in Milford, Conn., where Ed Wilcox took third place, Bob Redfern fourth, and Ernie Latham fifth.

Don Hessler took his boat to Niantic Bay to the Conn. District Eliminations and was doing well until he fouled a mark in the second race and had to withdraw.

Bob Redfern and Ernie Latham trailed their boats to Niantic Bay to the President's Trophy Regatta and placed fifth and sixth respectively.

The outlook for 1954 is promising. One boat has already been added to the fleet and we are looking forward to at least three more now that the younger group has had a good taste of Lightning racing.

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In Memoriam
G. B. Fisher III
Ridgewood Rd.
West Hartford, Conn.

We would like to pay tribute to our past Commodore and President, G. Burgess Fisher III who died October 19, 1953 in an airplane crash at Idlewild Airport, New York, "Bud" did a great deal to further the interest in sailing at the Madison Beach Club. He started Fleet No. 129 in Madison and was Season's Champion in 1947 and 1948 in "Impulse", Lightning No. 2408. "Bud" Fisher's death is a great loss to our Club and to all who knew him.

LAKE WASHINGTON LIGHTNING FLEET (132)
Pacific Northwest District
Based on Lake Washington at Seattle, Wash.

Fleet Captain ..... Howard Zeck
Fleet Secretary ..... Blossom Holland
Fleet Champion ..... Jack Abel
Runner-Up ..... Howard Zeck

Boat No.	Boat Name	Skipper
1262	Holgazan	J. S. Abel
1543	Zeta	E. E. Miller
2358		Robert T. Skeer
2379	Ma-de	Geo. C. Martin
2437	Sub-deb	Pete McTavish
3264	Z-Square	Howard Zeck
3550	Donner	Russell E. Winslow
3722	Myra	Tom Gahan
3791	Barby J	Bill and Bob Davidson
4064	Blue Streak	Ed Holland

After a season's rest, the "Holgazan" once again raised her sails and with her worthy skipper and crew proceeded to show the rest of us how. Not content with being the Seattle Fleet Champion, Jack Abel also tucked under his belt the Pacific Northwest Regional Championship. In other leading Northwest Regattas the "Holgazan" proved second to none. Bud and Estelle Zeck sailing the "Z-square" managed to break into the win column for the first time and captured the Runner-up's place. Close behind was the "Ma-De" skippered by George Martin and his crew of sailing daughters. Keen competition for the winners was provided by Pete McTavish in the "Subdeb" and Ed Holland in the "Blue Streak."

Bud and Estelle Zeck sail the "Z-Square," 1953 runner-up in Lake Washington Lightning Fleet #132.

MANHASSET BAY LIGHTNING FLEET (133)
Western Long Island Sound District
Sailing on Manhasset Bay, Port Washington, N. Y.

Fleet Captain ..... Andy Connell
Fleet Secretary ..... Bill Milton
Fleet Champion ..... George Quisenberry
Runner-Up ..... Bill Miller

Boat No.	Boat Name	Skipper
1223	Faux Pas	A. W. Kelley, Jr.
1694	Fusel Oil	Thomas Curtin
1746	Joker	Frank J. Kelly
1881	Holly	Paul Hollenbach
1944	Yoha	Wm. I. Stoddard & Chas. M. Reppert
2191	Damp Tramp	Richard S. Dirkes
2391	Lite'n Bug	William Redding
2466	Bijope	William H. Miller
2498	Vixen	Robert Swiggett
2610	Ginger	Joseph Meyer
3159	Scamper	Victor Strite
3370	Pha-Kwa	Marilyn Latchford
3492	Marie Anne	Edgar P. Dunlaevy
3729	Nimbus	William Warden
4107	Bully	Ted Toombs
4110	Panther	David Grumann
4222	Black Menace	Luther B. Beck
4250	Chlorophyll	George Quisenberry
4610	Blue Cloud	W. Connell
4672	.....	Lewis McClure
4968	Eight Ball	William Mills and Kenneth D. Beckendorf

STATE OF VERMONT CHAMPIONSHIPS

Open Regatta for all Lightnings

September 11-12, 1954

★

Lake Bomoseen, Vermont

Sponsored by Fleet 227

Competition in Manhasset Bay began on June 13 with an informal series consisting of six races. The majority of skippers seemed not to have shaken off the grip of winter hibernation, for only six Lightnings qualified with the necessary total of three races. Bill Miller, Jr., foreshadowing later successes, came in first with "Bijope." Ed Dunlaevy's "Marie Ann," continuing her winning ways, achieved a threatening second. Third was taken by Ted Toombs in "Bully" while Art Kelly skippered his elderly "Faux Pas" to fourth.

The July series commenced with an appropriate bang on the Fourth of July. It was a month of fair winds and keen competition which saw 32 boats take part, 20 of which qualified in the required five races. George Quisenberry was consistently in the forefront, and led Jim Forman's "Sportin' Life" by a considerable margin in the final assessment. Bill Miller followed up in third position with Andy Connell eking out a fourth just ahead of our only female helmsman, Joan Weigold, in "Mercury." Three skippers, the aforementioned Jim, Bill, and Andy ventured forth across the Sound to take part in the District Championships held on August 8th and 9th. Though no silverware returned as cargo, all three placed in the top half of the fleet. In fact, with interest low for a trip to the Internationals in Canada, Jim got a chance to take part in this stimulating, but for him unsuccessful event.

Returning to the August series, the weather was not as kind as during July. Three of the eleven races scheduled died for want of breath, several of the others provided heavy weather, with much hiking general strain and upon occasion, ignominious dunkings. "Bijope", rebounding from an overall bath and splintered mast at the Districts lead the way, with Bill Miller at the tiller. George Quisenberry came in second, while the hard working John Benish grabbed a well earned third. We use the term hard working advisedly, for John was the only skipper to appear in all the races, come hail or high water Bruce and upon one occasion, Linda Stark sailed "Brulincra" to a close fourth. This is notable as neither have taken part in races before this summer.

The championship series was made up of a composite of the July and August races. Eighteen boats qualified with at least nine races. George Quisenberry emerged as fleet champion with Bill Miller, runner-up. Jim Forman, Andy Connell and John Benish took third, fourth, and fifth in that order.

The informal fall series began on a windy Saturday in late September. One boat at least experimented in submarine tactics, and as the 7 race series progressed, more and more skippers decided it was time for winter storage. October 11th offered the last race when but 3 game skippers crossed the starting line. In a hotly contested duel, Bill Miller finished first, Andy Connell second, and Tom Fox with "Red Head" third. Oddly enough, these 3 finished in the same order among the 7 Lightnings qualifying in the fall series. Andy was a very close second with the issue in doubt until the last. His "Blue Cloud" required repairs in August as the result of a collision; the overall incident seems to have livened her up.

Looking back over the entire season, it must be regarded as a very successful one. All told, 36 Lightnings took part in the racing. Competition was good, and a number of young skippers are certain next year to threaten the status of this year's leaders. Among them were Bill Warden and Art Buhr, both regarded as capable and enthusiastic helmsmen. So after such a fine season, any forecast of next year on the basis of both quality and quantity must be one of bigger and better races.

At a meeting in November, the following slate of officers was elected to serve during the 1954 season:
President — Art Kelly. Treasurer — Ted Toombs. Vice President—Jim Forman, Secretary—Bill Milton, Fleet Captain—Andy Connell.

NOROTON LIGHTNING FLEET (134)
Connecticut District
Based on Central Long Island Sound, Conn.

Fleet Captain ..... Thomas J. Ross, Jr.
Fleet Secretary ..... Nancy Lexow
Fleet Champion ..... Bob Crane in "Jimlin II"
Runner-Up ..... Wally Crump in "Trim"

Boat No.	Boat Name	Skipper
164	Javlyn	John Haesler
275	.....	R. B. Van Houten
1380		Felix Noblet
2136	Leigh Lo	John Cole
2479	Bon Ami	James W. Tower
2682	Pied Piper	Alexis Kleberg
2683	Aroma	S. M. Boyden
2804	Tiger Lilly	Cleveland White
3052	Aquauia	Grant Titsworth and Crimmins
3806	Spitfire	Sue Widmann
3885	Trim	Walter G. Crump, Jr.
3973	Pinon	William Wilson
4108	Shmoo	Kim O'Gorman
4112	Dasse	Gail Talbot
4601	Flirt	Nancy Lexow
4606	Thunder	Ted De Boer
4717	Mystery	William Howe
4942	Cinderella Too	Noroton Junior Yacht Club
5322	Stymie II	W. A. Kipp, Jr.
5339	Jimlin II	Bob Crane
5358	Four Belles	Tom Ross, Jr.

Noroton's Lightning Fleet completed its most successful racing season in 1953. Comprising a total of 21 boats, Fleet 134 engaged in regular series races on Saturdays and Sundays from June 6th until the latter part of September.

Highlighting the season was the inauguration of an Annual Long Island Sound Lightning Championship to be held each year at Noroton and sanctioned by the Lightning Class Association. This "Champion of Champions" event was held on August 1 and 2, and was open only to the champion skipper of each yacht club bordering on Long Island Sound from the Race to City Island. Sixteen Long Island Sound clubs participated in three races for the Noroton Challenge Trophy and among the well known lightning skippers competing were Sam Knox, Connie and Caine Neher, Bill Healey, Barbara Sheldon, George Reichhelm, John Barton and Wayne Brockett.

Wally Crump, 21-year-old skipper who won Noroton's eliminations, represented the host club, and after the final scores were tabulated Wally became the First Long Island Sound Lightning Champion — runner-up spot was taken by Skip Raymond in "Triton" of the nearby Norwalk fleet and third place by the Neher Sisters in "Double Trouble" from Indian Harbor. This event will probably become one of the most important Lightning Regattas on Long Island Sound in the next few years. An even better turnout is expected next year.

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THOMPSON BOATS

Fleet 134 was also host to Noroton's Second Annual Autumn Invitation Lightning Regatta in which 34 boats from nearby clubs competed on August 29 and 30th. Bob Crane, Noroton's Fleet champion sailing his brand new "Nickels & Holman", scored top honors in the three race series.

Noroton's Fleet also received additional honors when both Bob Crane and Wally Crump represented the Connecticut-Rhode Island District at the Lightning Internationals in Buffalo. Bob finished fourth out of 47 boats to place higher than any skipper from Noroton ever placed in the Internationals.

In the Fleet's regular season series, Bob Crane won top honors, Wally Crump was second and Sue and Sandy Widmann in "Spitfire" were third.

Noroton's famed "Cinderella Too", sailed by members of the Junior Yacht Club continued its winning ways. Among the many victories scored, was Sandy Widmann's (Girls' Champion of Long Island Sound) terrific job in winning first place in Pequot's annual Invitation Regatta over 38 boats.

Noroton's fleet looks forward to even better racing in 1954 with the probable addition of three or four new boats. Elected as officers for the coming season were Bob Crane — Fleet Captain, and Bill Howe — Secretary.

MOBILE BAY LIGHTNING FLEET (135)
Southern District
Based on Mobile Bay, Fairhope, Ala.

Fleet Captain ..... Hoyt S. Greenbury
Fleet Secretary ..... Wheatley Cleveland
Fleet Champion ..... Edw B. Overton in "Mauvillian"
Runner-Up ..... Wheatley Cleveland in "Sugar Foots"

Boat No.	Boat Name	Skipper
332	Flash II	Grand Hotel Dev. Corp.
2492	Nita	Grand Hotel Dev. Corp.
3019	.....	John R. Shinners
3641	Black Magic	Jim Parker
3642	.....	Grand Hotel Dev. Corp.
3643	.....	Grand Hotel Dev. Corp.
3649	Amber	Hoyt S. Greenbury and Hugh Cole
3680	Espero	H. Inge Johnstone
3802	Sugar Foots	Wheatley Cleveland
4690	Sweet Lady	H. C. Slaton
4705	Mescalero	Robert Hunter
5145	Mauvillian	Edw. B. Overton

The big event of Fleet 135 the past season was the Annual Overton Regatta held at the Fairhope Yacht Club in October. Fifteen Lightnings from Shreveport, La., to Valparaiso, Fla., turned out for this regatta. All three races were won by the North American Yacht Racing Champion, the sensational Gene Walet III sailing his Spirit II. Second place was won by Mauvillian sailed by Dickie Scott in the absence of Ed Overton who was sidelined by a knee injury. Third place was won by Charlie Gamble sailing his Flame. A souvenir cushion life preserver was given to each participant.

Entertainment for this event consisted of a cocktail party at the Colonial Inn, dance at the Fairhope Yacht Club and lunch at the club between the last two races.

PORT CLINTON SAILING CLUB (136)
Ohio-Indiana District
Based on Lake Erie, Ohio

Fleet Captain ..... Ray Lambert
Fleet Secretary ..... Larry Hattwick
Fleet Champion .. Robert Englebeck in "Meat Wagon"
Runner-Up ..... Pinky Allan in "Bad News"

Boat No.	Boat Name	Skipper
963	Chaz-Lyn	Charles Leiner
966	Qwitcher-beliakin	Bob Acker and Rip Perry
1004		Ed Reigschneider
1059	Rover Boy	Ray Lambert
1485	Horn Pipe	Larry Imber
2526	Froken	Stens, Lowell and Barbara Peterson
2540	Gin Gin	Lee Bracken
4668	Meat Wagon	Robert Englebeck
4888	Lay Too	Jack Lay
5069	Quick Decision	Larry Hattwick
5432	Bad News	Pinky Allan

Fleet 136 has just completed one of the best racing years of its history with a total traveled mileage of 8,870 miles and a total of 126 races sailed.

The traveling season started as usual with Allan and Englebeck trailing their boats to the Midwinter Championships at St. Petersburg, from whence they always return with a glowing description of the wonderful time they had. Next came the Great Lakes Championships and the Frostbites in Toledo, at which Allan and Englebeck's boats represented Fleet 136. Lay, Allan, and Englebeck attended the O-I District with three boats and then at St. Joseph, Michigan, Pinky Allan came home with the bacon with 2nd place honors.

The Port Clinton Yacht Club Regatta was hotly contested race series, with Jack Lay loosing the flip on a first place tie to Ed Kennedy of Rocky River. Pinky Allan represented the fleet at the Presidents Cup in Buffalo.

Port Clinton Yacht Club Snow Flurries Series was one of the most successful ever held with 52 boats attending. Among those attending were four former District Champions and two International Champions. This was another close race, with Herm Nickels taking first and Jack Lay and Cal Yaudas tied for third. Jack lost the flip on a tie race for the second time in the season, giving Cal third place. Englebeck had the "Meat Wagon" operating in high that series and came in second.

Plans for a bigger and better 1954 racing season are underway and at the writing of this report the tentative schedule is as follows:

A five race series to be held in May. Best three out of five will be used to establish places with trophies to be awarded Skippers and crews in first three places. Open to all L. C. A. member boats. Races to start at 11:00 A. M. each Sunday in May. Come see us for that pre-season tune-up and win the "Little Brown Jug".

Fleet Championships to be held each Wednesday at 7:00 P. M., June 2nd through August 4th. Trophies for skippers and crews in first three places.

"Lay Up Series" to be sailed September 5, 6, 12, 19, and 26, all five races to count for place. Open to all L. C. A. boats. Trophies for 1st three places and all races in this series to start at 11:00 A. M.

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Home of Fleet No. 224

In addition to this a number of races and get-togethers are planned for the summer weekends, such as: an overnight race to a nearby point; a weekender to Put-in-Bay; team racing against other clubs; and Sunday picnic sails. Any L. C. A. members interested are welcome to attend. At this writing the above plans are tentative; however, information can be obtained by contacting Bill Benedict, Fleet Secretary, 122 Ash Street, Port Clinton, Ohio, Phone 5355.

PCYC Fleet 136 is still growing with the addition of two boats this past year. Ed Reifschneider, our 1954 Fleet Captain, purchased. Jim Carson's Flying Mist No. 1004 late in the year, and Larry Hattwick, Fleet Secretary for the past three years, purchased boat No. 5069 from Grover Severs of Vermillion. Needless to say, both are busy sanding and polishing in anticipation of the 1954 season.

We will be looking forward to seeing you in Port Clinton water again next year, and until then,

Happy Sailing.

GULL LAKE LIGHTNING FLEET (137)
Michigan District
Based on Gull Lake, Mich.

Fleet Captain ..... Sam Stearns
Fleet Secretary ..... Sid Skellenger
Fleet Champion ..... Bill Skellenger in "Sum Fun"

Boat No.	Boat Name	Skipper
407		James T. Kirkpatrick
482	Dipsy Doodle	Frank Platt
1070	Jer Jac	Ernal C. Hill
1102		Donald Lorenz
1988	Nautily	John Fisher
2036	Star Dust	Walter A. Tholen
2343	Brigadoon II	Lester L. Coleman
2405	Alice	Robert Bahlman
2562	T. J's. Lady	Tom Gibbons
2941	Bordenscow	Al Borden
2945	Water Lou	Homer M. Elwell
2946	Breezalong	Willard G. Bryant
2947	Sum Fun	S. R. Skellenger
3383	Phil-O-Mar	Philip Ordway
4666	Blitzen	James W. Harrison
4744		Paul Ponitz
4764		Ensworth Reisner
4410	Rover Boy	Wm. Kriebel
4911	By Jimminy	Fred W. Coggan
4977	Spare Time	Samuel D. Stearns
5187	White Cap	Edward and Tom Butcher

The Gull Lake Fleet is based on beautiful Gull Lake, midway between Kalamazoo and Battle Creek in southwestern Michigan. Gull Lake has an irregular coast line with islands and many interesting bays which afford shelter for mooring boats. The entire shore line abounds in natural beauty, is wooded, and slightly rolling. Gull Lake is very deep, allowing sail boats to sail close to shore in most places. Because of this unusual beauty, and the blue-green coloring of the water, it is sometimes known as the Lake Geneva of Michigan.

During this past 1953 season, enthusiasm ran exceptionally high. Mother Nature smiled graciously upon our racing schedule and favorable weather continued uninterrupted throughout the entire season. A pre-season meeting was held in May which developed into a real occasion in that we were honored by having as our guest, "Barney" Crittenden. "Barney" gave our boys the latest news and views concerning our Lightning Class, along with a fine film of a National Regatta. As you can guess, his contagious personality carried the show and we shall hope to have him with us again.

In order to instruct and encourage skippering among the youth of our fleet, we devoted a Saturday series of races to the juniors. The seniors continued with their regular Sunday series.*

The Gull Lake Yacht Club is comprised of five fleets, Lightnings, Stars, 110's, Debs, and Snipes, around eighty yachts in all. I believe the most unique event of our entire season was the on-the-lake box supper put on by Commodore Bill Lawrence. This event preceded a moonlight race and all crews were asked to secure their box supper from the starting barge, which would be anchored somewhere out to sea at an undesignated location. When the sailors found the barge, they sailed up and were handed a complete fried chicken supper with all the trimmings except beverage, which each crew had to bring along or go thirsty. I refer to coffee, tea, or milk, ahem! A grand idea, but a bit expensive for the Commodore when 50 boats turn out.

A mid-summer co-operative dinner and meeting was held at Jim and Marge Harrison's Gull Lake home and a record turnout of 80 people attended. Trophies were presented at the big Yacht Club Labor Day Banquet for all five fleets. At this meeting, Sidney Skellenger was elected fleet captain, and Fred Coggan Secretary and Treasurer for the 1954 season.

Capt. Sam Stearns in "4977"

HEMPSTEAD HARBOR FLEET (138)
Western Long Island Sound District
Based on Hempstead Harbor, N. Y.

Fleet Captain ..... Robert Paul
Fleet Secretary ..... Maude Kirby
Fleet Champion ..... Charles and Gordon Hurley
Runner-Up ..... Frank Kolk

Boat No.	Boat Name	Skipper
564	.....	C. Kenneth Wilson
863	.....	Robert McKinley
1185		Larry Markes, Jr.
1592	Tar	Henry Dumper
1712	Bolero	Charles and Gordon Hurley
2117	Bo Peep	Peter Hannon
2130	Southerly	Franklin Kolk
2132	Jeannie	Robert Gehlmeyer
2267	Bolta	Chester Markowski
2291	Lark II	Dan Kurshan
2498	Ballerina	Thomas Casey
2672	Susan	John A. Kirby
3017		Hamilton Smith
3109	Alliegro	George and Jane Alliegro
3414	Our Gang III	Tony J. Fiori
3525	Marapet	Ralph Buermann
3641	Leprechaun	J. C. Tilton
3816	Calvalier's Lady	Robert & Joan Howard
3827	Blue Teal	Warren Ostrom
4106	To-N-Fro	Robert W. & Edna M. Paul
5137	.....	Cliff Schroeder
5236	Chase Me	Maude Kirby

The big news for Fleet 138 this year was the First Annual Sea Cliff Yacht Club Lightning Invitational Regatta, held during the third weekend in June.

With visitors from four clubs, plus our own boats, a total of 24 yachts were on the starting line. After a series of three races, Billy Blackman of Northport Yacht Club walked off with the winner's trophy, but not before runner-up Teddy Sheldon of Riverside Y. C. offered some stiff opposition.

As usual, our regular '53 season was divided into two series of 13 races each, a Commodore's series of four races and a special race sponsored by the Hempstead Harbor Yacht Club. The season championship is decided by the results of the first and second series.

We got an early start. Our first gun sounded on Memorial Day, and official races continued until September 6th. Charles and Gordon Hurley in "Bolero" were the most consistent winners with a first in the initial series and season championship, a second in the second series and a third in the Hempstead Harbor race.

Frank Kolk in "Southerly" was runner-up for the year with a third in the first series and a first in the second. Kolk also took a third in the Commodore series.

Maude Kirby in "Chase Me" had a singularly auspicious year by finishing third over the season, first in the Commodore series and second in the Hempstead Harbor race, which was won, incidentally by Bob and Edna Paul in "To 'n Fro." But fame particularly graced Mrs. Kirby during Manhassett Bay Race Week, when she was awarded the George H. Wicke trophy for being the most outstanding woman skipper during the week. Considering there were hundreds of yachts of all classes competing (a goodly share from our own fleet), Mrs. Kirby's award was a distinctive honor.

Five of our boats were entered in the Western Long Island Sound District Championships and again Frank Kolk finished high enough to represent our fleet at the Internationals in Buffalo.

Some of our members also raced under rules of the Yacht Racing Association of Western Long Island Sound. Hurley's "Bolero" and Kolk's "Southerly" finished first and second respectively.

We added several new members this year and our fleet is growing in enthusiasm as well as in size. We are looking forward to an even bigger year in '54 and, of course, greater participation in the Second Annual Sea Cliff Yacht Club Lightning Invitational Regatta!

"Bolero"—Fleet 138

CONESUS LIGHTNING FLEET (140)
Central New York District
Based on Conesus Lake, Lakeville, N. Y.

Fleet Captain ..... Bob Henderson
Fleet Secretary ..... Marion Le Page
Fleet Champion ..... Chuck Doerflinger in "Lamb Chop"
Runner-up ..... Joe Hockenos in "Second Wind"

Boat No.	Boat Name	Skipper
196	Carita II	Roy H. Hendrickson
413	Decoy	R. L. Henderson
457	Hoodlum	Dr. M. Lawrence Elwell
791	.....	Herbert J. LePage
1313	The Flying Dutchman	Mary Ellen Thape
1512	3 B's	Nelson F. Bruce
1549	Trio	Glenn A. Poyzer
1922	Second Wind	Jos. L. Hockenos
1953	Deep Six	Jim Connell
2850	Nalnacs III	Wm. J. Scanlan
2851	Slippin Thru	Arthur Marshall
3467	Lamp Chop	Chas. Doerflinger
4475		Harold & Lovette Davis

Fair Winds and clear skies practically dominated the scene this summer and Conesus Lightning Fleet made the most of both elements and thoroughly enjoyed a most successful season of sailing.

When all the boats were in and accounted for, we came up with a new fleet champion—Chuck Doerflinger brought home the bacon by sailing his "Lamp Chop" to first place honors in both our Championship Series and our Sunday Series. Second

Fleet 146

reminds you

- **LYRA REGATTA**
- **LAKE ERIE DISTRICTS**
- **CANADIAN OPEN**

three outstanding events this year in

TORONTO

place in the Championship Series went to Joe Hockenos and his "Second Wind," while Glenn Poyzer paced second in the Sunday Series in his "Trio". Bill Scanlan in "Nalnacs" copped top honors in the Saturday Series with Bob Henderson and his "Decoy" winning second place in this series.

We also journeyed from our home waters of Conesus to take part in several regattas. Our fleet was well represented at the Central New York Regatta at Canandaigua with entries by Joe Hockenos, Chuck Doerflinger, Glenn Poyzer, Jim Connell, Bob Henderson and Art Marshall. When all the points were tallied, we were very proud that our own Joe Hockenos took second place honors in the final scoring of 34 Lightnings, and our fleet brought home the Mylacraine Trophy won for the best fleet average. We had four boats representing our fleet in the Great Sodus Bay Invitational Regatta. Also, members of our fleet participated in the Central New York District Eliminations at Newport and the Lake Shore Squadron Regatta held at Newport on the 4th of July. As we lowered our boats back into home waters, all skippers voiced a unanimous thanks for the hospitality shown us by all these clubs which we thoroughly enjoyed and we hope to put the invaluable experience gained at these regattas to very good use in the future.

Late in August we held a hot-dog roast in conjunction with the Conesus Lake Yacht Club and at this time elected Bob Henderson as Fleet Captain and re-elected Roy Hendrickson as Treasurer and Marion Le Page as Secretary respectively. Verbal bouquets were given to Glenn Poyzer for the excellent job he did this season as Fleet Captain as evidenced by our successful season.

Nelson Bruce, our popular fleet host, is the Commodore of the Central New York Lightning District and is performing an excellent job as proven by the excellent activity shown during the past season.

Cliff Dassen, our race committee chairman, purchased a home on the lake which required much work to winterize same. In spite of this, Cliff stayed with us, keeping our schedule and racing results in order right through the final day's races and for which performance he has our heartfelt thanks.

We are now busy with plans for our annual trophy dinner and with the hopes of a short winter, are looking forward with glee to the days we will be back behind the tiller in '54.

They Look Happy. (They Should Be)

MATTITUCK LIGHTNING SOUND FLEET (141)
Western Long Island District
Based on Great Peconic Bay, N. Y.

Fleet Captain .....Ned Thoet
Fleet Secretary .....Sue Smith
Fleet Champion.....William Uhl in "Spark"
Runner-Up.....Robert Conner in "Black Jack"

Boat No.	Boat Name	Skipper
323		Howard Meinke
566	Mannana	Wilbur July
1644	.....	G. Elliot Goldsmith
2070	Clam	Edward Gibson
3281		Harry Taylor
3524	Spark	William Uhl
4149	Back Wash	Edwin Ehlers
4251	Black Jack	Robert and James Connor
4602	Ballerina	Jane Seeth and Kay Ehlers
4882	Gremlin II	Rodger and Robert Schauff
4883	Imp	Alan and Geo. McKnight
5005	Princess	Susan Smith
5344	Mint Julep	Paul Suter

Mattituck Lightning Fleet No. 141 started its Racing Schedule for the 1953 season with the annual July 4th race. The Mattituck American Legion Post No. 861 again supplied the trophy. The race was won by Paul Suter in the new Mint Julep, No. 5344, for the third consecutive year.

Regular Fleet races were scheduled for Sundays, with exceptions being made for the Eastern Long Island Regatta, and the District Eliminations. In order to get more races in this year we had two races on these Sundays.

At the E. L. I. Y. A. Regatta, at Shelter Island Yacht Club, the largest class represented was the Lightning class. Paul Suter, in No. 5344, and Bill Uhl, in No. 3524, racing for fleet 141 brought home the hard earned honors. They were first and second respectively.

The district eliminations were held at the Chinese Yacht Club, in Greenport, L. I. Again the sailors of fleet 141 were victorious. Bill Uhl, sailing his "Spark" and Bob Connor in Black Jack, again were this district's representatives in the Internationals at Buffalo Canoe Club.

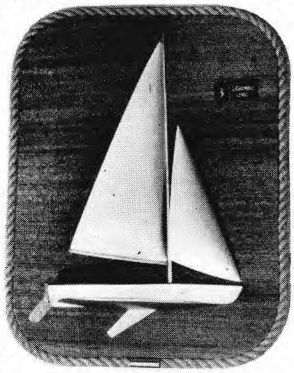
There was a battle for the Fleet 1953 Championship and the result was Bill Uhl the victor for the fourth year straight. Bill was not only closely pursued by the fleet runner-up, Bob Connor, but also by Paul Suter. Bob Connor, in Black Jack, won the Mattituck Yacht Club's Lightning Class trophy. This is the trophy donated by the Mattituck Fire Department, and is the seasonal championship award for the Mattituck Yacht Club Lightnings.

Members of the Fleet are now looking forward to a bigger and better season next year.

MORICHES BAY LIGHTNING FLEET (142)
Greater Long Island District
Based on Moriches Bay, Westhampton, L. I., N. Y.

Fleet Captain ..... Edmund A. Prentis III
Fleet Secretary ..... Edmund A. Prentis III

No boats were active in the fleet for the 1953 season.



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HAWAII LIGHTNING FLEET (143)
Based on Kaneohe Bay, Hawaii

Fleet Captain ..... Cy Gillette
Fleet Secretary ..... Wm. L. Hole
Fleet Champion ..... Cy Gillette in "Nubbin"
Runner-Up .... Bob Edmondson in "Blue Streak"

Boat No.	Boat Name	Skipper
1622	Maggie Jane	Bobby Edmondson
1675	Twinkle	Eric Lane
2008	Lanikila	Murray Youlin
2069	Victoria	Phil Fisk
2425	Kokokahi	Kurt Moderow
3154	Nubbin	Cy Gillette
3190	Pookela	Jess E. Ryno
3261	.....	Randolph Lee
3262	Kuuipo	P. A. Hagens
3263	Conchita	Wm. C. Ballinger
3305	Mahapi	Ramon Buisseret
3825	Mikihala	W. R. Hawkins
3910	Wiki-Wiki	Art Myhre
4529	Genie	Wm. L. Hole
5198	.....	Jim Cunningham
5199	No Huhu	Bob Weiting

The 1953 season provided the closest competition of any previous season as shown by the fact that the winners circle embraced more skippers than in other years. Let's look at the Record Book!

The first of the 32 races of the season was held on April 12th with the Cowan Shield free-for-all, a 3-heat race that predicted some of the upsets to come. Bobby Edmondson, 19 year old novice (to Lightnings only) won this trophy as well as the Say Trophy.

Cy Gillette, "the old salt", (tiller time only, not age) got off to a slow start in "Nubbin", but did some excellent sailing to take home the Rathbone Deaton Trophy, Pricilla Fisk Trophy, Kerr Trophy and Lightning Class Championship, as well as having time to crew for Bill Hole in the Internationals at Buffalo and also spend two months touring Europe.

Bill Hole in "Genie" won the district eliminations with three first places with the finish of the last race providing a most exciting finish with only one second between Bill and Cy.

"Genie", Hawaii's first International entry, was promptly hauled out and preparations were made for her 7,500 mile trip from Honolulu to Boston on a freighter, via the Panama Canal. "Genie" left Honolulu August 7th and arrived in Boston September 1st. Jean & Bill Hole arrived in Boston on September 3rd and trailered "Genie" to Buffalo. Phil and Prissy Fisk and Cy and Al Gillette, with Fritz Mueller, completed the Hawaii hui (gang) bedecked in coconut hats and flower leis. During the regatta 150 orchid leis were flown to Buffalo and given to all the wahines at the regatta. The tune-up races proved that "Genie" would move if the winds were over 15 knots, but, alas, the winds (so called) stayed closer to 5 knots until the Hawaiians and all of their friends prayed so hard that on the fifth race the winds approached 60 knots.

"Genie" was left far behind in this series, but she has promised to return again to the hottest competition in the world. "Genie" was trailered to New York City and finally arrived back in Hawaii November 20th, a distance of 15,000 miles for four races.

The Cy Gillette Challenge Trophy for team racing was sailed in Lightnings in Kaneohe Bay with the Waikiki Yacht Club challenging six strong. Details of this series are covered in the Hawaii District report.

July 12th was the occasion for the annual Wahine Races sailed as a three-race series just leeward of Coconut Island. After much persuasion, the girls took over the tillers, and the men started yelling advice. About an hour and a half later, the results were: First Place, Shirley Hutton in "Blue Streak" followed closely by Al Gillette in "Nubbin" and Kitty Chatterton in "Genie".

Commodore Wally Hawkins gradually tuned "Miki-Hala" faster and faster until he won the Seabury Bowl, May Plaque, Al Gillette Trophy, and the Myhre Miniature Trophy.

Waldron Barrere in "Nubbin" won the Don Lee Cup, and Bert Hagen won the Crews' Race. Phil Fisk won the Barbara Jean Hole Trophy presented for the first time this year.

The record shows that six skippers won first places out of 12 actively racing. The 1953 racing season was officially closed December 4th with presentation of trophies and cocktails at the Moana Hotel in Waikiki.

In the 1954 season we hope to have another entry in the Internationals, and we will be active in the Hawaiian Invitational Regatta to be held in October in conjunction with "Aloha Week" in Hawaii to which Hawaii Lightning Fleet 143 extends a warm invitation to Lightning skippers wherever you are to bring your Lightning to Hawaii and sail with us in our Regatta.

Aloha!

SPOFFORD LAKE LIGHTNING FLEET (145)
New England District
Based on Spofford Lake, N. H.

Fleet Captain ..... Walter Roehrig
Fleet Secretary ..... Wallace Foster
Fleet Champion ..... Leonard Pratt

Boat No.	Boat Name	Skipper
81	Nimbau	Walter Roehrig
1158	Pied Piper	Philip A. & Mary N. Johnson
1312	Evelyn	Fred H. Harris
1739	Bon Joy	Leonard C. & Florence Pratt
2237	Schusser	Carlton C. Buckman
2362	Bee-Bee	Robert E. Munson, Jr.
2692	Winsome II	Dr. Albert Harden, Jr.
2853	Davisc III	Abe H., David, Victor & Simon Jacobson
3422	Chalana	Charles L., Lorenz S. & Nancy S. Toms
3440	Ida	Arthur L. Rohde
3454	Edith	Dr. Wilton F. Dean
5363	Donana	Grant B. Holt

The 1953 Season at Lake Spofford began with the opening of the summer series of races on June 14th. This series of races continued Saturdays and Sundays thru July 19th. The following weekend the New England District Championship Regatta was held at Lake Bomoseen, near Rutland, Vermont, under the auspices of Lightning Fleet No. 227. Three boats from Lake Spofford were trailed up to Lake Bomoseen, joining 20 boats for a

Congratulations and Best Wishes to

TAWAS BAY LIGHTNING FLEET NO. 152

For the 1954 Michigan District Championship Regatta

The Saginaw Bay Lightning Fleet No. 216

very enjoyable week-end. The three boats representing Lake Spofford were the "Donana" skippered by Bud Holt with Bob and Marie Munson as crew, the "Evelyn" skippered by Fred Harris with Jack Mann and Wally Foster as crew, and the "Edith" skippered by Dr. Dean with Janet and Norman Dean as crew. But Holt came in first in the first two races, and Fred Harris came in first in the third race. Dr. Dean came in tenth, 11th, and 12th, in the races. Bud Holt was champion of the regatta retaining the championship cup he had obtained the previous year. Harris was 2nd, and Dean 11th for the regatta.

The week-end following the New England Championship regatta, Lake Spofford had a regatta with the Wequaquet Lake Yacht Club at Centerville, Mass. Spofford was represented by Len Pratt, Charlie Toms and Walter Roehrig and crews. This was a regatta where we took only our sails and used their boats. Lake Spofford did very well with Len Pratt taking a third, a second and a first to place first for the regatta. Second place for the regatta was taken by John Pierce of Wequaquet, but third and 4th places were taken by Charlie Toms and Walter Roehrig. All our members were put up at the cottages of Wequaquet members and a very enjoyable time was had.

Our Championship series began August 8th, but was interrupted Aug. 9th by a one day, 2 race regatta with members of the Massabesic Yacht Club. In this regatta 8 boats were lined up in front of Phil Johnson's cottage and lots were drawn for boats, no one having his own boat, and different boats were drawn for the afternoon race. A tie resulted for first place and after coins were tossed, Toms won first place, Dean second place, and Tallman of Massabesic third. A lunch was served by the Johnsons and an enjoyable day was had by all in spite of very light winds.

The Championship races were finished Sunday, August 23rd. and a barbecue was enjoyed on the new Yacht Club property that afternoon. The results of this season's races follows: Summer Series: Pratt—First, Harris 2nd., Holt 3rd., and Roehrig 4th.

During September, 3 more regattas were participated in by some of our members. These regattas were at Lake Massabesic, Lake Bomoseen (State of Vermont Regatta), and a return meet with the Hewlitt Point Fleet No. 58 on Long Island.

TORONTO BAY LIGHTNING FLEET (146)

Lake Erie District

Based on Lake Ontario, Canada

Fleet Captain ..... Al Davis
Fleet Secretary ..... Ted Plummer
Fleet Champion ..... Bob Allen
Runner-up ..... Jim Taylor

Boat No.	Boat Name	Skipper
1886	West Wind	W. P. H. Schutte
2310	Flying Saucer	Bernard Collison
2366	Baroness	Walter Hubbard
2375	Video	Jim Taylor
2397	Chinook	E. S. and S. B. Plummer
2433	.....	R. Allen
2597	Zeus	William Robinson
2600	Skol	John Farrer & A. J. Cormack
3182	Arnella	Arnold and Elvira Gorman
3548	Tempest	Alfred Dutton
3662	.....	Fredrick A. Wilson
3877	.....	Leycester I. Arnoldi
4067	Velox II	Harold E. Weir
4081	Stinky II	Gord Sandell
4216	Renee	Marcel and Louis Lalonde
4284	.....	Munro Gibson
4433	Leona	James Cousins
4451	Mistress	Bruce Mitchell
4629	Brandy	Ian Waldie
4630	Nancy Lee II	Rowan H. Wilson
4728	.....	Constantine Costas
4745	.....	Ronald W. Webster
4824	Sinbad	James Mitchell
4831	Skylark	Larry Hurst
5223	.....	E. G. Hearn
5234	.....	J. R. G. Bleasby
5269	.....	J. W. Wilson
5303	.....	Al Davis

The annual presentation banquet held last November marked the close of one of the finest seasons in the history of Fleet 146. Retiring fleet captain Bob Allen and former fleet captains Arn Gorman, Eric Winter and Jim Mitchell were all on hand to take part in the presentations. With more experience under their belts several newer members were on the receiving end of the trophies and flags, and the close scores indicated the close finishes in the racing throughout the season.

Bob Allen's "Banshee" won the fleet championship with Jim Taylor in "Video" second and Alf Dutton, in his first year of racing, sailing his "Tempest" into third place.

Bob Allen also won the Lou Marsh trophy for a series of five Sunday morning races. Al Davis took second with his new boat "Jada" and Warren Stewart in "Renee" was third.

Arn Gorman's "Arnella" won the Trade Fair trophy and Ron Webster won the Fleet Captain's trophy.

The James Hyland trophy for sportsmanship was presented to Bob Allen for displaying all the qualities of a true Lightning sailor.

The highlight of the season was the second annual "Canadian Lightning Championship" regatta, held in September. Taking part were such Lightning stalwarts as Swindeman, Kraus, Robertson, Holler, Tom Allen and many more, warming up for the Internationals. This annual event is rapidly becoming one of the leading Lightning regattas of the year. Tom Allen, Fleet 12, successfully defended his title with Walt Swindeman, Fleet 42, second. Johnny Robertson, Fleet 118, was top Canadian in fourth position. An unfortunate squall at the end of the first race sent five or six boats against the seawall, but damage was not too extensive, and in the ensuing cocktail party all was forgotten.

And with the winter months came plans for the following year. At least three or four new boats were being readied for competition. Discussion groups on racing tactics, tuning, and the various methods of applying "go-fast" were organized to prepare for the biggest and best year ever. In addition to the dozen annual regattas, Lightning sailors were looking forward to the third Canadian Lightning Championships, the Lake Yacht Racing Association regatta, and for the first time, the Lake Erie District Championships, all to be held on the home waters of the Toronto Bay Lightning Fleet in 1954.

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SAO PAULO LIGHTNING FLEET (147)
Based on Lake Guarapiranga, Brazil

Fleet Captain .....Cyril W. Milbourne
Fleet Secretary .....Anatole Pilnik
Fleet Champion .....Renzo Scalini in "Ciao-ne"
Runner-Up .... Cyril W. Milbourne in "Ressaca"

Boat No.	Boat Name	Skipper
3012	Kon-Tiki	Peter Ingouville
3013	Mandachuva	Allen R. Beeby & Anatole Pilnik
3080	Carminha	Eduardo Sabino de Oliveira
3090	Ciao-ne	Renzo Scalini
3091	Nautilus	Piero Piacentini
3092	Vagalume	George B. Holland
3093	Faisca	Harold B. Holland, Eric Racy and Arthur Sheppard
4159	M'Boy	Werner Scheliga
4163	Ressaca	C. W. Milbourne & F. D. Pirie
4244	Guga	Benedito Levi
4294	Chupin	Mario Rubens Montenegro, Francisco Goes Calmon, & Roberto Ferreira da Rosa
4453	Boa Vida	Herbert V. Levi
4782	Kelpie	Andrew W. Johnson
4788	Electra II	Alexandre Kemenes
4789	Cunhanta	Dario Cerchi
4909	Topino	Duilio Baldassarri
4930	Esmeralda	Edward Baetty
4931	Yara	Paul Algert, Jr.
5020	Quinha II	Fred P. Boynton, Jr.
5091	.....	Raymond Nobert Kegel
5415	Carumbe	Mario Pacheo e Chaves

Hot Pursuit (Fleet #147)

GENESSEE YACHT CLUB LIGHTNING FLEET (148)
Central New York District
Based on Lake Ontario, at Rochester, New York

Fleet Captain ..... Ernest Butler
Fleet Secretary ..... Warren Stephens
Fleet Champions ..... Clarence Wilson & Clifford O'Kane

Boat No.	Boat Name	Skipper
875	Twildo	Charles Clutz
3410	Miss Hannah II	Alfred Field
3542	Bauble	Robert W. Paige
3543	Robbin	Arnold Schultz
3544	Stardust	Clarence Wilson
3608	Guppy	Ernest Butler
3667	Pixey	Warren Stephans
5139	Tomahawk	Leon Stone
5201	Pop Gun	Clifford O'Kane

Statistically speaking, it is next to impossible to have a tie for the fleet championship. Statistics, averages, medians, means, totals, and probabilities certainly must have ganged up to create the situation which faced the fleet after the last race of the season. After long and careful deliberation, during which every conceivable aspect of the problem was thoroughly and carefully studied, no other decision could be justified—the honors were evenly divided—there was a tie for the fleet championship.

In many respects, the season was an outstanding one for the fleet. Participation in regattas reached a new high. Boats from our fleet placed better in regatta competition than they had in other years, indicating a decided increase in ability of the skippers.

The Genesee Yacht Club gave an assist to the Rochester Yacht Club which sponsored the L. Y. R. A. regatta. Twenty-one Lightnings were launched and hauled out by the Genesee hoist and crew. No record of the haul-out time was kept but, had it been, some sort of a record would surely have been established.

The 1953 Season was considered to have been a success for Fleet No. 148. Plans are in the making which, as they mature, should provide even more successful seasons in the future.

MOHICAN LIGHTNING FLEET (150)
Ohio-Indiana District
Based on Charles Mill Dam, Mansfield, Ohio

Fleet Captain .....Dave Upham
Fleet Secretary .....Edith Grotegut
Fleet Champion ..... (First Half) Dr. Mabel Emery Huston. (Second Half) Glen Macy

Boat No.	Boat Name	Skipper
340	Sturdy Beggar	David & Claudia Upham
1136	Feather	C. Richard Keller
1225	Be-Be	W. Armstrong
1646	Candy	C. P. Siegenthaler
2016	Gin-Jo-Ka	Jathryn & Johnson Smith
2017	Nixie	August Grotegut
2018	Squaw	Glenn Macy
2725	Firefly	Eugene Smart
2854	Toby	Walter Stevens
5167	Thunderbird	Mabel & Henry Huston
5456		Eddie Stevens
5485	Gal Sal	Sally, Pete & Pat Siegenthaler

This year our Fleet received permission to place the boats on the Clearfork Reservoir, recently completed by the city of Mansfield to supplement its water supply. Our new scene of operations covers 997 acres, with a length of over three miles and a maximum width of one mile, best of all, we have an average depth of 18 feet with no stumps nor shallow spots and the lake is only a couple of miles south of the city.

The Fleet was very active this year and in addition to a full racing schedule, we held an open house the last Sunday in September and invited our friends to come out and take a ride with us. To give them a taste of the fun of racing, we laid out a short course of about one mile length; placed two guests on each boat along with a skipper and one regular crew and ran a brush race. We had quite a turnout and the eight boats had to run five races to give everyone a ride. To further with the interest, we had a big display of Lightning material which included folders from the principal builders, a listing of some used Lightnings for sale and some material furnished us by the Association. The net results of the afternoon were two more boats for next year's racing with several probables. We have decided to make this open house an annual affair.

In conjunction with our regular races, we continued the inclusion of the special series for the six revolving trophies. Our original idea being that with the extra trophies it would give every skipper a chance to get some silver and thereby encourage those who might not hit for the whole season. However with Macy gathering up the Candy and his own trophies and Dr. Mabel Emery sewing up the Stevens, Smart and Upham trophies the rest of us looked like the Democrats at the last nationals. Siegenhaler managed to snare the Huston cup from Macy by ½ points.

Our traveling Obstetrician, Dr. Mabel Emery Huston, covered more ground than the Stork and represented us at the Mardi Gras, St. Pete, Toledo Districts, Port Clinton, Atwood and Buckeye Lake. Dave Upham made Toledo, and Macy hauled to Atwood and Buckeye Lake.

At the Dec. 6th meeting of Lightning Fleet No. 150, which was a Pot-Luck Dinner held at the home of the Hustons, the following officers were elected for the coming year, August Grotegut Fleet Captain and Eugene Smart Fleet Secretary.

PEQUOT YACHT CLUB LIGHTNING FLEET (153)
Connecticut District
Based on Long Island Sound, Southport, Conn.

Fleet Captain ..... E. L. Eveleth
Fleet Secretary ..... Frederick Roberts
Fleet Champion .....Lincoln Eveleth in "Fidget"
Runner-Up .....Geo. P. Biggs in "Windward"

Boat No.	Boat Name	Skipper
255	Spinaway	Lawrence Moore
376		Donald G. Robbins, Jr.
1588	Nereid	William S. Bachman
2586	Pigtail	Grant Barratt & Thomas Maytham
3155	Yankee	Richard H. Taylor
3165	Hopeful	J. William Hope
3319	Windward	George P. Biggs
3500	Fidget	E. L. Eveleth
3691	Angar	Martin A. Ingram
4526	Bing	Donald B. Treadwell
5355	Whipit	Irving R. Carter
5357	Frisky	Pequot Junior Yacht Club
5362	Coot	Frederick W. Roberts

Fleet 153 enjoyed their most active season. In addition to the regular Saturday and Sunday series, the fleet participated in special three-day regattas on Memorial Day, 4th of July, and Labor Day.

The Pequot Yacht Club Annual Lightning Invitation Regatta was held July 11th and 12th and attracted 40 boats. The Pequot Junior Club entry in their new "Frisky" finished in second place and George Carter of the host club in "Whipit" took fourth place. A grand time was had by all and we hope to have an even larger entry list for 1954.

We are encouraged by the growth of our fleet and expect to have at least five or six boats more for next year to join our very busy 1954 activities.

It is quite apparent that the Lightning Class fleet is filling the sailing requirements of the graduates of the Pequot Junior Yacht Club.

It has been suggested that "Lightning Flashes" give more information from time to time on the comparative evaluation of various sail materials such as dacron, orlon, nylon, cotton, etc., from both the sailmakers and skippers point of view.

In the Race for Club Champions of Long Island Sound held at Noroton Yacht Club in July, "Fidget" owned by Lincoln Eveleth came in 4th.

WAWASEE YACHT CLUB LIGHTNING FLEET (154)
Ohio-Indiana District
Based on Lake Wawasee, Syracuse, Indiana

Fleet Secretary ..... P. H. Snoberger

Boat No.	Boat Name	Skipper
21	Rufus II	Oren Ragsdale
487		Paul Penn, Jr.
628	.....	John Call
640	.....	Duff Sadler
790	Nancy Jean	Phil Snoberger
2527	.....	Paul Taylor
2559	Scud	Eugene Bulson
2732	.....	Merle Shanklin
2774	.....	Gordon Graham
2867	Ho-Hum	Edward E. McLaren
3471	Hardtack	Jim Bender
4517	Kathy	Bruce Baiden
4750	Nameless	Berkley Duck
5175	.....	Paul Hess
5259	.....	Dr. J. S. Wellington

Fleet number 154 harbored at Wawasee Yacht Club, Lake Wawasee, Indiana started off its most active season to date in 1953 at a slow and easy gait with five shakedown races preceding the regular season which began the week of the Fourth. It was not the early birds who got the worm this season. Dr. J. S. Wellington and his boys of Goshen, Indiana after getting a late start with their new boat worked their way through the pack to take first honors for the season while those of us who started early and plodded along in our creaky old hulls were still plodding at the finish line on Labor Day. The season was not without excitement however. First place in the lineup changed places almost as often as the race results were posted and many a dark horse showed his stern to those whose odds would rate with Man-O-War. All of us will agree that this season was the best ever and all will begin the season next year with more enthusiasm and determination than ever before.

Some of our members are beginning to wonder how the rest of the world is getting along with respect to this business of sailing Lightnings. Consequently we plan to have a little invitational regatta next summer. Many of us plan to attend some of the regattas in this region and get to know some of the rest of you a little better. We managed to send three boats to the Red Flannel Regatta at Chicago last fall and two to the Snow Ball Regatta over in Ohio. I think the hospitality accorded us at these two events has had a great effect in increasing the activity in our fleet. Many thanks to those whose efforts aided us.

WATKINS LAKE LIGHTNING FLEET (155)
Michigan District
Based on Watkins Lake, Mich.

Fleet Captain ..... Jack Berlien
Fleet Secretary .....Mary Jo Fries
Fleet Champion .....Glenn Fries, Jr.
Runner-Up ..... Brown Williams

Boat No.	Boat Name	Skipper
8	.....	Ralph Miller
1794		Pete Smith
1978	.....	Raymond Noble
2083	Cygnet	Brown Williams
2124	Ramblin Rascal	Jack Berlien
2228	.....	Ben Weber
3557	Windcall	Dave Green
3558	Jo-Dee	Glenn Fries, Jr.

The Watkins Lake Fleet highlighted its season this year with new boats and skippers coming to the front. Our season was divided into two series—Spring and Summer—including 12 races in all.

At the close of our season the club staged a banquet at the Detroit Yacht Club at which time Commodore Jim Parshall presented trophies.

1st Place ..... Glenn Fries, Jr.
2nd Place ..... Brown Williams
3rd Place Tie ..... Jack Berlien and Dave Green

BELLINGHAM YACHT CLUB LIGHTNING FLEET (158)
Pacific Northwest District
Based on Bellingham Bay, Bellingham, Wash.

Fleet Captain ..... Hunter Vogel
Fleet Secretary ..... Patricia Sutherland
Fleet Champion ..... Patricia, Duff & Lorrie Sutherland
Runner-up ..... Hunter Vogel

Boat No.	Boat Name	Skipper
3168	Ptah	Robert O. Anderson
3776	Howdy Doody	Basil Miaullis
3778	Puff	Dr. C. B. Hitz
3783	Pastime	Hunter Vogel
3785	Dragenmassee	Roy N. Gaasland
3789	Kemah	Patricia & Duff Sutherland

Fleet No. 158 began one of its most successful sailing seasons by electing Hunter Vogel of Langley Prairie, B. C., fleet captain. Under his excellent leadership, interest was once more revived in the Lightning Class. The Bellingham Lightning Fleet is located at Bellingham on upper Puget Sound. With our usual lucky winds we completed the three series with the Sutherland family taking first honors to capture the fleet championship. It was nick-and-tuck all the way though, with Hunter Vogel running a very close second.

Besides our Fleet races, the Lightning Class participated in many of the Bellingham Yacht Club activities such as Opening Day celebration, the Commodore's Cruise, and the annual Sucia Cruise. We were also ably represented at the PIYA Regatta in Vancouver, B. C., by our captain, Hunter Vogel.

The highlight of our season came when we played host to the Pacific Northwest District Championship Races. This is the first time that these races have been run off as a separate unit from the PIYA, and it was such a success that the District hopes to make it an annual affair. We want to take our hats off to all members of the District who helped to make this a gala event—especially those hard working Bellingham Yacht Club members who gave up their week-end of sailing to help us out on committees.

Next year we are looking forward to an even more exciting season. Bellingham will be host to the PIYA Regatta, and later in the summer, the District Races will once more be sailed on Bellingham Bay. We urge all those Lightning skippers who couldn't make it this last season to plan on coming—and of course, that goes for all Lightning sailors the world over.

IVY LIGHTNING FLEET (160)
Midwest District
Based on Illinois River, Ill.

Fleet Captain ..... Jack Weber
Fleet Secretary ..... Dr. Hanns G. Maister

Boat No.	Boat Name	Skipper
1176	Corn Cob	Dr. Hanns G. Maister
1191	.....	Charles Weber
2064	Time Out	Ted Flora
3144	My Pal Riggy	James Owen Eilers

There is very little to report about our fleet activities during this year's sailing season. Our fleet almost lost its charter because two of our boats were for sale. Fortunately, they stayed in our fleet and the new owners promise to be enthusiastic Lightning skippers. We all are confident that the coming sailing season will bring new life to our fleet.

We participated with one boat in the District Regatta at Neenah, Wisconsin, and with three boats at the Middle States Championship Regatta of the Island Bay Yacht Club, Springfield, Illinois.

CAZENOVIA LIGHTNING FLEET (164)
Central New York District
Based on Cazenovia Lake, Madison Co., New York

Fleet Captain ..... Mary Joyce Glassey
Fleet Secretary ..... Barney Shoninger
Fleet Champion ..... Mary Joyce Glassey in "Maria Elena II"
Runner-Up ..... Dr. D. B. Sanford in "Doregasa"

Boat No.	Boat Name	Skipper
658	Julie II	Sam Thomas
747	Miss Me	Margaret Ellen Hogue
1145	Hals Bells	Florence Dimon
1153	King Tut	John and Forbes Tuttle
1294	Presto	Bernard Shoninger
1350	Wateree	R. Philip Hart
1381	Maria Elena II	Mary Joyce Glassey
1795	Jill	J. Kenneth Baird
1833	Sea Witch	John and Trudy Hill
2072		John J. Clark, Jr.
2792	Doregasa	Dr. D. B. Sanford
4687	.....	Jesse Silverman

What fun the Cazenovia Lightning Fleet had this summer! Even though the season began rather mildly, it finished with a Bang and a cloud-burst. We were fortunate that no-one capsized and proud of the total absence of protests in the entire 20 race series.

First, Fleet No. 164 welcomes three new owners to its roster. John J. Clark and J. Kenneth Baird added two beautiful boats to our lake and Florence Dimon has become active as the new owner of No. 1145.

The Fleet has been very enthusiastic this year and a greater number of boats have appeared on the starting line for each race than in previous years — and on time too. This increased interest may be due in part to the excellent work of Phil Hart, Race Committee Chairman, Willow Bank Yacht Club, (under whose Burgee we sail) and to the establishment of a "Triple Series" System in 1952. Sailing official races on Saturdays and Sundays, boats are allowed to score a percentage total for all races towards the Championship Award; in addition percentage totals are scored for the group of Saturday and Sunday races, respectively, and awards are made to the winners of these series. A minimal number of races are of course required for qualification. As proof of the spirit shown, on at least one occasion, 9 of the 12 boats appeared on the line and before completion of the race the remaining three were under sail.

The competition was again keen this year, making the final standings very close. The Fleet Championship went to Mary Joyce Glassey who had the most "luck" and fun — especially in the gales. Doc Sanford who kept chasing off to Regattas, slipped by Sam Thomas with his Merry crew for Runner-up by only the barest margin. The Silver Plates awarded for the Saturday and Sunday Series were also captured by Mary Joyce Glassey, necessitating additional transportation facilities from the banquet. The Charter Members Trophy Race was transformed into a "Skippers Race" and was again won by Presto, handily maneuvered by Jim Risk. Prestige of the Fleet was maintained by Doc Sanford and Mary Joyce Glassey over the other craft of the Club — namely Comets, Cods and Canoes — in the annual Free-for-alls. Doc won the Commodore's Cup while Mary Joyce literally ran away with the Eric Trammel Cup Race.

Red, Gray and Doc Sanford again took the Doregasa to the District Eliminations and to Lewis Point Invitational. Although they failed to bring home any loot after being blown and buffeted at Irondequoit and allowed to float unreservedly about Oneida, they enthusiastically agree that a wonderful time was had by all.

We, of Cazenovia, are proud of this season and are looking forward to more boats and an even better season next year.

A Personal Invitation
To
All Lightning Skippers

Tulsa Sailing Club
Fleet No. 205

SAILING ON LAKE YAHOLA

TULSA, OKLAHOMA

Cordially Invites You
And Your Friends

ABOARD

WHEN SUMMER VACATION OR BUSINESS
BRINGS YOU TO SOONERLAND

TAMPA BAY LIGHTNING FLEET (168)
Southeastern District
Based on Upper Tampa Bay, Fla.

Fleet Captain ..... Harold Balcom
Fleet Secretary ..... J. D. Henry
Fleet Champion ..... E. P. MacBryde
Runner-Up ..... Harold Balcom

Boat No.	Boat Name	Skipper
2834	Skiball	Billie and J. D. Henry
2839	Playmate	Charles Harra
3231	Frolie	Dick and David Youngman
3876	Zombie	Harold Balcom & Gene Hansen
4419	Whim	Ernest MacBryde

Tampa Lightning Fleet had a very successful season beginning with the Gasprilla Regatta which was sailed on home waters and won by the Zombie of our own fleet. This Regatta was followed by the highlight of the winter sailing season, the St. Pete Midwinter Lightning Championship Regatta. Our entire fleet participated in this event, and Ernest MacBryde upheld the fleet by placing sixth in this rugged competition.

Our only entry in the District Championships held at Savannah, Georgia, although first and second in two of the races, fouled out in one and dropped to fourth in the final standings. MacBryde also captured third place in the Gulf Yachting Association Championships held at St. Petersburg in October. The Zombie tied for first in the Armistice Day Regatta held at the same club. The Thanksgiving Day Regatta held in Tampa, which brought boats from all over the State, found MacBryde's Whim in third spot. The Royal Gaboon Race from St. Petersburg to Sarasota, Florida, produced a winner from our fleet, as Ed Balcom captured the event in the Zombie.

The Tampa Yacht and Country Club played host to the fleet for the yearly presentation of Fleet Championship trophies, and Francis Crow, Fleet Captain of the club, made the presentations. Last, but not least, the fleet was quite active in working hard at picnicking and beer partying on the beach at the fleet docks. In fact, owners just wish they could get as many people turning out for crews as they can for these beer parties.

As this report is written, the fleet is busily engaged in rebuilding their dock, and building one hundred additional feet of dock in order to have better facilities for visiting Lightning skippers. With the completion of this dock, and with the ideal weather found year round at Tampa Bay, we expect quite a step up in Lightning activities locally.

"Loot" captured by members of Fleet No. 168

BLACK HAWK LIGHTNING FLEET (172)
Metropolitan District
Sailing on Hudson River, Ossining, New York

Fleet Captain.....Thomas De Stasio
Fleet Secretary.....William Dunn
Fleet Champion .....Thomas De Stasio in "Flair"
Runner-Up .....Walter Tripp

Boat No.	Boat Name	Skipper
819	Flair	Thomas V. DeStasio
1006	Gisela	Walter Wimazal
2155	First Effort	William R. Dunn
2734	Sneaky Pete	Walter Tripp

The Memorial Day Regatta, held at Grassy Point by Minisceongo Yacht Club, again started Lightning activities on the Hudson River. This year Walt Tripp in "Sneaky Pete" and Tom DeStasio in "Flair" sailed a rain-swept course with six other boats and "Flair" brought the silverware home to Ossining Boat and Canoe Club, finishing 2nd in the same event the previous year.

On June 21, we trailered "Sneaky Pete" and "Flair" up to the Newburg Yacht Club for their annual regatta. After a hectic two hour race in which every starting boat changed places at least twice, Tripp managed to bring "Sneaky Pete" across the line in second place, while "Flair" fought a losing duel with the tide.

The Mid-Hudsons were held this year at our next door neighbor, the Shattemuc Yacht Club, and Joe Hoffee from Nyack lifted first prize with three neat firsts. Our own Walt Wimazal in "Gisela" came home with third prize. This was the famous regatta in which the last race proved a nightmare for "Flair" and "Sneaky Pete". "Flair" had two seconds and "Sneaky Pete" had two thirds going into the 3rd race. In that last heat the wife of "Flairs" skipper was swept overboard for a few anxious minutes and "Sneaky Pete" snapped her jib halyard — these unlucky breaks knocked both boats out of the running.

In the 12 mile Grassy Point-to-Nyack race on Sept. 6, DeStasio in "Flair" led the field of lightnings, finishing first,

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inches ahead of Pim Eppler from Nyack. The following day at Nyack, Joe Hoffee in "RoJo" copped first place, and "Flair" took second, again beating Eppler by seconds.

On Sept. 20th we sailed the last Fleet Race of the season at Ossining Boat and Canoe Club and DeStasio in "Flair" won the series for the third consecutive year. Final point standings were: DeStasio 22, Tripp 18, and Wimazal 13.

The official racing records hide a few of the interesting and sometime humorous situations that seem to occur in the Black Hawk Fleet with regularity. As for example, the day that Tripp in "Sneaky Pete" was beating out to the first mark in a fresh Nor'wester and a wave over the bow deposited a lively fish on his deck; — definitely a breech of fishing and sailing regulations — and the seemingly effortless manner in which Walt Wimazal can dump his "Gisela"; twice in the course of a race, and once securely tied to his mooring! — And the arguments, pro and con by fellow sailors, and even the local paper, as to whether DeStasio in "Flair" was justified in continuing on course in a hot race after his wife had been knocked off the deck by a wave. The fact that she got back aboard all herself, and didn't slow the boat too much while she hung from the weather bow, is said to have evinced a grunt of admiration from the hard skipper.

It was a wonderful season, and from a look at the regattas scheduled for 1954, it's going to be a better one, so-see you then.

Fleet Champion—Tom De Sasio in "Flair," No. 819.

SHREVEPORT LIGHTNING FLEET (175)
Southern District
Based on Cross Lake, Shreveport, La.

Fleet Captain ..... Cliff Prados
Fleet Secretary ..... Bill Somner
Fleet Champion ... Cliff Prados in Dixie Doodle II
Runner-Up ..... Walter Heiman in Mary E. II

Boat No.	Boat Name	Skipper
1836	Scat	W. L. Somner
3477	Tinka	Jack N. Watts
3535	Bessie Boo	J. R. Nowery
3836	The Duck	C. E. Richardson
4158	Strictly Middlin'	David P. Comegys, Jr.
4161	Joheda	C. M. Zanglein
4224	Cherie	Dr. J. E. Knighton,
4264	Prelude	J. F. Atkins
4342	Okie	Joseph L. Seger
4503	Pink Cloud	Jim Pat Beaird
4627	Nancy	L. M. Crow
4721	Alpha	R. Smith Parrott
4747	Solo	Luther B. Griffith
4838	Doodles	Clifford E. Ray
4996	Mary E., II	Walter A. Heiman
5151	Smokey	W. L. Somner
5202	Dixie Doodle II	C. J. Prados
5340	Ifen	Rob Roy

Shreveport Fleet #175 had a very good year during 1953. Smokey Somner sailing "Smokey" finished second in the Sugar Bowl Regatta at New Orleans, close behind our National Sailing Champion, Eugene Walet III in "Spirit II".

Three Shreveport skippers, Cliff Prados, Smokey Somner, and Walter Heiman, trailed their boats to New Orleans for the first running of the Mardi Gras Regatta. Prados in his new and untried "Dixie Doodle II" took a well earned third place, close on the heels of Walt Swindeman and Gene Walet.

Our Spring Regatta early in May was well attended by skippers from Bay St. Louis, New Orleans, Fort Worth and Dallas. The event was won by Cliff Prados of the home fleet. Saturday afternoon following the first race, a cocktail party was enjoyed by all and in spite of the downpour Smokey Somner barbecued 200 delicious K. C. steaks.

Fleet #175 was also well represented on the Mississippi Gulf Coast during Race Week early in July. Those trailing their craft down to the Coast were Walter Heiman, Rob Roy, Smokey Somner and Cliff Prados. Plenty of action was seen during the 12 days of racing with Prados taking second place at Biloxi, fourth place at Gulfport, second in the District Championship Series at Bay-Waveland and third in the Bay-Waveland Regatta. Smokey Somner was well up in the running in the District Championship Series until he broke his rudder during a squall in the final race.

Our Fleet was represented at the Internationals in Buffalo by Cliff Prados, our Fleet Captain, who finished eighth in this event. Cliff was also elected Vice President and Chief Measurer at the Annual Meeting of the L.C.A.

During the 1954 season, Fleet #175 will be racing each weekend starting in April at a new Club site on Cross Lake where deeper water and more favorable breezes will be enjoyed.

We hope to see you at the Ohio-Indiana "Districts",

Cleveland Yachting Club — July 23, 24 and 25

NORTHEAST YACHT CLUB FLEET 207

MYRON WRIGHT PHIL SCHLOSS
EUGENE LINDSEY FRANCIS BRUCE
BOB HARRISON LEKSON-HOEGLER TEAM

MENDOTA LIGHTNING FLEET (177)
Midwest District
Sailing on Lake Mendota, Madison, Wisconsin

Fleet Captain ..... Bob Feirn
Fleet Secretary.....J. H. Cottrell, Jr.
Fleet Champion.....Robt. Feirn
Runner-Up.....Walter Wellman

Boat No.	Boat Name	Skipper
347	.....	James A. Zimmerman
785	Flash	Walter Wellman
1709	Stormy	Catherine Mary Botham
2558	Jasper V	R. H. Feirn
2917	Rubarb	J. H. Cottrell, Jr.

Again it was Bob Feirn with his Jasper V. No. 2558, who won the 1953 Fleet Championship, with a total of 22 points. Walter Wellman sailing his Flash was runner-up with 14 1-2 points. Eight races were completed and seven were not finished, due to the absence of wind or too much of it. Races were held on Sunday mornings. The Fleet participated in several handicap races conducted by the Mendota Yacht Club, with the final windup of the season being the annual Labor Day handicap race around Lake Mendota. Walter Wellman with his old Flash finished second on the handicap basis.

Walter Wellman Sailing "Flash," No. 785 on Lake Mendota.

GREAT SOUTH BAY FLEET (178)
Greater Long Island District
Based on Great South Bay, New York

Fleet Captain.....Edward G. Geary
Fleet Secretary.....William E. Thomas
Fleet Champion ..... Frank Creed and Ed Geary in "Rainbow"
Runner-Up ..... William Thomas in "Black Orchid"

Boat No.	Boat Name	Skipper
17	Vigilante	George Vollett
731	Barbette	Herbert M. Buerger
761	Rainbow	Frank R. Creed & Edward G. Geary
865		Charles O'Malley
3335	Leeward	Nancy Lee Bates
3408	Brat	Fred Davis
3904	Black Orchid	William E. Thomas and Matthew L. Pandolfi
4695	Adios	M. Whiting Thayer

The year 1953 saw the Great South Bay Lightning Fleet complete another busy racing season. The racing schedule of the Great South Bay Yacht Association and our own Fleet Championship Series really kept us hopping from one end of the Bay to the other.

In the 9 race Fleet Championship Series, Frank Creed and Edward Geary in "Rainbow" took top honors with William Thomas in "Black Orchid" second and Fred Davis' "Brat" third.

Frank Creed and Edward Geary won out in the 5 race Babylon Bay Shore, Narrasketuck, Inter Club Series with William Thomas taking second. N

Numerous Invitation Regattas were held and again the team of Creed and Geary made an outstanding showing winning the Babylon Y. C. Fourth of July Series, the Bay Shore Invitation, the Point O' Woods Invitation and the Unqua Corinthian Y. C. Invitation.

The usually exciting 3 race Bellport Y. C. Labor Day Series was won by Charles O'Malley in "Jim III."

One of our boats, "Black Orchid" skippered by William Thomas, entered the Larchmont Race Week Series. With members of the Fleet alternating as crew, we met some really stiff competition and unfamiliar sailing conditions on the Long Island Sound. Everyone had a wonderful time although the best we could do in a fleet of 60 boats was to finish in the middle of the First Division.

Herber Buerger has bought boat No. 731 from Samuel Zorovich and renamed it "Barbette" after his charming wife and daughter.

CONNEAUT LAKE LIGHTNING FLEET (180)
Lake Erie District
Based on Conneaut Lake, Conneaut, Pa.

Fleet Captain.....R. P. Hollister
Fleet Secretary.....R. P. Hollister
Fleet Champion.....R. P. Hollister
Runner-Up.....Paul R. Knapp

Boat No.	Boat Name	Skipper
2703	Ching Tu	Dr. W. B. McLaughlin
2706		Frank Hornby
2707	.....	Dr. C. A. Sturdevant
2886		Joseph Rey, Jr.
3402	.....	Charles P. Henderson
3404	.....	Carroll D. Kearns
4644	.....	J. H. McClimans
5022	Jan-Bee	Henry F. Heineman
5048	Kid-Nap	Paul R. Knapp
5070	Pinky	L. R. Trezona & R. P. Hollister
.....	.....	James & Joseph Teare

Our Club had a successful sailing season with about the same number of boats participating as the year before.

Two series of races were conducted during the season, the first being the season championship series and the second, the Labor Day series.

The season championship series was won by Bob Hollister sailing "Pinky" with L. R. Trezona and Freddie Goodill as crew. Paul Knapp in "Kid-Nap" copped second place with Frank Ware and Commodore Avery Bradford in the cockpit. Third position went to Henry F. Heineman and crew, who in their first year of racing a Lightning gave the above skippers a good run for their money.

The Labor Day series was won by Paul Knapp, Hollister placing second and Heineman third.

During the summer, our former champion, Duke Herter journeyed home from California and sold Liebchen 1919 and later in the fall, sold the Lightning which he had built in California. Duke and Evy, his wife, are living in California and he is building and selling houses.

Bob Hollister and Paul Knapp journeyed to Pymatuning

for the two day Fourth of July regatta and finished in the top half of the fleet. These two skippers also attended the International at Buffalo, sailing in the Presidents Cup Series and finished in the middle of the fleet.

We hope to have more of our skippers in the races next year.

During the summer, we held several picnics and other social activities and under the able leadership of our Commodore Avery Bradford we had a very successful season.

WEQUAQUET LAKE LIGHTNING FLEET (181)

New England District

Sailing on Wequaquet Lake, Centerville, Mass.

Fleet Captain .....
Fleet Secretary..... Priscilla L. Anderson
Fleet Champion ..... Donald L. Anderson in "It'll Do"
Runner-Up ..... John W. Peirce in "Apres Moi"

Boat No.	Boat Name	Skipper
2	It'll Do	Donald L. Anderson
644	Pierce Arrow	Donald Warde
817	Apres Moi	John W. Peirce
1345	Tipalot	Hollis D. Loring
2829	Merri Maids	Dr. W. O. Blanchard
2830	Falcon II	Theodore Parent
3529	Mach I	Roger Bond

Donald Anderson followed in the footsteps of his dad this year to win the season's championship. John Peirce was a very close second, with Ted Parent finishing in the third spot.

Peirce and Parent are both doing their winter sailing with Uncle Sam, and it is hoped that both will be able to rejoin us at the lake for some real competitive sailing this coming summer.

In July we held an inter-fleet race with Spofford Lake Fleet which turned out to be very disastrous to our Club but we all had a lot of fun and enjoyed entertaining our sailing friends.

A good season was had by everyone, and we are all anxious to get at that tiller in '54. Dr. Blanchard will be our Commodore, and a great deal of activity is being planned under his able leadership.

WADAWANUCK YACHT CLUB FLEET (183)

Connecticut District

Based on Fisher's Island Sound, Connecticut

Fleet Captain ..... Gordon Frierson
Fleet Secretary..... Sam Knox
Fleet Champion ..... Robert Johnstone III in "Prodigal III"
Runner-Up ..... Samuel Knox in "Hot CanaryII"

Boat No.	Boat Name	Skipper
280	Streak	H. Minot Pitman
685	B Flat	Barbara Biddle
1933	Debonair	Gordon Frierson
1939	Runaway	Rand B. Jones
1946	Flash	Henry Perot
2461	Malihini	Franklin Wood
2465	Joker	David & Joanna Graf
2469	Sabu	Robert Sellers
2779	Black Widow	Arleigh Nixon
2963	Ktaadn	Charles H. Simmons
3310	Prodigal III	Bobbette Johnstone
3949	Lillian B. Womrath	Billings B. Fairbrother & Phillip W. Cottrell
4148	Wassayek	A. B. Sprague Gallup
4151	Buffo	William Bindloss
5408	Hot Canary II	Samuel D. Knox
5453	Fiesta	Susan and Bruce Biddle

Again in 1953, Fleet 183 had more Lightnings than in any previous year, the fleet reaching a total of 16 boats by the end of the summer. The club championship was as hotly contested as ever, with the winner not decided until the final day. In the July series, Stone Johnstone, sailing "Prodigal III", a home-made boat, beat out Gordie Frierson and Sam Knox in that order. In August, Sam brought his brand-new "Hot Canary II" in first, closely followed by Stone and Gordie. When everything was added up at the end of the final race, Stone came out on top with 48 points, Sam second with 47 1-2 and Gordie third with 44 1-2.

The Club Junior Championship, also sailed in Lightnings, was won by Rodney Johnstone in "Prodigal II" followed by Bill Bindloss and Joanna Graf.

Fleet members participated in a record number of regattas. At the District Championship at Niantic, Sam Knox placed second behind Bill Healy of the Host Club. Two other Wadawanuck Skippers participated, Dave Graf and Sandy Sellers.

Sam took his "Hot Canary II" to Noroton the following week for the Long Island Sound Lightning Championship, but could do no better than 5th.

In August we sent 4 boats to Groton Long Point for their annual invitation regatta and came home, rather embarrassed, with all the bacon; Sam Knox, Stone Johnstone and Bruce Biddle finishing one, two three.

The week before Labor Day, while Stone Johnstone was winning the Parent and Child Cup with his father, Sam went to Niantic for another try at the Governor's Trophy, but had to be content with a second place behind Bill Healy.

The week after Labor Day, Sam, with his wife Katy, and Katy McCagg, trailed the "Hot Canary II" to Buffalo for the Internationals, accompanied by Gordie Frierson, who took "Debonair" out for the President's Cup. The less said about this the better, although everyone had a wonderful time at the fabulous Buffalo Canoe Club.

Our Junior crew in the Sears Cup, emblematic of the National Junior Sailing Title, was skippered by Bill Bindloss, with Rodney Johnstone and Pete Freeman as crew. They won the eliminations for the E C Y R A held at Stonington, the semi-finals at East Greenwich, Rhode Island, against crews from the entire northeastern seaboard, and placed 5th at Cleveland in the finals. This was the second time in three years that a Wadawanuck crew had reached the finals of this, the most important Junior sailing event in the country.

With the District Championship being sailed at Stonington next year we are looking forward to another banner year and continued growth of the fleet.

Stone Johnstone, Champion of Fleet 183, in "Prodigal III," a home-made boat built by Stone and his father.

LELAND YACHT CLUB LIGHTNING FLEET (184)

Michigan District

Sailing on Lake Leelanau, Michigan

Fleet Captain .....Allen Mead
Fleet Secretary ..... Chris Workum
Fleet Champion ..... Jim and Don Pendergast and Sheila Broderick in "Daisy Bell"
Runners-Up .....Allen, Gail Mead and Ward Highstone in "Two A.M."

Boat No.	Boat Name	Skipper
346	Yocky	William S. Miller
1557	Mary Ann	J. C. Stimson, Jr.
2748	.....	Marty McInally
3228	Daisey Bell	Jim Pendergast
3330	Blithe Spirit	Horace P. Abbott
3396	.....	Patricia Morris
3398		John Fisher
3403	.....	Carol Brady
3782	.....	Susan Bennett
4298	Tangle Toes	Lee J. Workum, Jr.
4393	Frelvido	Ellen Mitchell
4657		Sam Rea
4679	.....	Frank Bracken
4772	Wind Lass	Dick Evans
4842		Allen Mead
4876	.....	Hank Harper
5023	Confusion	Avery Lynn Kimerly
5227		Biff Thomsen
5256		Kendra Isbey
5318		Joanne Gits
5333	Bus	Donna Riley
5367		Frank Ball

The 1953 season saw the largest number of Lightnings sailing on Lake Leelanau in the history of Fleet No. 184. The growing interest in the bi-weekly races and inter-fleet competition was responsible for the addition of eight new boats, which represents more than a fifty per cent increase in our fleet.

After the usual July unofficial tune-up contests, the fleet engaged in the usual highly competitive August Race Season. With generally fair weather and fresh winds prevailing, our large fleet sailed each Wednesday and Saturday, and the final results were in doubt until the end of the season during Labor Day weekend.

Commodore Gilligan presented at the Championship Dinner at the Leland Country Club on September 5, 1953 the first place Revere Silver Bowl to skipper Jim Pendergast and crew Don Pendergast and Sheila Broderick, sailing in "Daisy Belle", No. 3228. Allen Mead with his crew Gail Mead and Ward Highstone were second in "Two A. M.", No. 4842, while Frank Bracken with his sister, Elizabeth and his brother, Tom, took third place in "Ibis", No. 4679.

In order to stimulate interest in the newer and younger skippers in our fleet, a Class B group has been formed. Awards were presented to these new sailors at the Dinner, the first place trophy going to Frank Ball, second place to Carol Brady, and third place to Biff Thomsen.

This year Allen Mead and Frank Bracken took their boats to the Higgin's Lake Invitational Regatta on August 1-2. While they were not the top winners, creditably represented Leland Fleet No. 184 in a contest which saw forty-four of Michigan's best skippers.

The Leland Yacht Club Invitational Lightning Regatta on August 8th and 9th saw the home fleet outclass all opposition with Jim Pendergast, Dick Stimson, and Allen Mead in first, second and third places.

The next event was a skippers exchange race with Glen Lake in which the newer members of our fleet participatd.

In contrast to previous years, the fifth annual Leelanau Marathon Race was sailed in strong winds and clear weather permitting Jim Pendergast to win the large perpetual trophy in five hours and forty minutes, a record time.

At the Fifth Annual Invitational Lightning Regatta of Northport Point, Leland Skippers again showed their superiority by taking the first three places in a five race regatta, which was attended by twelve Leland Lightnings. In close competition, Jim Pendergast won first place, with Bill Miller, a close second and Allan Mead, third.

Plans have already been formulated for the Second Leland Invitational Lightning Regatta to be held on July 24th and 25th, 1954 at Leland, Michigan. It is hoped that this early date will be more convenient for neighboring clubs rather than a weekend later in the regular August sailing season.

The 1953 season demonstrated the enthusiastic support of the entire Leland summer community for sailing, to the extent that plans have been drawn for the construction of an attractive Yacht Club Building. It is expected that additional Lightnings will be added to the fleet during the winter, so that we anticipate a larger number of sailing enthusiasts.

Fleet 184 Champion. Skipper Jim Pendergast with brother Don and Sheila Broderick in "Daisy Bell."

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RARITAN BAY LIGHTNING FLEET (185)
Metropolitan District
Sailing on Perth Amboy, New Jersey & Great Kills, Staten Island

Fleet Captain ..... Royden Knapp
Fleet Secretary ..... I. R. Lewis
Fleet Champion ..... Irving Lewis
Runner-Up ..... Joseph Neiner

Boat No.	Boat Name	Skipper
52	Mischief	William Matthews
576	Blue Bird	Richard Barbieri
980	Pokey	Joseph Neiner
1239	Windward	Irving Lewis
1941	Libido II	Warren Hill
2450	Oh Go	William Bacon
2770	.....	Norman Herbert
2942	Allegro	Sam D'Angelo, Jr.
3309	.....	L. L. Brennescholtz
3375	.....	Henry Connor
4295	Ajax	Dr. A. Leitner
5241	Invader	Roy Knapp

1953 found Raritan active at home and away. Joe Neiner trailed away to every affair he could find starting in the spring at Metedeconk and acquitted himself well — seemed as if every time there was a picture in a paper there was old 980 showing. A little more practice and a little more tuning and who knows —Roy Knapp went to St. Pete and to the President's Cup at Buffalo — and did all right at Buffalo too.

Our own eliminations were busy affairs with Joe and Irv doing their best to outclass each other and Rich getting involved every now and then to add spice to the competition. Roy was a slow starter but when he got his sails fixed up he started to go.

The annual Red Grant was a great affair—good weather — fine breeze — and good competition. As usual Fleet 70 had the affair well in hand — June Methot, first — Charlie Allaire second — Ed Waters, third. Wait 'til next year.

Rich, Joe, Roy, and Irv went to the National Sweepstakes put on by Fleet 70. A swell affair. Irv managed a fourth which shows 185 is learning.

Skipper Irv Lewis, John Jacob and Eugene Zick in "Windward."

Labor Day weekend saw the annual Raritan Bay Regatta off Great Kills, S. I. Rough water and great sport. Roy won to show he had "Invader" moving now.

The Fall Series was won by June Methot with Niel Clifton second. Dave Shay and Sam Knox came around to add to the competition.

It was a great season. We're waiting for another like it.

BRITANNIA LIGHTNING FLEET (188)
Central New York District
Sailing on Lake Deschenes, Ottawa, Ont., Canada

Fleet Captain ..... Dr. Victor Pinard
Fleet Secretary ..... John E. Evans
Fleet Champion ..... Jack Evans in "Blue-Belle"
Runner-Up ..... Alain Pinard in "Mistral III"

Boat No.	Boat Name	Skipper
1026	Drunken Sailor	Harold Sharpe
1451	Mistral III	Dr. Victor Pinard, & Alain and Jacqueline Pinard
1520	.....	Leo D. McKenna
2957	Mademoiselle	George and Sonny Cook
4551	Margal	Dr. A. C. Stinson
5066	Blue-Belle	Marion and Jack Evans

Sailing activity at the Britannia Yacht Club started early in 1953 due to an early spring. As usual the Lightnings were among the first boats to be fitted out and launched in the harbor at the B. Y. C. We started the season with the same five boats that were in the fleet last year and added another half way through the season.

Our first fleet meeting was held on May 26th at the club and elections of officers for the year took place. Vic Pinard was again elected captain and Jack Evans continued as secretary. A new member, Harold Sharpe, was welcomed into the fleet by the captain. Harold had recently bought Lightning No. 1026 from Gerry Kedey and aptly named her "Drunken Sailor."

Vic Pinard had attended the winter meeting of the Association in Chicago and he spent a great deal of the time telling us about things that happened at the meeting. All the members showed some interest in the suggestion that we be allowed to use fiberglass on the hull to make it watertight.

Leo McKenna informed us the B. Y. C. sailing committee had put races for Lightnings in the club schedule this year. The Lightnings were to race every Wednesday evening and Saturday afternoon.

During the months of June and July the Saturday races were held under ideal conditions but for some strange reason on Wednesdays we just couldn't locate a breeze.

One of the feature series at the B. Y. C. each year is the Power-Sherwood series. This is a home and home series between the Britannia Yacht Club and the Deep River Yacht Club for the Power-Sherwood Trophy. This year the club executive had asked if the Lightning fleet would supply crew members for events such as this and also let our boats be available when another club came to sail at the B. Y. C.

Early in June we sent two crews to Deep River, which is about ninety miles north of Ottawa, where they sailed in Y Flyers. The next week two crews from Deep River came to the B. Y. C. and sailed against our crews in Lightnings. It was a very interesting series with a nice stiff breeze stirring up the waters of Lake Deschenes. When the final points were tabulated Deep River came out on the long end of the count and went home with the Power-Sherwood Trophy.

On July first, Jack Evans took his boat away to his cottage on the Rideau Lake and this left only four Lightnings at the club, however, shortly after this George and Sonny Cook while on a visit to Peterborough bought Lightning No. 2957 and trailed it back to the B. Y. C. This brought the total of boats back up to five at the club. George and Sonny are very keen International dinghy sailors and thought that they would like to have a Lightning for up river cruises and also to take part in our very popular Lightning races.

The Canadian District championships were held in Montreal on August first, and second, but as none of our boats had as yet been measured we were ineligible to take part in these races. Our chief measurer, Mr. Dave Kirby, Sr., had recently passed away and our new measurer, Mr. Ben Sneyd had not as yet

had a chance to set up the equipment of measuring.

The big feature at the B. Y. C. during the past year was the holding of the Canadian Dinghy Association championships on Lake Deschenes in August. About forty boats took part in this week long series and the B. Y. C. boats finished up high in the standing.

Late in the summer the Lightning fleet was again called upon to supply crew members to sail in the St. Lawrence Valley Championships. Our crews did very well beating the St. Gabrielle club and reaching the finals. These were to be sailed early in September at the Hudson Yacht Club near Montreal in Y. Flyers. We sent three crews down to Montreal for this series. The weather was very stormy and after breaking two masts, tearing sails and swamping two of the Y. Flyers it was decided to call things off and to try again the following week at Ottawa.

By this time Jack Evans had brought Blue-Belle No. 5066 back from his cottage and we had six Lightnings ready to go when the team from the Royal St. Lawrence Yacht Club arrived for the resail. The weather was ideal and the races very hotly contested. Alain Pinard, Leo McKenna, and George Cook skippered the boats representing the B. Y. C. and put up a valiant fight against the old pros from Montreal. Nevertheless after the final points had been counted it was seen that Montreal had been there first with the most.

The end of September saw the end of the regular scheduled Lightning races at the club. Alain Pinard was declared overall winner of the Wednesday evening races and was presented with the Charles Ogilvy Trophy. This is a new trophy up for competition for the first time this year and was presented to the club by a local merchant for annual competition in the Lightning Class.

When the Saturday races were finally tabulated Alain Pinard again won out by a very narrow margin over Leo McKenna. For this Alain won the Evans and Kert Trophy, also a new trophy presented this year for the first time to the Saturday race winner by our secretary Jack Evans.

The weekend of September 26th and 27th saw the wind up of Lightning activity for another year. This was our annual Fleet championships. Five races held on Saturday and Sunday to determine our fleet champion.

The weather was ideal for this series. We encountered every type of weather and wind ranging from 25 m.p.h. to a flat calm. The first race on Saturday was sailed in a heavy West breeze which saw some of our boats sailing with a reef. All six boats took place in this race which saw Alain Pinard nose out Jack Evans by a boat length to win the race with Leo McKenna, Harold Sharpe, Al Stinson and George Cook following in that order.

The second race was held under much the same conditions as the first race except that we only had five boats for the remainder of the series as George Cook's boat had sprung a leak and the crew couldn't handle the bailing and sail the boat at the same time.

The second and third race finished up much the same as the first race with Alain Pinard beating Jack Evans by a few boat lengths each time. Saturday evening after the third race a party and protest meeting was held in Vic Pinard's cottage (The Casbah) where Mrs. Pinard served the crews and officials with a delicious spread.

The protest was brought up by Alain Pinard who said that Jack Evans had fouled him near the finish line. After much deliberation by the protest committee it was ruled that Alain himself was at fault and he was subsequently disqualified in the first race. This put Jack Evans boat in the lead after the first day of the series, by four points.

The final two races were held on Sunday afternoon. The conditions were just the opposite from what they were the previous day. The first race started with just a whisper of a breeze. The boats drifted across the starting line and then took off in opposite directions to find the wind. After about thirty minutes of whistling for a breeze we could see the water being ruffled about five miles up the lake. This breeze rapidly swept down the lake and hit No. 5066 skippered by Jack Evans and No. 1520 skippered by Leo McKenna about the same time. The two boats reached the weather mark almost at the same time. No. 5066 rounded first with No. 1520 hard astern. The boats kept this position on the reach but when the last mark was rounded and they started the run for home and the finish line spinnakers were broken out and Leo McKenna pulled alongside Jack Evans and they approached the finish line neck and neck. When the finish line was reached Jack Evans in No. 5066 managed to pull a few feet in front of Leo McKenna in No. 1520 and thereby eke out a close win. Al Pinard, Al Stinson and Harold Sharpe finished in this order.

The Fifth and Final race was run off immediately and Jack Evans again finished first with Alain Pinard a close second. When the points were totaled up Jack Evans was declared fleet champion and Alain Pinard as runner-up. As crew for this final series Jack Evans used Marion Moeser on the jib and Ross Andrew on the main and spinnaker. Alain Pinard used Jacquelaine Pinard on the J. B. and Murry McLean on the main and spinnaker.

This series wound up our 1953 competitions on Lake Deschenes and immediately after the last race Jack Evans hauled his boat out of the water. He was being married in a week and was leaving his boat in the hands of our measurer while he was away. The rest of the boats were left in the harbor and sailed until November when they were all hauled out and put to bed for the winter.

In looking over our activity in 1953 we see that we have had our most successful season so far. We now have six Lightnings in our fleet, four more than we started with in 1952, and we hope that a few new boats will be added to the fleet in 1954.

Until next spring we will just have to be satisfied with having fleet get togethers every few months, seeing pictures taken by the club members last summer and planning our activities at the B. Y. C. for 1954.

MARBLEHEAD HARBOR FLEET (189)

New England District

Based on Marblehead Harbor and Massachusetts Bay, Marblehead, Mass.

Fleet Captain ..... Henry Ashley
Fleet Secretary ..... Robert McCarthy
Fleet Champion ..... Henry Ashley in "Six Bits"
Runner-Up ..... Forrest Standley in "Jacilo"

Boat No.	Boat Name	Skipper
401	Fouette	Kenneth Murphy
1368	Bluette	Robert McCarthy
1577	Celest	Richard Price
1863	Larriat	Lawrence Bales
2082	Salt Shaker	Howard J. Stagg II
2371	Falcon	Kenneth Kimball
2581	Topkick	Robert Packard
2816	Blitz-Blick	Fr. John Sullivan
2880	Mark II	Robert Cook
2972	Geronimo	Wilbur Bassett
2973	Blixt	Milton Larson
3229	Christiana	Ralph and Judy Swan
3989	Jacilo	Forrest Standley
4362	Crusader	Charles E. Kelly
4412	Deb-Mar	Norris Harris
4801	White Cap	Charles Foss
4854	Gadget	Paul Bromley
4914	Salmar	Joseph Farrell
5025	Six Bits	Henry Ashley
5282	Donelen	Donald Peach
5660		Edward Sullivan

Fleet No. 189 had a most active season in 1953. Out of a scheduled eighty races, we completed seventy-one during our regular season from Memorial Day through Labor Day. The average number of starters for these races was eleven. With twenty-four Lightnings moored in the harbor, we hope to increase our number of starters next season.

Henry Ashley, our new fleet captain, won six out of twelve different series during the regular season plus the special fall series which concluded on the holiday morning of October twelfth. Murphy and Gleason's 'Fouette' copped two series as did ex-fleet Captain Standley's 'Jacilo'. Other series were won by Don Peach's 'Donelen', and Joe Farrel's 'Salmar'.

During Marblehead Race Week the Lightning Class looked impressive by starting as many as thirty-three boats almost every day. The last day of Race Week brought a terrific squall. Only thirty-three boats of all classes sailing on the inside line started. Of this number, only nineteen finished. Six of these nineteen were Lightnings. This fete caused much favorable comment about Lightnings at the various yacht clubs in the harbor.

Previous to Race Week, five of our skippers journeyed over the road to compete in the New England Regional Regatta which was raced at Lake Bomoseen in Vermont. These skippers were: Henry Ashley, Charley Foss, Ed Gleason, Dick Price, and Forrest Standley. Marblehead hopes to have a large representa-

tion at this event in 1954 also.

Our social calendar was almost as full as the racing schedule. Beside several business meetings which were mingled with movies and other entertainment during the winter, Fleet No. 189 enjoyed some pleasureable outdoor activities when weather permitted. First of these was a spaghetti supper on the beach at Devereaux Beach in Marblehead. Much of the food was prepared at home by the women of our fleet, who have formed a fine auxiliary group. Another event was a wienie roast in the back yard of Frances and Bob McCarthy. Both of these parties were attended by upwards of fifty people. The next party was scheduled as a clambake at Little Misery Island in Salem Harbor. The weather man must have taken the name of the island too seriously, however, because only seven boats participated in the race out to the island. The fog rolled in so thickly that visibility was cut down to about four feet. The fog, however, provided many rather amusing incidents to those who sailed the four mile distance. When the fog cleared in the afternoon, other fleet members went to the island in Foss' power boat. The clearing weather lasted long enough for all hands to enjoy a memorable day before heading again for Marblehead Harbor in an exchange of boats race. The weather man again stepped in and shrouded us with a pea soup fog for the race home. All ended well though about an hour later with a rendezvous at the finish line inside Marblehead Harbor. Another social highlight was a Saturday night bean supper prepared by our auxiliary. The 'Joe Farrell Trophy', a new perpetual trophy which is to be awarded to the fleet champion each year, was presented to Henry Ashley by Joe Farrel, who is the father of the Marblehead Fleet. Joe's 3526 was the first Lightning built and raced in this town. His 4914 has replaced the original which was destroyed at the end of the racing season.

The end of our racing and social season came with a well attended banquet at Boston Yacht Club. Prizes were distributed, movies were witnessed, and a fine time was had by all those who are now busily preparing for the best season yet — 1954.

NAPOLI LIGHTNING FLEET (191)
Based on Bay of Naples, Naples, Italy

Fleet Captain ..... Emilio Civita
Fleet Secretary ..... Nicola Castellino

Boat No.	Boat Name	Skipper
3593	Posillipo	Emilio Civita Augusto Masciochi
4122	Temporale	Nicola Castellino
5435	Alcione	Yacht Club Canottieri Savoia Adriano Cosentino Alfred Vitelli

Christmas Cup Regatta for 1952: Nicola Castellino with "Temporale" took the first place.

Winter Regattas: February 1st, "Temporale" was first. February 15th, "Temporale" was first.

National Regattas: May 23, "Posillipo" with Masciocchi was runner-up in "Coppa Lega Navale".

C. C. Napoli Regatta: "Alcione" with Cosentino was runner-up and "Temporale" with Castellino was third.

C. V. Stabia Regatta at Castellammare: Runner-up was "Temporale" with Nicola Castellino and "Posillipo" with Masciocchi was third.

Italian District Championship: "Alcione", "Posillipo" and "Temporale" placed 5th, 6th and 7th.

Regatta at Formia: "Temporale" with Castellino was first and runner-up was "Posillipo" with Masciocchi.

Mare Nostrum Trophy: "Temporale" with Castellino was first. "Alcione" with Cosentino placed third, followed by "Posillipo" with Masciocchi.

Cruise Regatta Naples to Sorrento: "Alcione" with Adriano Cosentino placed 2nd.

Regatta at Sorrento: "Temporale" with Valanzuela placed 2nd.

Fleet Captain and Champion Henry Ashley with Joe and Ann Andrews Sailing in "Six Bits."

"Temporale" with N. Castellino, first arrived, Mare Nostrum Trophy.

Please Get Fleet Reports in Earlier next year. Book will reach you earlier.

NORTH EAST RIVER FLEET (192)

Dixie District

Based on North East River, Chesapeake Bay, North East, Md.

Fleet Captain ..... Henry D. Maconachy
Fleet Secretary ..... Ruth S. Maconachy
Fleet Champion ..... Louis P. Holladay
Runner-Up ..... James Maconachy

Boat No.	Boat Name	Skipper
355	Pagabella II	Alfred E. Ward
466	Avanti	Hilda Nill
627	Dutchess	Naomi H. McCann
738	Jolly Roger	Louis P. Holladay
741	Magic Carpet	E. L. Wilkinson
1624	Andiamo	Dixie Carty and Bobby Thomas
2892	Duck Soup	Howard T. Games
3439	Folly	Henry D. Maconachy
3444		Robert McWhorter
3665	Towser	Charles W. Todd
4085	Landfall	Carl W. Thompson, Jr.
4588	.....	Lee F. Brown
4599	Arielle	Francis M. Bunch
5391		Peter Frankenburg

1953 saw more and better racing at North East than ever before. This, our best season so far, got under way early in March, when on four consecutive Sunday afternoons we met at Lou Holladay's for a series of discussions. We covered "How to Make Your Boat Go (or Holladay's best guess)", "Racing Rules," "Tactics," and dat ole debbil "Spinnaker." Everyone seemed to get a lot out of these meetings and we plan to do it again next Spring.

The racing season got started on the weekend of June 6th and 7th with a "Tune-Up Regatta". Lou Holladay won it handily. You're going to hear more of this boy!

Our regular Series Racing consisted of a "Summer's Series" of eight races and a "Fall Series" of a similar number. Lou Holladay won the Summer Series, with Howard Games, second, and Henry Maconachy, third. The Fall Series was Lou Holladay first, Jamie Maconachy, who did better than his old man, second, and Howard Games, third. With such consistent form, it was a foregone conclusion that Lou was Fleet Champion. The battle for second place, however, was a tight one and wasn't in the bag until the last gun was fired when Jamie Maconachy clinched runner-up and Howard Games, third.

From the above, it would appear that No. 738, No. 3439 and No. 2892 were out in front pretty consistently, but No. 1624 and No. 627, to mention only a couple, were a constant threat and we want to go on record here that ALL the boats listed above are what made Fleet No. 192 a going concern. The enthusiasm that put twelve to fourteen boats on the starting line week after week is what makes real racing. We are proud of every one of them.

We finished off our season with a "Wind-Up Regatta," on October 10th and 11th. Saturday, we had a Junior Race, Junior Skipper and crews, won by Jamie Maconachy and a Ladies' Race with lady skipper and crews, won by Ruth Maconachy. Sunday we had a relay race, a minor sort of riot, that was won by Bob McWhorter's team. It was a great weekend for the Scots!

Fleet No. 192 was represented at the Dixie District by "Hot Rod" Holladay. Henry Maconachy and Howard Games went down to the Magothy to crew for him and for three chaps who had never before been in a boat together they put gray hair in everyone's heads, their own included, by finishing only 6-10 of a point out of the District Championship.

This gave Lou the opportunity to be one of the two boats representing the Dixie District, with the hottest sailors of them all, at the Internationals.

If you've got to be beat every week, it's nice to have a chap in that class to do it!

Louis Holladay, Champion of Fleet 192, crewing for his son Sandy.

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MISSION BAY LIGHTNING FLEET (194)
California District
Based on Mission Bay, California

Fleet Captain ..... Bill Pirie
Fleet Secretary ..... Fred Riglesberger
Fleet Champion ..... Kelvin Savell in "Fanci"
Runner-Up ..... "Van" Vandegrift in "G Wiz"

Boat No.	Boat Name	Skipper
1452	Papigo	Louis E. Smith
1457	Viva	Norval Diamond
1530	Tantrum	Dr. Ralph M. King
1531	Adios	Wm. V. Pirie
1974	Relampo	Archie Walker
2368	Fancy	C. Kelvin Savell
2429	Fury	Ty Vaughn
2476	Gray Mystery	K. A. Glazebrook
2486	Shebang	Til Schafer
2633	Flash	F. R. Downham
3838	Black Magic	E. L. Anderson
4060	G Wiz	C. C. Vandegrift
4827	Nahra	F. F. Riglesberger
5064		Bill Radcliffe
5422		Dick Boyer
5508		Hugh Smith
5536		C. A. MacKenzie

The year 1953 proved to be the most successful and enjoyable in our six year history. Several boats were added to our Fleet and as the year came to a close more new ones are under construction and will be sailing with us in the spring. Our home port is the Mission Bay Yacht Club; a small boat sailing club where families spend the weekend the year round with everyone participating from 7 to 70.

We of Mission Bay enjoy our sailing in a rather leisurely fashion. Husbands and wives crew together as a rule in our home series and we frequently take the youngsters or a visitor along. Consequently no one skipper seems to have a monopoly on first place. However, in spite of our nonchalance, when the chips are down we can hold our own with the best. Kelvin Savell represented us in the California District Championships at Newport and took two firsts and a third to bring the Championship to Mission Bay. Then he trailered "Fanci" all the way back to Buffalo and competed in the Internationals. (Of the five skippers who have represented California in the Internationals, three have been from Mission Bay.)

Four of us took time out to sail in three series with our friends of Fleet 114 at Coronado. Van Vandegrift brought home trophies from each of them: First in the Hermann Series and second in the Ken Reynard Series and the Thanksgiving Regatta. Kelvin took a second in the Hermann Series.

At home the big event of the year was our annual Mission Bay Lightning Regatta for the Stanley Andrews Trophy in October. Marold Eyestone came down from Cabrillo and Earl Biggin, Bob Beck and Carl Ackerman came over from Coronado. Eleven Mission Bay boats entered to make a fleet of fifteen Lightnings; the largest turnout for any Lightning Regatta in California during 1953. Van with Jack and Jim Campbell crewing for him won with two firsts and a second. Bob Beck was second with Floyd Downham coming in for third place. In our own fleet races, Norval Diamond won the Winter Series and the Sail-Off; Kelvin Savell took the summer series which decides the Fleet Champion, and the Fourth of July Firecracker Series. Van won the Spring Series; Earl Elms sailing Ty Vaughn's "Fury" was first in the Fall Series; and Bill Pirie took the Labor Day Series.

Fleet meetings were held bi-monthly; at first at various skippers' homes until the attendance grew to the point where it became necessary to hold them in the clubhouse. At the last meeting of the year we held our election of officers. Dr. Ralph King was elected Fleet Captain and Kelvin Savell Fleet Secretary. Under their capable leadership Fleet 194 anticipates an even more enjoyable year in 1954. Vignettes of 1953.

Ten Lightnings bringing back home the most cherished Mission Bay Yacht Club Trophy (The Braemar), in team races with San Diego Yacht Club — but nary a Lightning skipper in the finals.

Ralph King winning his only race of the year in the Firecracker Series — but so far out in front none of the rest of us could even see him.

The Diamonds and Glazebrooks battling it out in a photo finish for fifth place and having more fun than all the others in the race.

Ed Anderson's "Black Magic" getting a new paint job — Tomato Red and so disgusted she's been pouting ever since.

The Downham's new mast arriving from Los Angeles — all by itself on a 100 ton flat bed truck.

Earl Elms, 13 years with Ty Vaughn as crew, sailing "Fury" in the Fall Series (their first) and winning handily.

Archie Walker worried stiff over "Relampo's" coming in last in each of the Braemar elimination races and finally discovering her centerboard had grown six inch whiskers during his trips to Alaska and Hawaii.

Fred Riglesberger trailering "Nahra" all the way from Chicago and the Telephone Co., keeping him so busy weekends he couldn't sail her.

Bill Pirie stunning the whole Fleet (including himself) by winning four straight in the Labor Day Series to celebrate the arrival of his first daughter — Kathy Lou.

And a hearty "Welcome Aboard" to new members Bill Radcliffe, Til. Schafer, Louis Smith, Dick Boyer, Hugh Smith and C. A. MacKenzie.

"Adios Amigos".

Kelvin Savell, California District Champion 1953, sailing "Fanci" on Mission Bay.

SURF CITY LIGHTNING FLEET (196)
Central Atlantic District
Sailing on Barnegat & Manahawkin Bays

Fleet Captain ..... Otto Hansen
Fleet Secretary ..... Henry Clime
Fleet Champion ..... Otto Hansen in "Time N Tide"
Runner-Up ..... Ron Kinney in "Corsair"

Boat No.	Boat Name	Skipper
477		Francis Temme
544	.....	Donald Braun
780	Shadow	Frank Gray
787	Jeanie	John H. Elfman
1241		C. L. Wenkenbach
1351	T.N.T.	Otto Hansen

1876	Jiggaroo	E. J. Lavery
1878	Valkyrie	Jay Karbach
2056	Daisey May	Thomas M. Sweeney and A. B. Serwazi
2741	Tri-boy	Henry S. Clime
4278	Corsai	R. E. Kinney
5046	.....	John M. Mathieson
5092	Creeper	Chauncy & Alan Stoneback
5450	Sea Hawk	Kenneth A. Swanstrom

The Surf City Lightning Fleet had a very successful racing season in 1953. First there was a series of ten races to determine the Fleet Championship. Spray Beach Yacht Club sponsored a Down Bay Regatta to which our entire Fleet was invited and we finished the season with our Annual Open Regatta.

The Fleet Championship races were held on Saturdays starting on the Fourth of July weekend and ending Labor Day.

The competition was keen with Chauncey and Alan Stoneback starting off the season by winning the first race and John Mathieson a close second. Otto Hansen in "Time N Tide" took over after that and finished the season in first place. Otto gave much credit to Jim Holland and Doris Lorenz, his fine crew at our annual banquet when he received, for the third time, the Jules Christian Hansen Memorial Trophy, a perpetual trophy awarded annually to the winning Lightning Skipper sailing under the Surf City Yacht Club colors. Congratulations Otto.

Second place was won by Ron Kinney in "Corsair." Chauncey and Alan Stoneback took third. Ken Swanstrom starting late in the season with his new Lippincott "Sea Hawk" made a fine showing, but was unable to overcome so great a handicap, watch out for Ken next year and there was always Frank Gray making it rough for the first place boats in every race.

All races were run smoothly under the able direction of Chauncey Stoneback and Phyllis Hansen with the fine cooperation of the race committee.

The fleet was well represented in the Down Bay Regatta sponsored by the Spray Beach Yacht Club. The day was fair and the wind was strong but still our fleet made a very fine showing.

The Fifth Annual Surf City Yacht Club Open Regatta was the wind-up affair of the 1953 season. We entertained visiting Lightning Skippers from all the Yacht Clubs on Long Beach Island and other New Jersey Clubs. The high spot of the day was the lunch that was served to all skippers and crew of the competing boats by the ladies. The wind was strong and competition keen and several of the boats capsized, dunking skipper and crew. After the race Commodore John Elfman awarded the prizes to the skippers placing first, second and third. A good time was had by all. Come back next year.

We finished in September 1953 with 14 Lightnings an increase of two boats. 1954 promises to be a good season. With our new club house which will be finished by spring and the fine sailing waters of Barnegat and Manahawkin Bays there should be no question as to the future growth of the fleet.

COOPER RIVER LIGHTNING FLEET (197)
Central Atlantic District
Sailing on Cooper River, Collingswood, N. J.

Fleet Captain ..... Scott Gilchrist
Fleet Secretary ..... Joseph LeDonne
Fleet Champion ..... Joe Flood
Runner-Up ..... Joe LeDonne

Boat No.	Boat Name	Skipper
1854	.....	C. S. Gilchrist
2605	King's Ransom	D. L. Pierce
4287	Elie-Joe	Joe Flood
5143	Flosandra	Joe LeDonne

Well it's goodbye again to another banner season of racing, and as has been the custom the last few seasons the Eli-Joe copped the summer series. The cry now is how to stop the Eli-Joe.

The fight for second place should be mentioned. Flosandra started the season with a rush, building up some solid points for second place. She grabbed three seconds and a first and seemed a shoo-in. By mid August, however, she started to slip. In practically every race she would build up a comfortable lead over the third and fourth place boats only to dissipate this lead in the last 150 yards. It was always Scottie who out-raced her at the end. He should be commended for doggedly hanging on. He was doing great but we just ran out of races.

While handing out commendations by all means let's not forget the Pierces and Kings Ransom. They certainly deserved a better fate than last place. Congrats' to the sportiest folks of all.

"Flosandra" with skipper Joe LeDonne at the tiller.

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JACKSON PARK LIGHTNING FLEET (199)
Midwest District
Based on Lake Michigan, Chicago

Fleet Captain ..... Dr. G. H. Marquardt
Fleet Secretary.....John Marguardt

Boat No.	Boat Name	Skipper
409	Harmony	F. J. Emmons & Joseph S. Roman
421		Joseph and Emily Mohr
3376	Nautigal	J. Marquardt

NORTHPORT POINT LIGHTNING FLEET (202)
Michigan District
Based on Northport Bay, Northport Point, Michigan.

Fleet Captain ..... Bill Miles
Fleet Secretary ..... Sam Jones
Fleet Champion ..... Sam Jones
Runner-Up ..... Bill Dohrmann

Boat No.	Boat Name	Skipper
740		T. O. Wentworth
2012		Jim and Gary Gross
4168		Susanne Rike
4169	Papoose	Sarah Hamilton Minor
4170		Bill Duncan
4171		Bill Miles
4237	Booger	Bill Dohrmann
4391	Becky	Sam Jones

The Northport Point, Michigan Lightning Fleet No. 202 enjoyed a successful season with sixteen races over a two month period filling the roster. Competition was tense throughout the entire season with Sam Jones in "Becky" nosing out Bill Dohrmann in "Booger". Third place laurels were taken by Susan Minor in "Papoose," in a close race with Bill Duncan.

Our Fifth Annual Invitational Regatta held the 22nd and 23rd of August again was dominated by Leland Fleet No. 184 with Leland taking the first three places. Bill Dohrmann garnered top honors for Northport Point taking sixth place.

Earlier in the season four Fleet No. 202 boats participated in a regatta held by Leland Fleet No. 184. Sam Jones led the Northport Point representatives with a fourth.

Our racing season was brought to a close with the awarding of the trophies at the traditional Navy Ball held August 29. Net year we hope to have a bigger and better season with the possible addition of two or three more boats.

MACATAWA BAY YACHT CLUB LIGHTNING FLEET (204)
Michigan District
Sailing on Lake Macatawa, Holland, Michigan

Fleet Captain .....Stanley Curtis
Fleet Secretary ..... Jane Boyd
Fleet Champion ..... Paul Harms in "Wauzoo"
Runners-Up ..... Jane Boyd in "Janie B", Caryl Curtis in "Tryon"

Boat No.	Boat Name	Skipper
2516	.....	David Linn
2937	Van	W. E. Vanderberg
3784	Tryon	Stanley Curtis
3899	The Vagabond	Reemer Boersma
4227	At Last	Robert Linn
4338	Jamie B	David Boyd
4340	Dolphin	John Carl McDonald
4539	.....	Edgar Orr
4944	.....	William Johnson
4945	Cherry Pitter II	George W. Copeland
5093	Wau-zoo	Dr. H. P. Harms

Nice sailing weather and stiffer all-around competition in the Fleet made the 1953 sailing season outstanding.

The Fleet is proud that "Buzz" Boersma, skipper of the Vagabond, was chosen from all junior skippers in the Yacht Club to receive Fulke Jr. Memorial "Good Sportsmanship" Trophy, the top seasonal award for juniors.

This year the Fleet numbered eleven Lightnings, the same as last year. Lightning No. 4340 changed owners, going from Ward Hansen to John Duncan McDonald. We need a higher percentage of the eleven boats starting in each race.

Paul Harms in Wau-Zoo was in there in every race, aided greatly by his brother Bill, and Jim Clark, as crew, or sometimes by his Dad, Dr. H. P. Harms. A mixture of a well-cared for boat, competitive spirit, racing know-how and consistency paid off for Paul and his crew to give him the well deserved championship.

Suitable trophies were awarded to the racing skippers at the Grand Wind-up on Labor Day as follows:

Fourth of July Series		Sunday Series	
First	Paul Harms	First	Caryl Curtis
Second	Sally Copeland	Second	Paul Harms
Third	Jane Boyd	Third	Bill Johnston
Saturday Series		**Labor Day Series**	
First	Paul Harms	First	Jane Boyd
Second	Caryl Curtis	Second	Bill Johnston
Third	Jane Boyd	Third	Sally Copeland

TULSA SAILING CLUB (205)
Sailing on Lake Yahola, Tulsa, Oklahoma
Kansas-Oklahoma District

Fleet Captain.....George Groom
Fleet Secretary .....J. F. Barth
Fleet Champion ..... T. H. Flanagan
Runner-Up .....George Groom

Boat No.	Boat Name	Skipper
30	Kate	F. C. Ziegler
130	Tally 'Ho	Frank S. Effron
1704	Impromptu	R. P. Lennart
2538	Margo III	R. Earle Kirberg
2967	Trade Winds	T. H. Flanagan
3427	Topalon	R. M. Wheeler
3458	.....	Paul Reisher and R. W. Drake
4749	.....	George Groom

"In our Fleet Report for 1952, we stated that starting in January 1953, we were going to roll up our sleeves and start to work on a new club house. We are happy to report that our project has been accomplished, with exception of some minor details. And we're mighty proud of it. All the planning, architectural work, and a large part of the actual construction was done by club members who gave generously of their time and talents. And like all things acquired the hard way, the pride of possession is doubly appreciated.

The coming year's project will be new and enlarged docking facilities which are too small to accommodate our fleet of Lightnings when all hands are on deck for the races. Then there are those ever-needed repairs, painting, etcetera, which cannot be postponed another season. We do look forward to next season for a fuller year of sailing and less work which will be a change welcomed by all.

Even though Fleet No. 205 did not register a gain of a single Lightning, (we lost two) several new members have joined our ranks. We expect to welcome more enthusiasts to the sport of sailing this season and anticipate adding at least two more Lightnings. One member is determined to build one if he ever finds the time.

T. H. Flanagan in Trade Winds, with his daughter "Pat", as one half of his precision trained crew, was master skipper of our fleet. He won all trophies: the Ziegler Trophy, the Wheeler Trophy, and our Summer Series Handicap Trophy. There is always one in every crowd — or may-be it is just the "Fightin Irish" in him. It wasn't as one sided as the score might indicate and other member skippers have pledged that it will be different in the future. George Groom, saltier than Barnacle Bill, but minus his daughter Georjean's excellent assistance as crew, was runner-up.

Every season has its highlights and calamities. The Fourth of July picnic marked the debut of our racing season which was late as usual because work interfered. This date also marked the initiation or first use of our new club house. Even though launching activities were somewhat delayed we had an enjoyable racing season. With a little more experience at the helm to iron out those early mistakes, plus a keen competitive spirit and desire

to win, some of the newer members are bound to be crossing the finish line in first position during the year ahead. Everyone is anxiously awaiting the time to meet that challenge when, after a winter of repair, reconditioning, and repainting, those boats can be placed back on their moorings.

Misfortune befell "Gail", No. 120, Fleet Championship boat last year. She is wrecked and out of commission after breaking loose from her mooring in a February storm. And "Tally 'Ho", No. 130, who has won her past share of honors with George Groom at the helm, went out of control during a hard blow and capsized with her new skipper Frank Effron. And that is the first time in our brief history a skipper in Fleet 205 has suffered that embarrassment. Then the hoodlums visited us, broke a locked chain, and set adrift three dinghies which were badly damaged after pounding against the concrete embankment of Lake Yachola. Just a little tough luck all too well known to sailors whose spirits won't be dampened as long as there are smooth seas and — fair winds to fill their sails.

Fleet 205 welcomes all Lightning Class Association members and their friends aboard when business or vacation brings you to Soonerland."

Dock At Tulsa Sailing Club. Fleet 205.

OLIVOS LIGHTNING FLEET (206)

Argentine District

Port of Olivos and adjoining waters.

Fleet Captain ..... Leandro San Miguel
Fleet Secretary ..... Oscar N. Candioti

Boat No.	Boat Name	Skipper
3797	Alba	Dr. Enrique Bianchi
4353	Sanson	Ovidio Lagos and Pablo Kliman
4386	Nato	Dr. Horacio Cuissard
4407	Aracuan	Leandro San Miguel and Folke O. Astrom
4480	Pinocho	Dante Calandra
4543	Alfil	Oscar N. Canidoti, Dr. Jorge Curutchet and Jose L. Brizzi
4734	Marejada	Esteban O. Lahore
5229	Picaflor	Luis Ostner

This winter the Lightning Fleet 206 enjoyed a very successful season, organized by our Fleet and the Club Nautico Olivos. It began the 20th of June and ended the 9th of August with the Winter Championship, also organized by our Fleet and the C. N. O. with the participation of fleet members of the Fleets 203 and 182 who have accomplished all request. This has been a very active season. We have races every weekend. The results proved the equity of strength of the contestants.

The Winter Championship was held in our waters, and Juan Baader with Lightning No. 5027 "Bambi" (Fleet 203) finished in first place. Oscar N. Candioti, with Lightning No. 4543 "Alfil" (Fleet 206) was second and Santiago Perez Penalba, with Lightning No. 4426 "Huayna" (Fleet 203) was in third place.

We expect for the next season to have about 15 boats in the starting line.

FLEET NO. 45

Edgewater Yacht Club

MEMORIAL SHOREWAY

Cleveland, Ohio

"DARK CLOUD"

Edgewater Yacht Club welcomes all skippers to sail in

"The best location in the Nation"

NORTHEAST YACHT CLUB LIGHTNING FLEET (207)
Ohio-Indiana District
Sailing on Lake Erie, Cleveland, Ohio

Fleet Captain ..... Al Hoegler
Fleet Secretary ..... Al Hoegler
Fleet Champion ..... Lud Lekson in "La Biche"
Runner-Up ..... Robert G. and Janet B. Harrison in "Bojan II"

Boat No.	Boat Name	Skipper
291	Black Cloud	Phil Schloss
462	Calicape	Francis P. Bruce
560	Tag-a-long	Dr. Eugen Linsey
681	La Biche	Hoegler-Lekson
1824	Bojan II	Janet B. & Robert G. Harrison
2259	Odd Socks	Myron Wright

Despite a late start, due to the construction of a new steel dock at the Northeast Yacht Club, the 1953 season was a very successful one. Wednesday evening racing was inaugurated for the first time, and it proved to be a popular idea, as evidenced by the number of sail boats hitting the starting line. To add spice to the regular official races, a Ladies Day Race was introduced and it was the ladies' turn to crack the whip. They were in their glory and I am sure this event will be a repeat performance in the future. Along with the Ladies Day Race, two unofficial night cap races were scheduled, incorporating the "Rig and Stow" idea. This type of race was enjoyed by all and certainly put everyone in the right party mood for the gatherings which followed each of these special races.

The Hoegler - Lekson team, LA BICHE No. 681, again took the honors by being the fleet champions, winning all events. Myron Wright, ODD SOCKS, was the runner-up.

Trailering seemed to be the vogue for 1953. Dr. Eugene Linsey and Dr. Paul Melnick, TAG-A-LONG No. 560, trailered to the Put-in-Bay Regatta and experienced the thrill of participating in one of the largest regattas in the country, acquiring much valuable experience and pleasure at the same time.

Janet B. and Robert G. Harrison, BOJAN II No. 1824, newcomers to the fleet and real dyed-in-the-wool yachting enthusiasts made history by their trailer trip to the Chesapeake Bay, Tred Avon Yacht Club, and cruising the Oxford, Maryland, area. Their adventures, to say the least, were golden, and I am sure they will be remembered for many a year. Their living aboard a Lightning for a week is unique in itself and could be the beginning of a new phase of center-board cruising. The Harrisons finished in second place for the season. Nice going.

The Hoegler-Lekson team, LA BICHE No. 681, trailered to the Vermilion Boat Club Regatta, taking a first and a second for the two-race series. In September it was the Atwood Lake Regatta for some inland lake racing, which proved to be quite a change from Lake Erie racing. A swell time was had by all and there was plenty of good food and libation. Without hesitation it can be said, there is nothing like trailering to a good regatta to stimulate public interest in yacht racing and sailing.

After the sailing season was brought to a close by Mother Nature, some of the gang rigged up an ice boat and continued their sailing at Pymatuning Yacht Club and other small inland lakes in the vicinity. As for the rest of us, we are planning for an early start of the 1954 season.

THE NEW ORLEANS LIGHTNING FLEET (209)
Sailing on Lake Pontchartrain, New Orleans, La.
Southern District

Fleet Captain ..... Gene Honore
Fleet Secretary ..... Francis J. Favaloro

Boat No.	Boat Name	Skipper
2363	Annie	Francis J. Favaloro
2677	Whiffenpoof	Gene Honore
5596		Joseph Young

Due to the size of this Fleet we were unable to hold regular weekly races. We have however participated in many of the Regattas throughout the District. It was of course very easy for us to have 100 per cent Fleet turnout for many Regattas. We do feel that our prospects for a larger more active Fleet next year are very good.

DISTRICT OF CALIFORNIA

The "Other Side" of Lightning Racing in

CALIFORNIA

We're filled full of the old time Western Hospitality and the welcome sign hangs out for all Lightning skippers at:

FLEET 102, Cabrillo Beach YC, SAN PEDRO

FLEET 107, Balboa YC, NEWPORT HARBOR

FLEET 114, Coronado YC, SAN DIEGO BAY

FLEET 194, Mission Bay YC, SAN DIEGO

ATWOOD LAKE LIGHTNING FLEET (212)

Ohio-Indiana District

Based on Atwood Lake, Carrolton, Ohio

Fleet Captain ..... Karl Rollius
Fleet Secretary ..... Charlotte Deetz
Fleet Champion ..... John Rundt
Runner-Up ..... Karl Rollius in "North Star"

Boat No.	Boat Name	Skipper
554	Kim	John Male
558	Batten Buster	Albert T. Davis
764	Copperhead	H. Deal
844	Black Blitz	John Rundt
1668	Scot Free	Edw. Brown
1956	Bali Hoo	James Harrington
2727	Snifter	Henry Partridge
3666	Ruth	D. B. Dutton
4370	Lightning Bug	Paul J. Reeves
4444	North Star	Karl Rollius
4518	Hiccups	John Hickox
4700	Four Winds	Edward and Tom McCain
4766	Ever Luffing	R. H. Vredeveld
4884	Happybottom	L. A. Snyder
5071	Zim Baby	H. G. Zimmer
5314	.....	Dr. L. K. Firth
5334		Tom and Marg. Newman
5338		F. R. Mathews
5431	Buttercup	Dr. R. F. Deetz
5600		A. F. Schontz

Atwood Yacht Club Fleet started in 1950 with three boats, has now increased to nineteen, manned by enthusiastic crews and skippers. This has become very evident at the finish line as well as the starting line.

The three-series season started on May 17 and ended September 6, with the Round Robin being held September 20, and our Annual Harvest Moon Regatta held October 10 and 11.

The races were held in many different types and velocities of wind with a generous helping of typical Atwood wind shifts. These factors only helped to prove our contention that the race is not over until all boats cross the finish line.

The fleet members decided to set up the season in three series of four races each. Two races of each series were designated championship point races. This arrangement allowed our members to attend other regattas without penalty as we allowed open dates in each series. Some of our boats attended regattas at Pymatuning and Karl Rollius was third in the O. I. C. Y. A. at Buckeye.

John Rundt, our perennial champ gained permanent possession of the Lightning Championship Trophy with his third consecutive fleet championship. Karl Rollius, sailing well, dupplicated that feat in the Round Robin.

Our Annual Harvest Moon Regatta was a success and won by John Rundt. Pat Young was second with Roaming Robert McClaren, third. Make plans to attend in 1954 and try to outwit our wind shifts.

D. B. Dutton had his name added to the Dunkin Trophy, one very windy Sunday.

The Club wishes to recognize the inexperienced skippers who sail each race against the more seasoned ones, and wish that all could win trophies. The Improvement Trophy is small reward for their intense efforts. However, all skippers at our club have found that they cannot dismiss from their minds any boat in the fleet, during any race, as all skippers are capable (and willing) to upset the pre-race form sheet.

We have had wonderful fellowship and good hard racing this season and are eagerly awaiting spring to start again.

Many thanks to Mr. and Mrs. J. T. Anderson and Mrs. William Engle for a grand job conducting the races.

The Annual Barnacle Banquet and Trophy Presentation was held November 15, with a good time for all.

Season's Results are as follow:

First Series
1 — Tom McCain
2 — J. Rundt
3 — K. Rollius

Second Series
1 — J. Rundt
2 — A. T. Davis
3 — T. McCain

Third Series
1 — A. T. Davis
2 — K. Rollius
3 — J. Rundt

Championship Standings
1 — J. Rundt
2 — K. Rollius
3 — A. T. Davis

Season's Standings
1 — J. Rundt
2 — A. T. Davis
3 — K. Rollius

Commodores Race
1 — R. McCain
2 — Karl Rollius
3 — J. Rundt

Friday Night Series
1 — T. McCain
2 — K. Rollius
3 — Jo Firth

Improvement Trophy
Jo Firth

Round Robin
1 — K. Rollius
2 — J. Rundt
3 — A. Schontz

Winning Boats in Round Robin
1 — 764
2 — 5314
3 — 558

Dunkin Trophy
D. B. Dutton

CAPE MAY HARBOR LIGHTNING FLEET (213)

Central Atlantic District

Sailing on Cape May Harbor, Cape May, N.J.

Fleet Captain ..... Robert Morris, Jr.
Fleet Secretary ..... Lawrence A. Kenney
Fleet Champion ..... Robert Morris in "Jolly Roger"
Runner-Up ..... Donald Pocher in "Scotch Mist"

Boat No.	Boat Name	Skipper
1831	Flirt	James K. Davis, Jr.
3206	Nimbus	Wayne C. Astley
4226	Blue Angel	Wallace Stuard
4587	Poco	Joseph T. Pocher Donald W. Pocher and Joan A. Pocher
4589	Banshee	Stephen Stevens
4669	Scotch Mist	Donald Pocher
4920	Tackless	Lawrence A. Kenney and Thomas McCloskey
5006	Invincible	U. S. Coast Guard Receiving Center
5072	Black Spot	John A. Kenny
5075	Jolly Roger	Robert Morris, Jr.
5331	Live Roll	W. Howell Finn

Fleet No. 213 can sum up its fourth successful season by noting that a new and promising skipper has entered our ranks in the person of Hal Finn, that plans have been launched on a new club house with attendant dockage facilities and, finally, that the competition on our waters was the most sincere and earnest since the battle of Midway.

After two years of patience, planning and plotting, Robert Morris regained his title as Fleet Champion with polished, consistent performances in his "Jolly Roger II" and Donald Pocher in his new "Scotch Mist" nailed down a sobering runner-up position.

In our immediate District Championships held at Brigantine, New Jersey, John Kenney, with an able assist from the expert Charles Dore, as crew, repeated as South Jersey Champion in his "Black Spot." Morris, with straight firsts, gained an impressive win in the Ocean City, N. J. Regatta, and the above mentioned victories enabled our fleet to dominate once again the South Jersey area.

Against the stiffest nationwide competition, our skippers showed both occasional brilliance and room for improvement. At St. Petersburg, the Atlantic Coast and Eastern Districts, individual races found our sailors conquering such notables as: Tiegland, Krauss, Swindeman and Dore, to mention a few. But when all was said and done, Noone had to enlarge his trophy case. Next year undoubtedly will be a different story!

Taking a preview of next season's activities at Cape May, we can look to a larger fleet with honors even more hotly contested. We expect ever increasing pressure to be exerted by the ambitious Lawrence Kenney (whose "Tackless" showed us all with a fourth position in a race at the Atlantic Coast Championship); by our Commodore, Wally Stuard, who lost races by maneuvers and techniques not easily imitated; and by the strong and silent Hal Finn, a dangerous dark horse if ever there was one.

With the completion of our new club house we extend a cordial invitation to all Lightning skippers to pay us a visit soon—you will long remember our races held in the Atlantic Ocean.

Robert Morris, Champion of Fleet 213

ROYAL ST. LAWRENCE YACHT CLUB LIGHTNING FLEET (215)

Sailing on Lake St. Louis, Dorval, P.Q.

Fleet Captain ..... Dr. S. A. MacDonald
Fleet Secretary ..... C. B. Neapole
Fleet Champion ..... Ed Botterell

Boat No.	Boat Name	Skipper
799	Isem, II	J. A. E. MacDonald
1020	Fea II	K. R. Lavers
1509	Baen-Sidhe	N. C. D. MacTaggart
1620	Gallant	W. F. Drysdale
2327	Jane Ann II	A. E. Wilson
3024	Mildred II	Kiel H. Oxley
3083	Robmar	Peter Charlton
3325	Awl	Art W. Ludlam
3552	Tam	T. A. Monti
3856	Amy	E. N. Parker
4089	Sea Shell	Dr. M. T. Townsend
4157	Katy K.	K. Hall
4198	Lark	Dr. S. A. MacDonald
4199	Elaine	C. B. Neapole
4347	Malish	Arthur Yuile
4628	Alcala	Dr. D. S. Calder
4820	Kelpie	R. S. Tate
4830	Curlew	Dr. E. S. Mills
4859	Wren	R. C. Stevenson
4861	Kittiwake	Doug Ackman Mike Dodman
4958	Minwassin	B.N.H. Thornely, D. R. Smith
5301	Mildred III	Ed Botterell Lynn Watters
5389	Godiva	Bill MacLaren George Layton

Fleet 215 enjoyed an active season and its members participated in numerous events both at the Club, at other St. Lawrence Valley Clubs and in important events further afield. Eddy Botterell at the helm of "Mildred III", a new Nickels boat, continued with Lynn Watters to have considerable success, winning the Fleet and District Championships. They also participated in the annual regatta at the Royal Hamilton Yacht Club where they placed second to Johnny Robertson in "Rhoda". They managed to beat Johnny in the first race however. At the L. Y. R. A. Regatta at Rochester, they participated in the series of three races in fresh breezes accompanied by another fleet boat "Godiva" sailed by George Layton. In the first race "Mildred III" broke a jumper when in second position at the end of the first round but she finished second in both of the remaining races. Karl Smither of Buffalo won the regatta with "Mildred III" eight and "Godiva" ninth, the latter having sailed consistently near this position. At the C. N. E. Regatta at Toronto Exhibition, "Mildred III" placed seventh with "Godiva" twelfth. Jim Haffey has a new boat "Mimi" whose future performance will undoubtedly be interesting as he won the Brockville Regatta and placed second in the Eastern Yachting Circuit at Gananoque. The Internationals at Buffalo were, of course, the peak of the season with "Milly" entered and finally placing eleventh while "Godiva" participated in the President's Cup and finished twelfth. At the close of the season, the Wren Trophy, sailed in Lightnings by lady skippers, was won by Mary Jane Ferrier in "Godiva", second place falling to Sally Drysdale. It is worthy of note that a very satisfactory series was sailed against the Cedarhurst Yacht Club who returned the visit which our fleet paid to them the year before. This proved to be a most enjoyable series closely contested in good sport and our fleet was ultimately the winner. In junior sailing, probably the outstanding event of the season was the participation by a crew in the Sears Cup Finals at Cleveland. This was the first time a Canadian Club had been represented in this important contest. Skippered by Bill Drysdale with Bob Neapole and John Pratt, they represented the area composed of S. L. V. Y. R. A. and L. Y. R A which series they won without any apparent difficulty In Cleveland, however, after several days of flat calms and very hot weather they were well down in the final standings. The Cleveland Yacht Club, however, put on a really marvelous show of organization and hospitality which was appreciated by all. While Billy was beaten, he still has at least three years in Sears Cup competition and will undoubtedly make the finals again if not the championship. At least two additions to the fleet have been made at the end of the season. Ted Wilson bought Johnny Robertson's "Rhoda" which will now be known as "Jane Ann II", while Stuart Lorie has bought a new boat from Morris. Others are in prospect.

SAGINAW BAY LIGHTNING FLEET (216)

Michigan District

Sailing on Saginaw Bay, Bay City, Michigan

Fleet Captain ..... Harold M. Hill
Fleet Secretary ..... George Villermain
Fleet Champion ..... Phil Patterson in "Mom's Mink"
Runner-Up ..... Ed Blaise & Al Daeschlein in "Ham Bone"

Boat No.	Boat Name	Skipper
1963	BCNU	Dr. Marshall Alcorn
2939	Whistler	George Villermain
4533	Playmate	Ben Wojciechowski
4590	Calypso	Harold M. Hill
4592	Kricket	James H. Krick
4593	Turkel	Charles Curtis
4594	Honey S	Louis Spencer
5086	Ham Bone	Edward J. Blaise and Al Daeschlein
5130	Mom's Mink	Phil Patterson

Phil Patterson in his Mom's Mink, repeated as champion of Fleet No. 216. 1953 was the fourth year that Phil has skippered to the championship. Phil qualified well up in the Michigan Districts and was our first member to take part in the Nationals.

Ben Wojciechowski sold his "San-Den" (formerly Merry-Lynn) and is mapping out his 1954 season at the tiller of No. 4533 which he purchased from Herm Nickles.

Our big event of the 1953 season was playing host to the Michigan Districts and we were well pleased with the turn out. Fleet No. 216 hopes that everyone had a good time and that all will want to come back again.

"Mom's Mink" With Fleet Champion, Phil Patterson. Fleet 216.

BRIGANTINE YACHT CLUB LIGHTNING FLEET (217)

Central Atlantic District

Sailing on Bonita Tideway, Brigantine, N.J.

Fleet Captain ..... K. B. Walton
Fleet Secretary ..... John G. Walton
Fleet Champion ..... K. B. Walton in "Starlight"
Runner-Up ..... Josiah White IV in "Bottoms Up"

Boat No.	Boat Name	Skipper
33	Hurricane	Howard Hanaman
1726	Starlight	Kenneth B. Walton
2443	La Duchessa	John J. Lawler
3481	Bottoms-Up	Josiah White
*3464	Bounty	Jack Thomas
4716	Sea Gull	Charlie Pilling
5074	Dead Eye	John G. Walton

*3464 Destroyed in severe wind storm Nov. 13, 1953.

Racing activity during the 1953 sailing season for Lightning Fleet 217 consisted in the main of a weekly point series through the last six weeks before Labor Day and the Annual South Jersey Lightning Championship Regatta the weekend of August 8 and 9.

The weekly point series was an interesting one indeed. Over the course of the summer K. B. Walton was relatively consistent as a first place finisher. However the occasions when the "Ol' Pro" was upset by his competitors will long be remembered by all who were present at the festive post-race commemorations of such a rare event. Si White — one of the most enthusiastic "commemorators" finished the season series in second place. All who know (or think they do!) say he's the man to beat in '54.

The highlight of the season's sailing activity was, as it has been in the past, the S. J. L. C. Regatta. This year, for the first time the event was opened to all fleets in the New Jersey area. We felt very pleased to have several visitors from the North Jersey fleets and hope that they will come back with their friends this year for a bigger and better South Jersey Regatta.

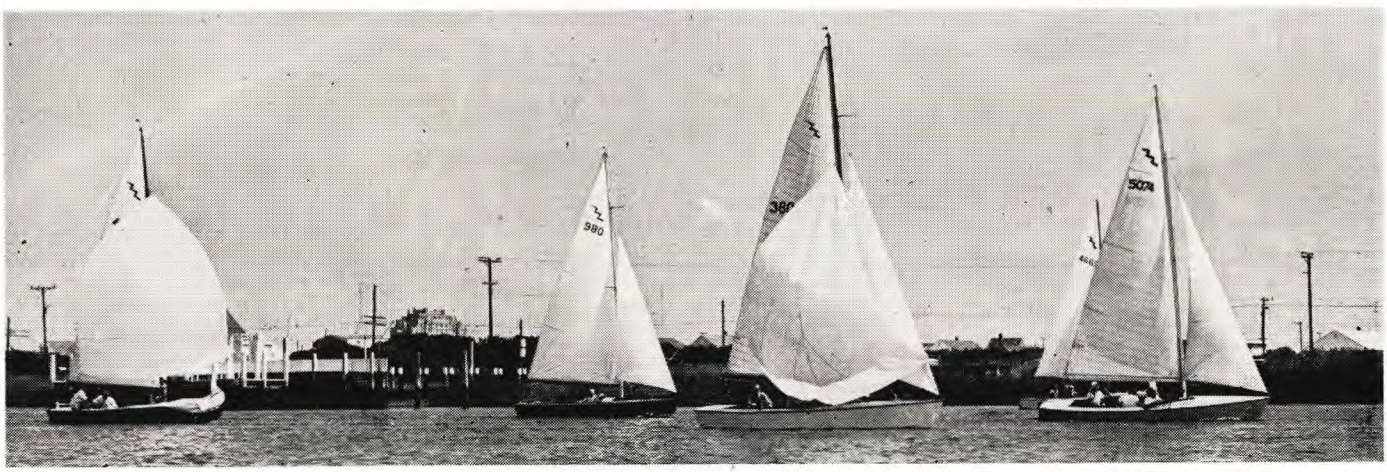
The Brigantine Yacht Club perpetual bowl went for the second consecutive year to Mr. John Kenney of Cape May Harbor Fleet No. 213. Competition was extremely close among the first four boats. Only 2 1-4 points separated the first place from fourth position. Curiously enough, each of the first three position winners won one of the three races. John Walton, in fourth place, had a second, third and fourth in the series. Larry Kenney, brother of John, was fifth with 29 points.

The point standings were as follows:

Place	Name	Fleet	Boat	Points
1.	John Kenney	Cape May	5072	38¼
2.	Robert Morris Jr.	Cape May	5075	37¼
3.	Robert Adams	Metedeconk	5458	37¼
4.	John Walton	Brigantine	5074	36
5.	Larry Kenney	Cape May	4920	29
6.	Larry Waters	S. Sher'bury	3804	26
7.	Donald Pocher	Cape May	4669	19
8.	K. B. Walton	Brigantine	1726	16
9.	Joseph Neiner	Raritan	980	16
10.	S. Stevens	Cape May	4589	14
11.	Jack Thomas	Brigantine	3464	13
12.	Chas. Pilling	Brigantine	4716	10
13.	Josiah White	Brigantine	3481	5
14.	John Lawler	Brigantine	2443	2

In addition to the fine and highly enjoyed racing activities the fleet tried to inaugurate an early evening "sail-away" program principally designed to familiarize those members of the club who have not sailed before with the intricacy and romance of a Lightning. While these events were popular it is hoped that this Summer will find a few newly manufactured skippers on the waters of Bonita Tideway at the helm of their own craft.

All Lightning sailors are always welcome at the Brigantine Yacht Club and are invited to come to Atlantic City in 1954 to celebrate the Atlantic City Centennial and the Diamond Jubilee of Light.



A Portion Of Fleet 217 On Downwind Leg.

LIGHTNING FLEET ZURICHSEE (219)

Sailing on Lake Zurich, Zurich, Switzerland

Fleet Captain ..... H. Keller
Fleet Secretary ..... O. Weber

Boat No.	Boat Name	Skipper
3811	Schufti	O. Weber
4271	Chiko II	A. Breiler
4285	Rolf	H. Keller
4542	Kauz	E. Ganz
5087	Tamara	W. Brandli
5183	Canard	H. Pohl
5375	Windsbraut	B. Schneider
5491	Orion	Dr. E. Walther

At the annual meeting of Fleet 219 held the later part of January, it was learned that there would be three new boats added to the roster. Now there are eight boats registered in our fleet. Naturally, we are very pleased to see that the fleet is growing; nevertheless, the dues to the Association seem to be too high for our members with respect to the currency exchange of our money. Still when our sailors want to race in an International Regatta sponsored by the Italian District, it is necessary to hold an Association membership card.

Last season, there were a number of races organized by the local sailing clubs. The greatest participation was obtained in the long distance race at Whitsuntide, where "Canard" sailed by H. Buchi took top honors closely followed by "Tamara". This race was sailed in very hard winds but the course was mostly off the wind. In some moments, our Lightnings were planing.

The second great event was in the fall when the Zurcher Segel Club held its regatta. In these two races, strong winds also prevailed. "Schufti", #3811, took top honors while "Tamara", #5087, was second. Third in the series was "Rolf", #4285, skippered by our fleet captain.

Next year, it is expected that competition will be very keen. The brand new boats are light in weight while the older ones are of very heavy construction, some weighing nearly 900 pounds. We know that this is too much weight but we can't change the boats only for this reason. On the other hand, the greater stability of the heavier boats is very desirable when cruising and there is no doubt that its cruising quality is an outstanding reason for the growth popularity of the Lightning here in Switzerland.

GARY BOAT CLUB LIGHTNING FLEET (222)

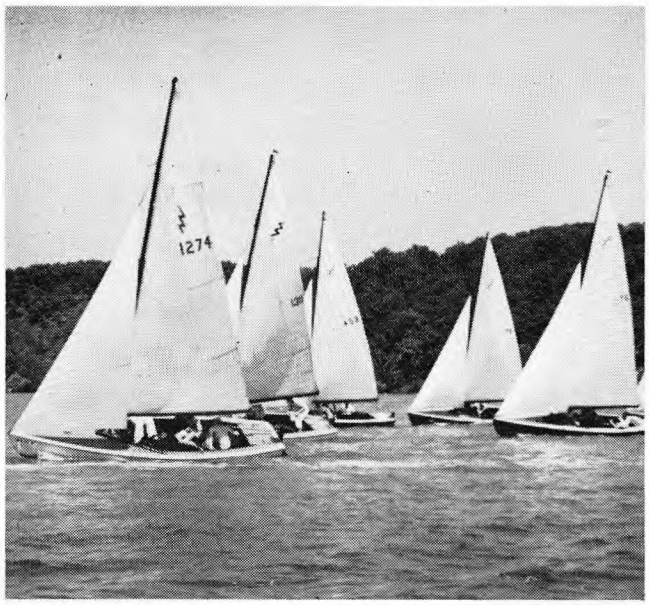
Sailing on Lake Michigan, Burns Ditch, Indiana

Fleet Captain ..... Dr. Antone C. Reimich
Fleet Secretary ..... J. S. McKinsey
Fleet Champion ..... J. S. McKinsey in "Rut-Hi"
Runner-Up ..... John Primich in "Racy Lady"

Boat No.	Boat Name	Skipper
107	Thumper II	Dr. Antone C. Reimich
161	Rut-Hi	J. S. McKinsey
645	Slo-Poke	Don Hamilton
902	Follow Me	Gilbert (Dobby) Carr
964		Chuck Funkey
1456	Racy Lady	John Primich
3138	.....	Joe Finnerty

Originally a 6 race series was planned for this year but because of a tie for first and the desire for another race because of such fine fall weather, the entire fleet sailed seven races.

At the end of the 5th race the "Rut-Hi" was 2 points behind John Primich's "Racy Lady", so it looked hopeless for the "Rut-Hi". In fact if "Rut-Hi" finished first and "Racy Lady" second in the sixth race it would be victory for "Racy Lady". As it developed in the sixth race Tony Reimich nosed out "Racy Lady" with his Thumper II for second place and Rut-Hi with a first was now tied with Racy Lady. The play off race was nip and tuck for 3 legs but a seemingly secret wind pulled the "Rut-Hi" out in front and it was not necessary to fly a spinnaker on the final running leg to bring the "Rut-Hi" across the finish line a considerable distance in front of Racy Lady. Thus ended the 1953 series at Gary Boat Club. The Carr-



Fleet No. 77

Irondequoit Bay

ROCHESTER, NEW, YORK

Wishes you good sailing and good fun for the 1954 season. Be our guest anytime and sail with Central New York's most active Fleet.

NEWPORT YACHT CLUB

Seneca Road **Rochester, New York**

Primich Lightning Trophy will be presented at the Club Installation Dinner in the Gary Hotel Ballroom in January.

Dr. Reimich has purchased "Fury" No. 4354 from Ronald Blair and Thumper II has been sold to Clayton Ebert, 131 Huntington (Miller Addition) Gary, Ind. Both of these boats will sail in Fleet No. 222 next year along with a couple new additions. Slo-Poke did not sail this year because the owner Don Hamilton has been living in California. We hope to have the Slo-Poke back in competition next year.

Fleet No. 222 had 3 representatives in the Red Flannel Regatta at Burnham Park Yacht Club the last week in September; namely Dr. Reimich in his newly acquired No. 4354, J. S. McKinsey in Rut-Hi; and Jean Finnerty in No. 3138. We won't discuss finishing positions but all 3 boats sailed all 3 of the races in this series.

Next season promises to be an active one with probably more boats in competition than ever before.

SORRENTO C.R.V. ITALIA LIGHTNING FLEET (223)

Based on Banchina Santa Lucia, Naples, Italy

Fleet Captain ..... Cesare Ratti
Fleet Secretary ..... Franco Cavallo

Boat No.	Boat Name	Skipper
4401	Uragano	Enzo Di Lorenzo
4522	Squirrel	Giancarlo Gugenheim
4965	Saraco	Cesare Ratti
4966	Fandango	Mario Cavallo Franco Cavallo Maurizio Piscicelli
5184	Lampo	C. R. V. Italia Banchina S. Lucia Ugo Di Marzo Gennaro de Luca

No doubt, Fleet 223 adds white hairs to the heads of its members with the exception of the District Secretary, a member of our fleet, who is hairless. But the fleet Captain, Cesarino Ratti, and Ugo di Marzo are good examples of white haired sailors. Tafuri, "Saraco's" crewman, says, "Cesarino is a real " 'piede marino' ", meaning that Ratti is a real Captain even though he finds the Lightning too wet sometimes. So from time to time, "Saraco" disappears but Ratti is still on the sea in his cruise sloop "Blanjack" sailing towards Capri or Ischia. Di Marzo is never without a cigaret and we think Gugenheim never leaves Positano with his "Squirrel". The youngest members, Franco Cavallo and Maurizio Piscicelli, always have a reason to fight between themselves. And Enzo di Lorenzo, "O Nonno", looks with kindness at everything that happens in the fleet.

Anyway, our fleet has been well represented in all the regattas of the season. Everybody in the fleet, young or old, is a passionate lover of the sea, wind and sails and where there is a start for a Regatta, there are Lightnings of Fleet 223. It is certainly the fleet which has won the most prizes this year: December 1952, "Uragano" with Cavallo as skipper won the District Commodore Cup, taking third place in the Christmas race. The prize was for the first place among the boats built in Naples. In May 1953, "Fandago", "Lampo", and "Saraco" finished first, second and third in the cruise regatta from Santa Lucia to Nisida. In National Regattas in Naples, "Saraco" skippered by Cesare Ratti took first place in "Coppa Anacapri"; "Lampo" with Ugo Di Marzo and "Fandango" with Franco Cavallo took the first and second place in "Coppa Usvi"; and "Saraco" with Ratti was runner-up in "Coppa Lega Navale".

In June, 1953, "Lampo" with di Marzo was first in "Coppa de Sangro" and "Fandango" with Cavallo was runner-up. In July, 1953, Cavallo in "Fandango" was runner-up in the Italian District Championship. This combination also won the Chesarow Trophy in the Yacht Club Savoia's Regattas.

In August, 1953, "Lampo" took second place in the Regatta for the trophy "Mare Nostrum" with Cavallo as skipper. Cavallo in "Fandango" was first in the Regatta at Castellammare and won the "Coppa Ente Autonomo" with Cavallo. "Saraco" with Ratti was first in the cruise regatta from Naples to Sorrento and won "Coppa Bevilacqua". "Fandango" with Franco Cavallo was first in the regatta at Sorrento and won "Coppa Fandango". In September, this same combination won the "Coppa Chalet Primavera" in the regatta at Mergellina.

The new season of 1953-1954 began with the Christmas Cup and "Saraco" with Ratti was runner-up. A new boat is going to join the fleet, No. 3591 "Tropea" with her new owner Mario Signorini. We hope to see the Signorini family racing in their new Lightning soon.

Yacht Club C. Savia Regatta. Winner, "Fandango."

Say . . .

I Saw It Advertised In

LIGHTNING YEAR BOOK

SHATTEMUC YACHT CLUB LIGHTNING FLEET (224)
Metropolitan District
Sailing on Hudson River, Ossining, New York

Fleet Captain ..... William E. Bell
Fleet Secretary ..... Elmer C. Rowley
Fleet Champion ..... Thomas S. Hershey
Runner-Up ..... Tony D'Eloia

Boat No.	Boat Name	Skipper
1379	Shrew	Helen Reilly
1813	Rocket	William E. Bell
2817	Red Cap	Elmer C. Rowley
3411	Thunder	John Hauser
4402	Paisan	Tony D'Eloia
5149	Satan	Thomas S. Hershey
5153	Marbilyn	Walter A. Stanley

This, its second year, saw Fleet 224 of the Shattemuc Y. C. run an eleven race series, act as host for the Mid-Hudson Lightning Regatta on July 25th and 26th, and participate in Shattemuc annual open regatta of two races on August 16th.

The fleet's eleven race series ended in a photo finish with Dr. Hershey taking first, Tony D'Eloia second and John Hauser third. At the Mid-Hudson Fleet's three race series, the Shattemuc's inter-club standing was Hauser first, D'Eloia second and Bell third. The Shattemuc's Open Regatta of 2 races resulted in an inter-club scoring of D'Eloia first, Helen Reilly second, Hauser third. Competition has been keen at all times.

The Mid-Hudson Lightning Regatta of July 25th and 26th produced two days and three races of lively sailing with plenty of wind for the visiting skippers from Nyack (75), High Tor (41), Black Hawk (172), Chelsea (39) and Newburgh. Twenty-one boats were finally convinced that Hoffee of Nyack was the champ. Murphy of Nyack and Wimazel of Black Hawk tied on points for second but Murphy took it on placements giving Wimazel a third.

The Shattemuc Y. C. annual open regatta on August 16th saw Lightnings from the same neighboring clubs competing in a two race series to prove that Eppler of Nyack, was supreme and that Fillippi and Mory, also of Nyack, were second and third respectively.

Whenever convenient, open races between the Black Hawk and the Shattemuc Fleet were held all season with each fleet keeping separate scoring. This arrangement made it more interesting for the spectators.

Next year's racing is being looked forward to with much speculation as two experienced Wood Pussy skippers have decided to race Lightnings. Ed Dean, the champ of Shattemuc's Wood Pussy fleet and George Beisheim, Jr., runner-up, will be luffing out to red Buoy 8 and trying to out-point the old timers. It looks like an interesting summer, if it ever gets here.

HENDERSON HARBOR LIGHTNING FLEET (225)
Central New York District
Sailing on Henderson Harbor, N.Y.

Fleet Captain ..... Frank Bickford
Fleet Secretary ..... May Robinson
Fleet Champion ..... May Robinson
Runner-Up ..... John Jones

Boat No.	Boat Name	Skipper
179	Little Sodus Too	John Jones
708	.....	Harold Ferguson
808	Northlight	Frank Bickford
1809		Carol Pickelman and Ralph Johnson
1926	.....	Jim Seymour
2918		W. M. Pickslay and May Robinson
3417	Hiccup	Ann Dulles
4252	.....	Sandra Hartshorn

Fleet 225 in 1953 put in a year of growing pains, some times literally. The land for one Yacht Club is nearly filled in now, leading us to dream of a hoist to launch visiting Lightnings. Our Club races suffered from various casualties. Harold Ferguson deserted the race course to build a summer home and tried with indifferent success to lure the rest of the fleet into the project. His daughter Betty took over the racing most capably. John Jones threatened to win every race in sight until he came down with a lengthy case of jaundice. Frank Bickford apparently slaved all winter to put his boat in top condition only to meet with a long run of disasters on the race course. The fleet championship thus went to May Robinson who extends her deepest thanks to those gentlemen for their co-operation. John Jones finally got out of bed long enough to finish one point behind as Runner-Up.

Early in August most of the fleet sailed the 30 miles up river to Clayton for the Eastern Yachting Circuit Regatta, which started with a long distance (27 mile) race to the host club at Gananoque. Our Canadian hosts treated us like visiting royalty ashore, then put us thoroughly in our place on the race course.

We ended our racing year with a most successful innovation — a Frostbite Race, complete with perpetual trophy, held the last Sunday in September. We re-opened the Yacht Club and had enough fun to cover the sting of embarrassment when Betty Ferguson, our youngest and newest Lightning sailor, borrowed a boat and beat us all (including her father) to walk off with the Trophy.

BISCAYNE BAY LIGHTNING FLEET (226)
Sailing on Biscayne Bay, Miami, Florida

Fleet Captain ..... Dr. Herbert Virgin
Fleet Secretary ..... Anne F. Bellenger
Fleet Champion ..... Howard Foht in "Zepher"
Runner-Up..... Oscar Nelson in "Buccaneer Too"

Boat No.	Boat Name	Skipper
1296	Domino	James Garland
1612	Patricia	George Castle
1830	Belle G.	Dr. Herbert Virgin
1916	Zepher	Howard Foht
2196	Magic Flute	John M. Greist
2862	Sea Scouts	Dr. Paul Robertson
2863	Dixie Doodle	James Townley
3322	Winsom	Ed. Smith
4509	Dotty Dee II	Dr. Robt. F. Dickey
4510	Blue Heron	John Wilmott
4511	Tally-Ho	Dr. Richard Strain
4655	Marge II	Ted Sparge and Gee Crawford
4756	Winsmore	Paul Palmer & Martin Black
4836	Dixie Belle	Ann Bellenger
4858	Leslie	Richard H. Bertman and Charles Kehoe
4899	Mist	Sam Zorovich
4939	Wet Smack	Linda Cagle
5043	Red Pepper	Dr. William Piper
5044	Bounty	James Harrison
5080	Buccaneer II	Oscar Nelson
5106	Jabo	Dr. Richard Fleming
5410	Nemesis	Harold S. Glander

In the recent Florida State Championships sailed during the Sunshine Regatta, Oscar Nelson in "Buccaneer Too" outsailed Howard Foht in "Zephyr" to win his first major title in six years of Lightning racing. In winning this race, Nelson had to pilot his boat through three different types of weather, from 35 mile an hour winds to practically a drifting match in the last race. He also had to outsail Howard Foht, who has won the title for the last three years and who is also Southeastern District Champion. Foht had to content himself with fourth place. Second was Dr. Bill Piper, who lost out by only one point, and third was local Lightning builder Dooley Glander in his "Nemesis".

In the Coconut Grove Sailing Club's Fall Regatta, an unusual circumstance came about when Dick Bertram in "Leslie", Howard Foht, and Joe Dare, Jr., in Dr. Herbert Virgin's "Belle G" tied for first place. The sail-off was won by Foht, with Bertram second, and Dare third. For teen-age Dare, this was quite an accomplishment, since he was up against top notch competition, plus an ex-International winner.

Eight Miami Lightnings went to the Sarasota Labor Day Regatta, and Charlie Kehoe sailed his "Leslie" to first place, while Jack Price, internationally known Star champion was second, sailing Sam Zorovitch's "Mist."

Howard Foht and Oscar Nelson represented our fleet at the Southeastern Districts in Savannah, and Foht won first place and the right to sail in the Internationals, while Nelson was fourth.

In the Miami Yacht Club Regatta Oscar Nelson won, with George Crawford sailing Ted Spargo's "Margo II" second, and Howard Foht third.

We are again hoping for a successful racing season this coming year with more out of town boats coming down to race with us. Last year Magnus Pederson from New York, Alex Carlin from Michigan, and Bob Morris from New Jersey spent quite a while racing with our fleet. We hope that more out of town boats will come down and enjoy our year round racing.

"Buccaneer Too," Owned and Sailed by Oscar Nelson, Fleet No. 226

BOMOSEEN YACHT CLUB LIGHTNING FLEET (227)

New England District

Sailing on Lake Bomoseen, Vermont

Fleet Captain ..... Samuel Stowell
Fleet Secretary ..... Evelyn Stagg
Fleet Champion ..... David T. Stagg and Samuel Stowell

Boat No.	Boat Name	Skipper
506	Flirt	Dr. A. H. Bellerose
3405		Dr. Seeley Estabrook
3426	.....	Christopher Webber
2821	.....	Edward Ellis
4211		Robinson Keyes
4874	Old Stag	David T. Stagg
5107	"Swabac"	Joseph L'Heureaux
5335	Betsy II	Samuel Stowell

Two of the local fleet, Stowell and Stagg had a little advance training for one summer when they dragged their boats to St. Pete in February to take part in the superlative Mid-Winter Regatta sponsored by the St. Petersburg Yacht Club. This trip must have given them a little extra boost since Lake Bomoseen Fleet No. 227 ended its first full-scheduled season with a close race for Fleet Championship declared a tie between Dave Stagg and Sam Stowell. The summer was divided into two series beginning on May 30th, with fifteen firsts of the first series taken by Stagg or Stowell. During the second series, competition and skill increased as the season progressed, and Dr. Bellerose and Arlie Pond also took their share of first places. Chris Webber was a good second in seven of twelve races, putting him close in the running.

The New England District Regatta was the high point of the Sailing season at Bomoseen, and was a great help in building up local enthusiasm and interest. Many spectators added to the excitement of the weekend (July 25-26), and wonderful co-operation of numerous businessmen along with members of the fleet helped to make the regatta most successful. Fortunately, the weather also co-operated and all types of wind, from a hot drifter to a good blow (in which one boat capsized) were available! Our clubhouse was completed, and while adequate for the local fleet, was not for so many guests, and a large tent, donated for the occasion, provided shade from the sun, and a good spot for lunches. The Regatta was won again by Bud Holt of the Lake Spofford Fleet. The Bomoseen Fleet was represented by Dave Stagg in third place and Sam Stowell fourth.

Several boats were away at other regattas during the season. Sam Stowell attended the Atlantic Coast Championship Regatta, and both he and Joe L'Heureaux went to Marblehead for Race Week in August. Dave Stagg and Arlie Pond went to the Mallets Bay Boat Club Regatta (Burlington) Race Week where Stagg took three firsts and Pond three seconds. (Not much competition!)

A State of Vermont Regatta at Bomoseen was held in September with Len Pratt from Spofford Fleet and Arthur Gibbs from Lake Dunmore attending. Magnus Pederson was the 'added attraction' but at the last minute found he could not come. Although not directly connected with our regatta, a drowning right after Saturday's races where the boats were anchored, made it impossible for any of the sailors to want to finish the regatta on Sunday. On the basis of the first two races Stowell won 'by a mile'. This ended the season although there was sailing until the middle of October.

We are looking forward to another 'better-than-ever' season in '54, with Dr. Alberic Bellarose as Fleet Captain and Gertrude Bellerose as Secretary-Treasurer.

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RIVERTON YACHT CLUB LIGHTNING FLEET (228)
Central Atlantic District
Based on Delaware River, Riverton, N.J.

Fleet Captain ..... Bill Mullen
Fleet Secretary .....Thompson W. Coe
Fleet Champion .....T. W. Coe in "Jade"

Boat No.	Boat Name	Skipper
89		D. E. Sutton
735		Sam Kalkstein
1735	Bonnie Sue	W. R. Glover
4088		Bill Mullen
4205	Cinderella	J. R. Tool
4206	Jade	T. W. Coe

Activities during '53 were much below par. We have several new members not too race happy as yet.

Jade won the Sydney Lopatin Cup during the Governor's Cup Regatta for the third straight year with three first places. Second place went to Bill Mullen with three seconds.

CHINOOK LIGHTNING FLEET (229)
Pacific Northwest District
Eugene, Oregon

Fleet Captain .....J. Hobart Wilson
Fleet Secretary ..... Wilson Jewett

Boat No.	Boat Name	Skipper
49	.....	J. Hobart Wilson
2169	Prowler	Page Walton
2279	Hakili-Po-O	Manning H. Barber
3201	Dee De	Herbert H. Beeson
3317	Windigo	Wilson Jewett, Jr.
3318	Fetchit	Bruce Gaudion
3758	Debbie	Duncan B Marsh
4359	Snooper	H. J. Jones
4815	Jet	Dr. John E. Tysell
5019	Tombar II	Dr. Donald B. Slocum
5041	Jay Whiz II	Dr. L. T. Campbell
5121	T-Ketl	Robert Brooks
5165	Jani-K	Charles Edwards
5182	Tempo	Virgil Gowdy
5451	Bardick	George Britton

Chinook Fleet No. 229 is based at the Eugene Yacht Club on Fern Ridge Reservoir in the upper Willamette Valley of Oregon. Lightnings now represent the largest single class racing at this club.

There were nine boats in the water for the opening day race which was won by L. T. Campbell in Jay Whiz II. Second and third places were taken by Tysell and Jewett.

The Annual Regatta of the Eugene Yacht Club is traditionally held on Memorial Day weekend. Chinook Fleet decided to present a perpetual trophy for the Lightning Championship of Oregon based on the winner of this series. L. T. Campbell won this series with 30 points. The Barber twins and Tysell each had 22 points with the Barbers taking second place by beating Tysell twice. A large silver tray, appropriately engraved, was presented to L. T. Campbell. This is to be an annual affair and Lightning skippers everywhere are invited to compete for this fine trophy

The season championship on points also went to L. T. Campbell in Jay Whiz II, a clean sweep for the season by a fine skipper (ex-International 14) and a tuned boat. We don't propose to let him relax, however, Tysell in Jet and the Barber twins in Hakili-Po-O finished second and third in that order.

The Ladies Skipper Race is an annual tradition in this fleet which we most strongly recommend to all. A perpetual trophy consisting of a large silver punch bowl was provided by Duncan Marsh and Don Slocum. No husband is permitted to crew for his wife. The winner was Mrs. Manning Barber in Hakili-Po-O with John and Johnny Tysell as her crew. Mrs. Tysell in Jet with the Barber twins won a very close second and Mrs Jewett in Windigo and assisted by Hobie and Charles Wilson won third.

New additions to our fleet include George Britton with No. 5451, a new Skaneateles boat; Bruce Gaudion No. 3318 built at Costa Mesa, California; Jim Goudy No. 5182 also from Costa Mesa; and Herb Beeson No. 3201 built by Carl Damm at North Bend, Oregon. The latter has a sister sailing regularly at Coos Bay, Oregon.

Annual business meeting and election of officers was held December 10, 1953 at the home of Charles Edwards. J. Hobart Wilson was elected Captain of the Fleet for 1954 with Virgil Goudy as Vice-Captain, and Wilson Jewett as Secretary-Treasurer.

The Barber Twins and Crew in "Hakili-Po-O" Chinook Fleet No. 229, Eugene Yacht Club.

NORWALK YACHT CLUB LIGHTNING FLEET (230)
Based on Long Island Sound, Norwalk, Connecticut

Fleet Captain ..... Bruce Sweet
Fleet Secretary ..... Franklin Smith
Fleet Champion ..... Frank P. "Skip" Raymond
Runner-Up ..... W. Adriance Kipp, Jr.

Boat No.	Boat Name	Skipper
473	White Heron	Robert Tuttle
759	We Three	Edward Cosden
1275	Whim	Bruce Sweeet
1858	Whiffenpoof II	David Gregg III
2049	Surrey	Lawrence D. Cavanagh
2485	Lintik	John Firth
3032	Lazy 8	Robert A. Lilly
3063	Schuss	L. Howard Payne
3164	Hecate	Susanne R. Smith
4074	Triton	Frank P. Raymond
4186	Scud	Howard H. Foster, Jr.
4943	Red Head	Steven Harper
5322	Stymie II	W. Adriance Kipp, Jr.

Norwalk Yacht Club Fleet No 230 completed a very active second year in the Association, averaging eleven boats per Sunday during the season.

Critchell "Bob" Remington of "Yachting" did an excellent job as Chairman of the Race Committee. Committee and patrol boats were on hand for every scheduled race and many Club members were trained in the duties of Race Committee.

Frank P. "Skip" Raymond won the fleet championship in "Triton". W. Adriance Kipp, Jr. was runner-up in his new "Stymie II", and Steve Harper trailing by only two points. finished third in "Red Head".

Seven of our Fleet enjoyed a perfect weekend at the annual Pequot Regatta at Southport. Susanne Smith in "Hecate" led our fleet to place fifth in the forty boat regatta.

In the District Championships at Niantic, with four boats

representing our Fleet, Steve Harper in "Red Head" made the best showing but missed being on the District team by a small margin.

"Skip" Raymond won the Long Island Sound Junior Championship held at Noroton and is now the proud owner of the "Pequot Trophy" for the year. "Skip" with Howard Foster, Jr., Steve Harper and Mark Lilly crewing raced in the Sears Cup Semi-Finals at Bayhead, New Jersey.

"Skip" Raymond also was runner-up in the Long Island Sound Championship race.

Barbara "Bobby" Raymond, the youngest member of the famous Edgar Raymond racing family, represented Norwalk in the Junior Y. R. A. Midget Championships at the Seawanaka Yacht Club.

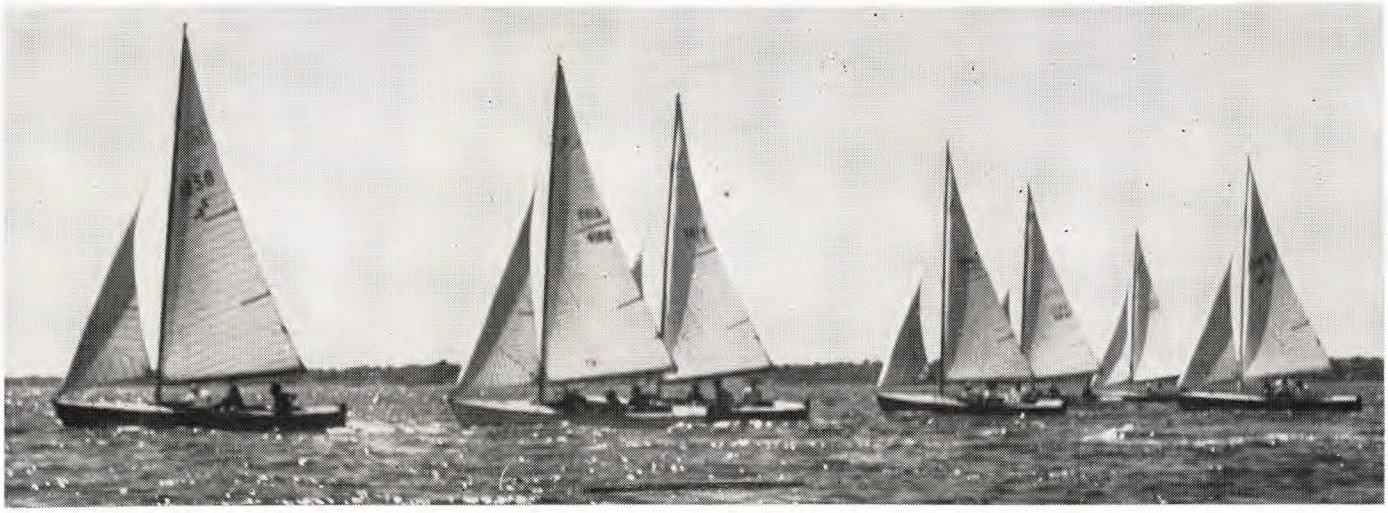
David Gregg III in "Whiffenpoof II" represented Norwalk in the Y. R. A. Associates Championship at Stamford placing well up in the top half of the fleet.

The Noroton Fall Regatta, August 29-30 found us at the starting line with eleven Norwalk boats. In spite of our turnout Noroton won the first two places. Thanks to Noroton for a well managed Regatta.

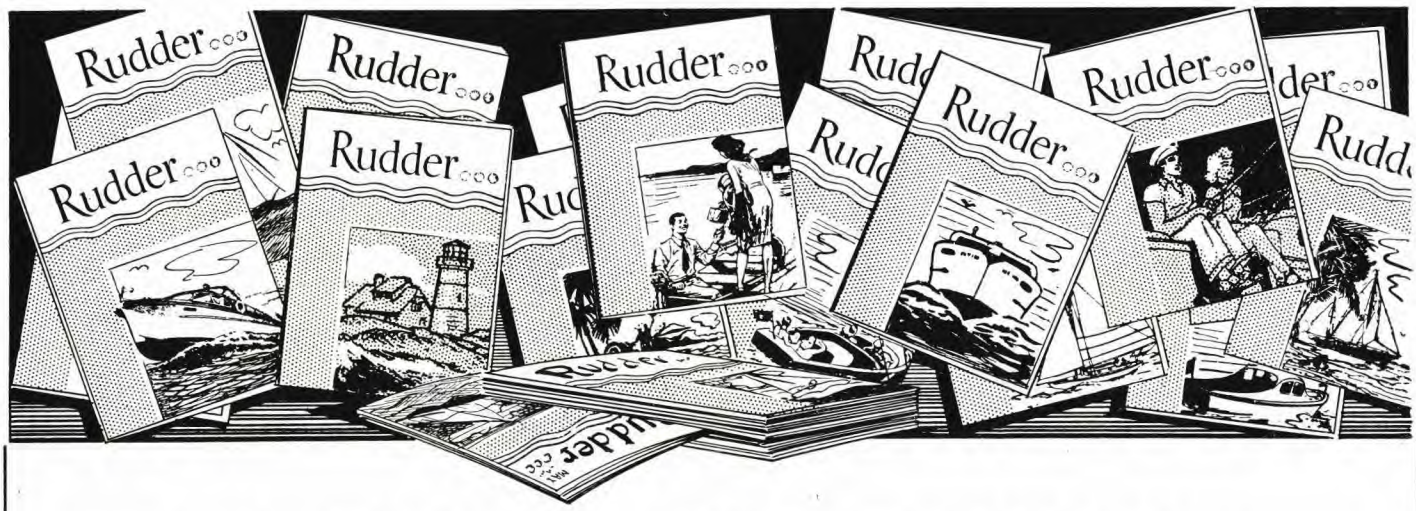
Rear-Commodore James A. Farrell, Jr., an Honorary member of Fleet No. 230, donated a trophy known as the "Zulu" prize to be awarded to the skipper who by vote of the Fleet demonstrated the most progress during the season in racing skill, seamanship, knowledge of racing rules, yacht courtesy and sportsmanship, irrespective of standing in the season point score. The trophy was awarded to Susanne Smith.

The Sweet Swapstakes race concluded the season. Boat numbers were drawn from a hat, giving each skipper a chance to race a strange boat. Susanne Smith won first place in "Triton" with Ann Lilly in "Scud" runner-up.

The prediction for 1954 is a decided increase in Lightning activity in the Norwalk Yacht Club.



A portion of Norwalk Yacht Club Fleet 230 shortly after a start.



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ST. LOUIS LIGHTNING FLEET (231)

Sailing on Alton Lake, West Alton, Mo.

Fleet Captain ..... J. W. Ewart
Fleet Secretary ..... R. L. Heritage
Fleet Champion .....
Runner-Up .....

Boat No.	Boat Name	Skipper
2101	Vencedor	Robert Deppe
4374		R. W. Wynn
4649	Bonus	Robert Heritage
5174	Zephyr	Dr. Kermit Westerfeld
5211	Shannon	James F. Ewart

Lightning Fleet No. 231 was formed at the end of the 1952 sailing season with a fleet of three. During the winter months our fleet was increased to five when Jeff Mihill and Bob Deppe bought Lightnings.

The fleet participated in the regular racing program of the Harbor Point Yacht Club, with which we are affiliated.

Four of our boats participated in the Mid-States Regatta at Springfield over Labor Day — all managing to remain upright in the big storm.

The following weekend our own regatta was held at Harbor Point and in the Lightning Class Ted Haller of Island Bay Yacht Club took top honors with Kermit Westerfeld and Jim Ewart of our own club taking second and third.

During the season Jeff Mihill sold his boat to Buck Wynn and we welcome him as a new member for 1954. Let's hope that Jeff, who is our original Lightning Skipper, will have another fast boat by next season.

LAKE WORTH SAILING CLUB LIGHTNING FLEET (232)

Sailing on Lake Worth, Fort Worth, Texas

Fleet Captain ..... R. R. Nolan
Fleet Secretary ..... L. W. Nelms
Fleet Champion ..... O. L. Pitts
Runner-Up ..... L. W. Nelms

Boat No.	Boat Name	Skipper
777	Triple Pass	Kent Brown
3746		Harold Johnson
5142	Scurry	R. R. Nolan
5204	Pam Too II	O. L. Pitts
5219	Duchess	James Stratton
5250	Tempest	Louis W. Nelms
5474		Lloyd Munson

This, the first racing season of our club, was quite successful. Opening Day our fleet consisted of only three boats with one of these having been completed only the night before, yet at the end of the season five boats were racing regularly while two more were under construction. Next Opening Day we expect to see seven boats answer the starting gun.

Nineteen (19) races were sailed in our championship series this year, a "topsy-turvy" series that was typified by the unusual and unexpected. That this was going to be an unusual season became apparent when James Stratton followed up a win in the first race with another win in the second. James until then had never sailed in a race and in these two races he beat O. L. Pitts, generally regarded as one of the finest sailors of this area. All of us had troubles with our spinnakers, several times boats having to go one or two hundred yards past the turning mark before these strong - willed sails could be brought under control.

Experience and skill in the other fine points of racing finally told, however, and O. L. Pitts was the first to have his name engraved on the Commodore Cup, emblematic of the season championship series.

At the close of our championship series we hold our Charter Cup series. This is a short series of three races in which skippers draw for boats immediately preceding each race, with no skipper allowed to sail the same boat twice. Four skippers sailed for the Charter Cup this year in one of the closet, hardest fought series seen at our club in many a year. Louis Nelms won this series by coming from behind in the last two races to wind up with two firsts and a second to nose out James Stratton who had one first and two seconds.

One of the nicest things about owning a Lightning is racing at regattas in competition with boats and skippers from other areas and fleets. Members of our fleet attended four regattas making an excellent showing in view of our comparative inexperience with Lightnings. O. L. Pitts and James Stratton trailed their boats to Tulsa's Regatta at Grand Lake to be disappointed by being the only Lightnings there. They were somewhat atoned, however, by accepting a challenge from the Thunderbirds, an experimental class, and soundly defeating them.

Three of our members, O. L. Pitts, James Stratton, and Bob Nolan, found the going somewhat rougher at the Fort Worth Boat Club Regatta, where both the wind and the competition were stiff. O. L. Pitts made the best showing of our fleet by tieing with Sam Townsend of Dallas for first place.

The weekend of July 27th saw two of our boats, Pitts Pam Too II and James Stratton Duchess, on White Rock Lake in Dallas, sailing for the District Championship. Competition there was very keen, O. L. feeling fortunate to place third and James able to place only fifth. Lau Conrad and Sam Townsend of Dallas, who placed one and two respectively declined the honor of representing Texas at the Internationals leaving the privilege to O. L.

Louis Nelms sailing his two week old Tempest tied for ninth, tenth, and eleventh, while Kent Brown in Triple Pass finishing 17th at the Southwestern Regatta O. L. Pitts withdrew after snapping a tang in the second race of this seven race regatta.

Leaving from the Southwesterns O. L. Pitts drove some fourteen hundred odd miles non-stop to the Internationals. There he finished last but accomplished the main purpose of his mission, to get a first hand look at the high-voltage boats and skippers from the more experienced areas.

The only real disappointment we've encountered is that our boats are sadly overweight, at the Internationals O. L's boat weighed eight hundred and seventy pounds to be the heaviest boat. Due to our boats being constructed of mahogany this is a problem with which we're able to only partially cope. We are working on weight though and hope to have our boats down to a reasonable weight by next season and are confidently looking forward to a bigger and better season next year.

FORD YACHT CLUB LIGHTNING FLEET (233)

Sailing on Lake Erie, Grosse Isle, Michigan

Fleet Captain ..... None
Fleet Secretary ..... George Davis
Fleet Champion ..... Dick Westerman
Runner-Up ..... George Davis

Boat No.	Boat Name	Skipper
163	"Zig Zag"	Richard G. Westerman
596	"Shrimp"	Robert E. Houston
1982	"Wee Dee"	George G. Davis
3718	"Salty Dog"	Richard E. Drew

1953 was our first and very successful year of our Lightning Fleet. In 1952, George Davis bought the "Wee-Dee", No. 1982, from Wes Weidrick of Bayview Yacht Club, and George sailed it to the 1952 FYC championship on a handicap basis of all sailboats in the club. However, this year, Commodore Dick Westerman gave him some competition from the "Zig-Zag", No. 163, which he bought during the winter from Chuck Ellery of Crescent Sail Yacht Club. Bob Houston bought "Shrimp", No. 596, from Rolfe Rabe of Grosse Ile Yacht Club. Dick Drew bought the hull and plans of No. 3718 from Theodore Bowman in Grand Rapids and finished building it himself. This completed our fleet for the 1953 season.

Although five races were scheduled during July and August, the fleet championship was actually decided on the basis of three races with Commodore Westerman winning two of these three races. Only Commodore Westerman's "Zig-Zag" and Bob Houston's "Shrimp" were on hand for the first race with the third race cancelled because of rain. The Wilfred L. Was perpetual Lightning Trophy will be awarded to Commodore Westerman on February 6, the date of the Annual Club Dinner Dance.

Both George Davis and Commodore Westerman took their boats to the District Championship race at Bay City held July 25 and 26. George Davis broke a spreader in one race, but was back after repairs with a borrowed spreader for the rest of the races. There was a lot of wind and oodles of good competition which made good practice for both men and a wonderful time was had by all.

George Davis also took his "Wee-Dee" to Lake Fenton during the summer where their hospitality was bountiful.

The Lightning Fleet participated in the Ford Yacht Club's Sixth Annual Regatta in October on a handicap basis for 12 sailboats. The wind was calm in a drifter that took three hours for the first boat to get just once around the three mile course. Dick Drew had his tuning just right for this last race of the season, and brought his "Salty Dog" across the finish line first.

Commodore Westerman in "Zig Zag" with Billie Westerman and Gene Kiddon

GULFPORT YACHT CLUB LIGHTNING FLEET (236)

Sailing on Mississippi Sound, Gulfport, Miss. Southern District

Fleet Captain ..... Don McKay
Fleet Secretary ..... Vincent Alfonso
Fleet Champion ..... Jimmy Jones
Runner-Up ..... Don McKay

Boat No.	Boat Name	Skipper
3870	Lil-Tot	Vincent Alfonso
4580	Don	Don McKay
5343	Aphrodite	Jimmy Jones

Having only three boats in the Fleet activity in Fleet No. 236 was limited. We did, however, have a Fleet Championship Series which was won by Jimmy Jones sailing his brand new "Aphrodite". Nine races were sailed with Jones taking eight of them. We are interesting the rest of the Club in Lightnings and hope to have a larger Fleet next year.

MILFORD YACHT CLUB LIGHTNING FLEET (238)

Sailing on Long Island Sound, Conn.

Fleet Captain ..... Norman S. Evarts
Fleet Secretary ..... Roberta D. Evarts
Fleet Champion ..... Norman S. Evarts
Runner-Up ..... Richard P. Evarts

Boat No.	Boat Name	Skipper
219	Foot Loose	Richard P. Evarts
283	Fancy Free	Norman S. Evarts
498	Zig-Zag	Burvee Franz
1383	Malahini	Fred Farnsworth
1529	Vagabond	Robert Peck
2920	Raider	Millard Gill
3447	Minx	William Beehtel
3834	Spalpeen	Joe Wesolowski

Milford Yacht Club Fleet No. 238 was chartered this year with six boats. One was added in August bringing our fleet for the season to seven. Ten races were raced with an average of six boats each showing active participation.

Three regattas were held this year with a good showing of Lightnings in each.

E. C. Y. R. A. held in Milford showed a fleet of 31 participating with Harry Olsen's Liteneze, of H. B. C. carrying off first place and Paul Lena of N. B. Y. C. in Saltshaker second.

The Tri-Club regatta saw Wayne Brockett's Torch from B. Y. C. nosing out Al Keuhl's, His Nibs, B. Y. C. with Norm Evarts of the home club in Fancy Free third, out of a fleet of 22.

The Last Chance Regatta finished up the season with Harry Olsen, H. B. C. in Liteneze once more coming out on top. Norm Evarts, Fancy Free second and Bud Olsen, H. B. C. Pad-a-lin third

BILOXI LIGHTNING FLEET (239)

Sailing on Gulf Coast on the Mississippi Sound, Southern District

Fleet Captain ..... Frank Schmidt, Jr.,
Fleet Secretary ..... Ann Baltar
Fleet Champion ..... Oscar Mitchell in "Badine"
Runner-Up ..... Harry Schmidt, Jr. in "Dixie Doodle"

Boat No.	Boat Name	Skipper
3498	Aeolus	Ralph Pringle
4058	Dixie Doodle	Dr. Harry Schmidt and Harry Schmidt, Jr.
4258	Miss Cookie II	Margaret C. Butte
4736	Spindrift	Frank Schmidt Jr. and Janie Smith
5196	Badine	Oscar Mitchell
5258	Follow Me	Jacinto Baltar, Ann Baltar & Margaret Baltar

One of the highlighting events of our first season was the opening race, May 10, during Biloxi's Annual Shrimp Festival. The event was sponsored by the Biloxi Yacht Club and the entire fleet participated. Taking an early lead, never to be headed, was the "Spindrift", sailed to victory with room to spare by Bill Kennedy III. Crewing with Bill were Janie Schmidt, Ann Baltar,

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and Dr. Harry Schmidt. (Due to heavy weather, three crew members were taken.) Across the finish line second was the "Aeolus", ably skippered by 12 year old Ralph Pringle. His crew consisted of his dad, Jim Pringle, and Earnest and Barney Mercer. Following in order behind Ralph were Harry, Bobby and Dickie Schmidt in their "Dixie Doodle", Stanley Butte in the "Miss Cookie II" and Oscar Mitchell in the "Badine".

But the best was yet to come! After the race, first and second place trophies were presented by Miss America of 1953, Miss Neva Jane Langley.

The Biloxi Lightning Fleet was well represented throughout Race Week in the Mississippi Coast Yachting Assn. Regattas at the member clubs, Biloxi, Gulfport, Pass Christian, and Bay-Waveland, July 2-11. Each of these events was attended by the "Miss Cookie II", the "Dixie Doodle", and the "Aeolus". In addition to these the "Badine" participated in the Biloxi Regatta and the "Spindrift" in the Gulfport Regatta.

The Lightning District Championships were held during the week at the Bay-Waveland Yacht Club. This, along with all the other Coast Regattas, was won by that great sailor and North American Champion, Gene Walet III, Cliff Prados, with his new boat, tied up second position in every event. However, we were very proud of the Schmidt Brothers and their "Dixie Doodle", who finished eighth in the series of 28 boats. The greatest letdown to us in this event was when the "Miss Cookie II", who was in fifth place, broke her tiller in the final race and was forced to withdraw.

The Baltar Trophy was awarded to Oscar Mitchell for compiling the greatest number of points in our fleet championship series. Gene and Cliff had better look out. We've got a future champion in our midst.

With our first cool spell in September, there came the annual hurricane warnings. Naturally, there was the usual hustling to haul out. However, after the storm by-passed us, none of our skippers got around to re-launching their crafts. So our season ended quite abruptly.

However, our first season, of experimenting, did provide much in excitement, good times, beginners experiences, and most of all many new friends for everyone.

LONGHORN LIGHTNING FLEET (240)
Sailing on Eagle Mountain Lake, Ft. Worth, Texas

Fleet Captain ..... R. B. Hardin
Fleet Secretary ..... Roy Loveless, Jr.
Fleet Champion .....
Runner-Up .....

Boat No.	Boat Name	Skipper
5204	Pam Too	O. L. Pitts
5205	Wi Si Kat	R. B. Hardin
5249	Marilyn	Roy Loveless, Jr.

There were 17 Lightnings at the Fort Worth Boat Club Spring Regatta out of 68 boats.

Due to a group of unfortunate accidents — Low water due to drought and two accidents—not one race was completed during the sailing season. Four were started but lack of wind or excess winds played a major factor. However, boats from this fleet did take part in meets at Fort Worth, Shreveport, Dallas, and the Internationals.

Next year should be a good one for this fleet.

KISER LAKE FLEET (241)
Sailing on Kiser Lake, near St. Paris, Ohio

Fleet Captain .....
Fleet Secretary ..... Howard J. Hadley
Fleet Champion .....
Runner-Up .....

Boat No.	Boat Name	Skipper
504	Lodestar	Ralph A. Pauly
1075	Larra	Harold Ehrlich
1286	Will-o-the-Wind	Howard J. Lewis
1802	HeHoHa	Howard J. Hadley

Members of Fleet No. 241 sailed in the handicap race series of The Kiser Lake Sailing Club. Members of the fleet were active, one Lightning finishing 5th against a fleet consisting of Ravens, Highlander, Thistles, Rebels, Snipes, etc.

We know of one new Lightning being built to be added to our fleet and we hope to attract other boats to our fleet.

KENTUCKY LAKE FLEET (242)
Sailing on Kentucky Lake at Kentucky Lake State Park, Ky.

Fleet Captain ..... R. M. Watkins
Fleet Secretary ..... Mimmie Lowry

Boat No.	Boat Name	Skipper
247	MadCap	R. M. Watkins
533	Pest	R. M. Watkins
2716	Windie	Shirley Cannon William Parker
2775		Don MacKenzie Mimmie Lowry

Fleet No. 242 was organized late in the 1953 season so no regular championship series was sailed. Several informal races were held and much interest and enthusiasm was evident. The membership of the fleet looks forward to an active and interesting season in 1954.

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LAKE DUNMORE LIGHTNING FLEET (243)
Sailing on Lake Dunmore, Vermont

Fleet Captain ..... Arthur Gibb
Fleet Secretary ..... Dr. J. Seeley Estabrook
Fleet Champion ..... Arthur Gibb
Runner-Up .....

Boat No.	Boat Name	Skipper
2820		George Dutton
3106		Arthur Gibb
3405		Dr. J. S. Estabrook

For years many at Lake Dunmore had sailboats and, of course, enjoyed them. But it wasn't until 5 years ago, under the auspices of the Lake Dunmore Improvement Association, that a sailing club was formed. The Lake Dunmore sailing club has run races every Sunday during the summer since 1948, wind and weather permitting, and the spirit of competition has not only increased the interest in sailing but has improved the seamanship of skippers and crews a great deal.

The club was of necessity made up of all types of boats and we sail on handicaps. The first 3 years there was only one Lightning on the lake but I think most of the competitors will agree that for a lake like Dunmore the Lightning is faster and handles better in all types of weather. Therefore, much interest has been shown in the development of a Lightning Fleet, itself.

We now have 3 boats and a few of the present boat-owners are scouting around to see if they can not own a Lightning of their own and I believe that this summer 2 new-comers to the sailing world expect to turn up with Lightnings.

We will still continue to have handicap races because so many get enjoyment out of them and we have such a swell club. As time goes on we expect to see more and more Lightnings. We're not the best sailors in the world but I defy anybody to say they have any more fun and, who knows, one of these days we may get our boat rigged right and really turn out a champion —if not, who cares? We'll still have fun!

HARRASEEKET LIGHTNING FLEET (244)
Sailing at South Freeport, Maine

Fleet Captain ..... John H. Henshaw
Fleet Secretary .....
Fleet Champion ..... Dalene Powers
Runner-Up ..... Harry Parker

Boat No.	Boat Name	Skipper
444	White Mist	William Elliot
563	Rebel	L. M. C. Smith
665	Tigger	Henry Bird
2595	Firefly	Harry Parker
3204	Sandpiper	John Henshaw
3277	Nipper	Dalene Powers
3306	Ega Beva	Gordon Brown
3689		O. C. Rhodes

Fleet No. 244 was officially organized this year with eight boats racing a good part of the time—double the number active in South Freeport in 1952.

Races were held every Saturday and Sunday from the first of July through Labor Day. The average standard of performance indicated that a lot had been learned since 1952.

In addition to the intra-fleet races, the Lightning Fleet of the Harraseekat Yacht Club raced in regattas held by neighboring yacht clubs at Merepoint, Centerboard, and Portland, in addition to the regatta held by the Harraseeket Yacht Club in which we were host to our neighboring clubs in Casco Bay.

With the exception of Gardner Brown in his "Ega Beva" No. 3306 who won the Lightning race at the Harraseeket regatta, we did not shine in the inter-club races but for the first year as an organized fleet, we felt we had made a good start.

Dalene Powers in her Nipper sailed with extraordinary consistency all summer and won the Fleet Championship. In addition, Dalene and her crew of juniors, Weld Henshaw and Jack Burwell qualified for the finals in the Maine elimination for the Sears Cup held at Northeast Harbor.

Harry Parker got a late start in his Firefly, No. 2595, and was runner up for the Fleet Championship. Harry won the Skipper's race for the Harraseeket Yacht Club sailing championship held at the end of the summer.

The Douglasses have bought Gardner Brown's No. 3306 so it will be with us next season and Gordon Brown plans to build a new lightning.

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WINNIPESAUKEE YACHT CLUB LIGHTNING FLEET (246)

Sailing on Saunders Bay, Lake Winnipesaukee, Glendale, N. H.

Fleet Captain ..... Chester G. Larson
Fleet Secretary ..... Robert D. Stewart

Boat No.	Boat Name	Skipper
268	Firefly	Dr. Fred J. Deneault
1139	Nancy Lou	Reg B. Babin
1936	Nightcap	Robert D. Stewart
1947	Blixten	Chester G. Larson & Carl Henrikson

Although the Winnipesaukee Yacht Club Fleet No. 246 received its spanking new Fleet Charter just at the close of the 1953 season, this action was hoped for and originated back in 1949 when the W. Y. C. group met and voted at that time on the formation of a fleet of two types of boats for the club; One, the Penguin Class which was ultimately started, built, and exist today—numbering ten boats, and the formal adoption of a second class of boats, namely our Lightnings. Unfortunately, for various reasons, until the arrival of Lightning No. 1936, "Nightcap", transferred from the Spofford Lake Fleet in July, the W. Y. C. Fleet was still in the adoption stage. However, apparently since then a new interest has developed and taken hold. At the moment, including No. 1936, owned by R. D. Stewart of Manchester, No. 268, "Firefly", owned by Dr. Fred J. Deneault of Meredith, and No. 1947, "Blixten", co-owned by Mr. Chester Larson and Mr. Carl Henrikson, both of Concord, all have joined together to become the W. Y. C. Fleet Charter members. In addition, several other W. Y. C. members including Art Dwyer of Westfield, N. J., and Wally Cramer of Laconia, anticipate swelling our ranks shortly so that by the start of this forthcoming season we foresee an enlarged starting Fleet of at least five or six Lightnings.

The now past 1953 season was, as usual, an extremely active one what with many individual overnight cruises and day cruises being made to many of the hundred or so islands on our thirty-eight mile long lake; Likewise every Sunday almost without fail, each of the regular two Sunday races were enthusiastically sailed by an average of sixteen to twenty open-class boats including the Lightnings in each of the two races. In addition to several novelty races sponsored for variety and fun for all by the club, the Meredith, N. H., Chamber of Commerce sponsored races on July Fourth for all Lake Winnipesaukee sailboats at Meredith, was a great success, and honors were copped, in the Lightning and Penguin Classes by Bob Stewart and Pete Wells respectively for the Winnipesaukee Yacht Club Fleet. Pete incidentally, looms as another anticipated Lightning Skipper and a great potential threat as a competitor on the Lightning horizon!

For 1954, with our anticipated larger fleet and Chet Larson at the helm as our newly designated Fleet Captain, the increased competition and tremendous enthusiasm by all for Lightning cruising and racing on Winnipesaukee, the season ahead at W. Y. C. promises to be our most successful socially and competitively!

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SANDY BEACH LIGHTNING FLEET (248)
Sailing at Rockport, Massachusetts

Fleet Captain ..... Robert C. Hawley
Fleet Secretary ..... Jean Worthington
Fleet Champion .... Robert Hawley in "Quantum"
Runner-Up ..... Jean Worthington in "Pogo"

Boat No.	Boat Name	Skipper
1755	Babalu	David & Mary Lamb
2342	Quantum	Robert C. Hawley
3205	Denko	George W. Gilman
3571	Let's Go	Dr. Gordon F. Hull, Jr.
3862	Pogo	Jean & Betsy Worthington
4549	Marauder	Rosamond Wheeler

The Sandy Bay Fleet at Rockport Massachusetts has just been formed this fall.

During July and August we had a series of races each weekend. The champion was the "Quantum" skippered by Robert Hawley, and the runner up was the "Pogo" skippered by Jean Worthington.

Left to right: Betsy Worthington, Rosamond Wheeler, Mr. Courtenay Worthington, Jim Wheeler, Mr. George Gilman, Dr. Roy Wheeler, and Mrs. George Gilman.

We also raced at Annisquam, Marblehead, and Eastern Point.

We hope that there will be more Lightnings competing with us this coming season.

GARDA LAKE LIGHTNING FLEET (249)
Sailing on Garda Lake, Garnano, Italy

Fleet Captain ..... Fabio Cherubini
Fleet Secretary ..... Giacomo Garioni
Fleet Champion ..... Donatello Bertera "Nautilus No. 4967"
Runner-Up Giacomo Garioni "Ti ao No. 5418"

Boat No.	Boat Name	Skipper
4596	Ghibli	Fabio Cherubini
4967	Nautilus	Donatello Bertera
5418	Ti ao	Giacomo Garioni

The efforts of the Garda Lake Lightning supporters have been concentrated on two manifestations: the fleet Championship and the 100 miles regatta.

The fleet championship was held in Torri del Benaco waters, in 3 races, on August 1st and 2nd, which have seen the victory of Nautilus 4967 skipper Donatello Bartera, crew, his brother Franco and his cousin Mario Bertera. Nautilus won the three races preceding 5418, Ti ao, and 4596, Ghibli, the boat of the fleet Captain Franco Cherubini.

The 100 miles regatta is an International regatta, and for three years has been held with great success.

It is a hard regatta; the boats are racing continually for a day and a night, with variable winds and waters.

Participation in this regatta is open to all classes. The smallest class admitted is the Lightning, which has shown itself to be one of the most comfortable and practical for this regatta.

The race is without handicap, that's why a Lightning can never be 1st. The places taken by the Lightnings are a demonstration of the great qualities of this one-design class.

This year "Ghibli 4596", took first place among the Lightnings arriving 18th of the 38 boats of several classes.

The pictures show 4967 Nautilus Fleet Champion for 1953, and 5418 "Ti ao" which means, "you hurry up!" It was taken during the night in the 100 mile regatta.

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Godfrey, Arthur M. (50), Paeonian Springs, Va. 185
Godfrey, E. Rawson, Jr. (U), Lloyd Neck, Huntington, L. I., N. Y. 2118
Godfrey, Edward R., III (A), Lloyd Neck, Huntington, L. I., N. Y.
Godfrey, Loren (A), Lloyd Neck, Huntington, L. I., N. Y.
Godfroy, Charles H. (5), 5723 N. Fairfield Ave., Chicago, Ill. 639
Godfroy, Charles H., Jr. (5), 7507 N. Seeley Ave., Chicago 45, Ill. 639
Goebelbecker, Ed. (A), Box 6177, Cleveland, O.
Goebelsmann, Harry A. (U),
Angerman Co., Inc., 519 8th Ave., New York 18 3172
Goetstouwers, R. (U), B. P. 48, Leopoldville, Belgian Congo 4208
Goff, Thurl E. (U), 10 Wentworth St., Rochester 11, N. Y. 4521
Goldbeck, Arnold (U), Hallonnasvagen 1, Helsinki, Finland 5051
Goldblum, Norman P. (U), 706 St. Francis Dr., Broomall, Pa. 2056
Goldie, Dr. Julio C. (220),
Pedro Campbell 1952, Montevideo, Uruguay 4345
Goldsmith, G. Elliot (141), 27 Crocus Ave., Floral Park, L. I., N. Y. 1644
Goldsmith, Marguerite W. (A), 27 Crocus Ave., Floral Park, L.I., N.Y.
Goldsmith, Thomas, Jr. (81), 52 Highgate Ave., Buffalo, N. Y. 2636
Goldstein, Phillip M. (U), R.R. #1, Burlington, Wisc. 2560
Goltermann, C. A. (74), 1881 West William, Decatur, Ill. 2796
Gomes, Oswaldo Ary (84),
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Gonatas, Demetrios (U), 11 Moschonisiou St., Athens, Greece 4637
Goncalves, Justan (245), Rua da Concordia 265, Recife, Brazil 5382
Gonset, Andre (48), Midi 6, Yverdon, Switzerland 920
Goodall, R. A. (U),
Good-All Elec. Mfg. Co., 112 W. First St., Ogallala, Nebr. 478
Goodfellow, George D. (U), Canadian Plywoods, Ltd.,
151 Maguire St., Montreal 14, Que., Canada 4585
Goodridge, N. C. (U), Fort Whyte, Manitoba, Canada 5509
Goodsell, S. C. (A), 1356 N. Benson Rd., Fairfield, Conn.
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Goolsby, Donald (A), 12 Hersey St., Salem, Mass.
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Gordon, E. Anthony (25), Lake Mohawk, Sparta, N. J. 2909
Gordon, E. M. (U), 238 Highland Ave., Appanaug, R. I. 5613
Gordon, George L. (U),
1608 Federal Reserve Bank Bldg., Kansas City, Mo. 38
Gordon, Jack (A), 1918 Broadway, New Orleans, La.
Gordon, Thomas C., Jr. (138), Locust Ave., East Moriches, L. I., N. Y. 3399
Gorgulho, Jose (84), Rua 24 de outubro, 25, Rio de Janeiro, D. F., Brazil 1966
Gorman, A., & Elvira (146),
54 Monkton Ave., Toronto 18, Ontario, Can. 3182
Gorsuch, Lawrence M. (U), 634 W. Bel Air Ave., Aberdeen, Md. 4579
Gorton, Slade (151), Adams Hill Rd., Annisquam, Mass. 2831
Goshorn, Elwyn (U), 409 W. Normal Parkway, Chicago 21, Ill. 1761
Gottlieb, Adolph (U), 130 State St., Brooklyn 2, N. Y. 4097
Gottwald, Frederick J. (U), 88 Kennedy St., Fall River, Mass. 982
Goucher, Paul (5), 1733 N. Hermitage, Chicago, Ill. 2868
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Gough, Theodore A. Jr. (63), 40 Wall St., New Haven, Conn. 3275
Gould, Arthur L. Jr. (U), 181-63 Tudor Road, Jamaica 3, N. Y. 4044
Gould, Gerald (U), 494 Winthrop Rd., West Englewood, N. J. 5136
Gould, Gordon (106), 480 W. 187th St., New York 33, N. Y. 399
Gove, Robert (A), 44 E. Territorial Rd., Battlecreek, Mich.
Gowdy, Virgil & Jim (229), 830 W. 22nd St., Eugene, Ore. 5182
Graber, Cliff (A), 320 Rosewood Court, Ontario, Calif.
Graber, Robert (107), 320 Rosewood Court, Ontario, Calif. 2427
Graf, David M. (183), 149 Water St., Stonington, Conn. 2465
Graf, Joanna, (183), 149 Water St., Stonington, Conn. 2465
Graf, Robert W. (12), 509 Lafayette Ave., Buffalo 22, N. Y. 467
Grafa, Frank (A), 3121 Marquita, Ft. Worth, Fla.
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Graham-Eckes School (U), North County Rd., Palm Beach, Fla. 393
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Graham, Richard J. (51), 36 Kercheval Pl., Grosse Pointe 30, Mich. 4398
Graham, Warren (233), 15723 Stansbury, Detroit 27, Mich. 3496
Graham, Ziba F. (U), Graham Farms, Washington, Ind. 3726
Grahame, Arthur (U), 130 S. Adams St., Rockville, Md. 65
Grainge, C. Robert (U), 34 Louisa Parkway, N. Tonawanda, N. Y. 467
Granata, Pitu' (191), Via Posillipo 54, Napoli, Italy 3589 & 3591
Grand Hotel Development Corp. (135), Point Clear, Ala. 332, 2492, 3642
Grandguillaume, P. (169), Vernes 4, Yverdon, Switzerland 928
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Grass, Seymour (U),
Parfait, Inc., 1500 N. Ogden Ave., Chicago 10, Ill. 2182
Grass, Ted (187), c/o Grasse Bros. Oil Co., Sheboygan, Wisc. 1975
Grauer, Frederick M. (U), Stony Lane, Bryn Mawr, Pa. 2621
Gravenstreter, P. R. (U), 1146 East 152nd St., Cleveland 10, Ohio 4754
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Gray, Jerry (A), 1801 Revere Rd., Pontiac, Mich.
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Green, David (155), 5643 Rowley, R.F.D. #2, Drayton Plains, Mich. 3557
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Greene, Robert (119), 133 Spring St., E. Greenwich, R. I. 3527
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Greene, Dr. Michael Leonard (C), Scarsdale, N. Y. 565
Greene, Waldo W. (40), Mission, Texas 620
Greenhill, F. Cyril Jr. (42), 2546 Glenwood Ave., Toledo 10, Ohio 825
Greenleaf, R. R. (71), 21246 Maplewood Ave., Rocky River, Ohio 3007
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Greenslade, Charles R. (U), 46 Creek Rd., Fairfax, Calif. 2664
Greenspan, Gilbert (38), 299 Jackson St., Hempstead, N. Y. 2134
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Greenwood, Patricia Ann (A), 58 Academy Hill Terr., Stratford, Conn.
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Gregory, Luther W. (87), Pines-on-Severn, Arnold P.O., Maryland 286
Greiner, Robert H. (53), 14202 Moffett Dr., Fenton, Mich. 1347
Greist, John & Muriel (226), 3743 Irvington Ave., Miami 33, Fla. 2196
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Griffith, Luther B. (175), 406 Ricou-Brewster Bldg., Shreveport, La. 4747
Griffiths, Richard (A), Buttonwood Drive, Shrewsbury, N. J.
Griggs, Robert C., M.D. (45), R.D .#1, Manlius, N. Y. 816
Griggs, Stewart L. (112), 301 Iroquois St., Green Bay, Wis. 2501
Grigsby, J. P. (U), 16730 Centralia, Detroit 19, Mich. 5472
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Grimsley, Marilyn (A), 404 York Ave., Warren, O.
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Griswold, Elizabeth M. (82), 101 Scenic Dr., Hastings-on-Hudson 6, N.Y. 1791
Griswold, Gayle (82), 101 Scenic Dr., Hastings-on-Hudson 6, N.Y. 1791
Griswold, John D. (82), 84 Mercury St., South Weymouth, Mass. 1791
Grody, Reid (24), 713 St. Clair, Erie, Pa. 459
Groff, Fred (45), Hillbrooke Apt. R. D., Novelty, O. 1291
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Grohne, Helen L. (A), 1817 Shady Crest, Decatur, Ill.
Grohne, Mrs. Joan L. (A), 260 S. 19th St., Decatur, Ill.
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Grohne, Roger (74), 260 S. 19th St., Decatur, Ill. 4678
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Groom, George (205), 807 S. Gary Place, Tulsa, Okla. 4749
Gross, Jim & Gary (U), c/o Station WJIM, Lansing, Mich. 2012
Gross, Paul (48), Boulevard de Perolles 9, Fribourg, Switzerland 918
Gross, Paul Jr. (U), Metcalf Research Lab., Brown University, Providence, R. I. 189
Grotegut, August H. (150), 230 Ridgewood Blvd., Mansfield, Ohio 2017
Gruber, Peter (126), 60 St. Johns Place, Westport, Conn. 1177
Grumblatt, Victor J. (U), 820 W. 22nd St., Erie, Penna. 172
Guastella, Guido (147), Av. Ipiranga, 480-6°, Sao Paulo, Brazil, S.A. 4244
Guayaquil Yacht Club (U), Guayaquil, Ecuador, S. A. 4489
Gude, Adolph E. Jr. (U), 16 Wall St., Rockville, Md. 969
Guenat, Andre (169), 31, Perolles, Fribourg, Switzerland 916
Guerrero, Guillermo (U), 25 de mayo 370, San Isidro, Argentina, S. A. 4730
Guest, Edwin (133), 415 Dogwood Lane, Manhasset, New York 2722
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Gugenheim, Giancarlo (223), Parco Grifeo, 1, Naples, Italy, Europe 4522
Guiday, Simon Jr. (U), 1132 12th St., Port Arthur, Texas 2663
Guinan, George H. (U), 4 West 58th St., New York, N. Y. 2394
Gunder, L. W. (U), Plainfield, Ill. 139
Gundry, Merton R. (140), 81 Stanton St., Rochester 11, N. Y. 1931
Gundy, Dr. John (U), Greenleaf St., Rye, N. Y. 2249
Gundy, William & John (96), Greenleaf St., Rye, N. Y. 2249
Gunther, John & Joann (U), Linstead on the Severn, Severna Park, Md. 4073
Guth, Richard J. (U), 805 Brooks, Lane, Baltimore 17, Md. 4270
Gutowski, Joseph (U), 149 Prospect Ave., Bayonne, N. J. 1085
Guzzo, Louis M. (49), 78 Garfield Rd., West Hartford, Conn. 1952
Gwyn, Dan (U), 532 E. 8th St., Perrysburg, O. 1650
Gynn, G. E. (U), 478 Melrose Ave., Toronto, Ontario, Canada 4400

"H"

Haarstick, M. (U), 20 Harrison Road, Ithan, Pa. 4608
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Haberstump, Alfred H. (131), 15125 Piedmont, Detroit 23, Mich. 2548
Hadley, Howard J. (241), 5656 Markey Rd., Dayton 5, O. 1802
Hadley, Joe (A), Alexis Rd., Toledo, O.
Haesler, John (134), 32 Sunset Rd., Darien, Conn. 164
Haff, Alvah W. (98), 47 Valley Rd., Plandome, N. Y. 2191
Haff, Allison & Carter (A), 47 Valley Rd., Plandome, N. Y.
Haffey, J. (65), 87 Victoria St., Valleyfield, Que., Canada 5277
Hagens, P. A. (143), 21 Campbell Block, Honolulu 13, T. H. 3262
Hager, Robert (U), 51 Garfield Place, Toledo 5, Ohio 2295
Hahn, Clara B. (141), 26 Spruce Ave., Floral Park, N. Y. 4103
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Hale, Nathan (119), c/o Rocky Hill School, East Greenwich, R. I. 349 & 2347
Hale, Dr. H. C. (U), University Bldg., Syracuse, N. Y. 5197
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Hall, Kenneth, Gleneagles, Apt. C-53, 3940 Cote des Neigas Rd., Montreal, Que., Canada 4157
Hall, Robert (U), 3209 W. North Ave., Milwaukee, Wis. 63
Hall, Steve (A), Main St., Stratford, Conn.
Hall, Dr. Stanley C. (98), 44 Grove St., Northport, L. I., N. Y. 4152
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Hall, Margaret V. (86), 423 Kings Highway W., Haddonfield, N. J. 2446
Hall, Harold (49), 278 Lyndall St., Manchester, Conn. 984
Hall, R. Russell (7), Knoll St., Riverside, Conn. 2390
Hall, Trevor P. (53), 2823 Begole St., Flint 4, Michigan 2057
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Haller, Mrs. Viola (117), 2159 Sylvan Road, Springfied, Ill. 2589
Hallet, John (U), 3 Rivers Farm, Dover, New Hampshire 9
Halligan, Walter (108), West Maple Ave., Newark, N. Y. 2794
Hallman, John (A), Shelter Island, N. Y.
Halloran, Frank (3), 376 Beveridge Rd., Ridgewood, N. J. 2006
Halloran, Patricia (3), 376 Beveridge Rd., Ridgewood, N. J. 2006
Halloran, Marilyn A. (3), 376 Beveridge Rd., Ridgewood, N. J. 2006
Halstead, Cutler & J. P. (12), 109 Lexington Ave., Buffalo 9, N. Y. 878
Hamaty, Michael (92), 2632 North 12th St., Philadelphia 33, Pa. 3944
Hamilton, A. G. (221), 716 84th St., Niagara Falls, N. Y. 1796
Hamilton, Don (222), Homewood, Ill. 645
Hamilton, E. Gordon (50), 2819 S. Joyce St., Arlington, Va. 3151
Hamilton, Edwin C. (50), 2819 S. Joyce St., Arlington, Va. 3151
Hamilton, Ernest J. (77), 295 Filon Ave., Pt. Pleasant, N. Y. 458
Hamilton, G. Roger (50), 2819 S. Joyce St., Arlington, Va. 3151
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Hammerstein, Richard (U), 1015 Northlawn Ave., E. Lansing 10, Mich. 1572 & 1673
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Hance, Borden L. (70), Rumson Rd., Little Silver, N. J. 4918
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Hanewald, Rae Ellen & Buddy (A), 362 Malcolm Ave., North Plainfield N. J.
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Hannan, Walter S. (U), 603 Indian Beach Rd., Sarasota, Fla. 5366
Hanneman, Howard (U), 313 27th St., S., Brigantine, N. J. 33
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Hare, Joyce & Jack (A), 286 Orland Rd., Rochester, N. Y.
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654 Madison Ave., New York, N. Y. 3933
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Harris, Michael E. (U), R.R. #1, Corunna, Ontario, Canada 3284
Harris, Norris W. (189), 39 Jersey St., Marblehead, Mass. 4412
Harris, Sherwood (176), Beaufort, South Carolina 2381
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Harris, Sterling (176), Beaufort, South Carolina 1189
Harrison, Donald (54), 39 Mark, Pontiac, Michigan 1820

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Harrison, Robert & Janet (207), 997 Cadle Ave., Mentor, Ohio 1824
Harrison, Stanley (U), Sherwood, Maryland 2714
Harrison, W. Benton Jr. (17), 230 Park Ave., New York 17, N. Y. 379
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Haupt, Kenneth (U), 6 Bridle Path Lane, Lake Success, N. Y. 5147
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May, Oliver (U), South Port, Conn. 794
May, James W. (U), 23 Maine Rd., Key West, Fla. 1454
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Mayor, Valentin (U), Int. Witcomb 217, Villa Ballester, Argentina 5379
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Monckeberg, Sander Juan Jorge (U),
Brasil 653, San Isidro, Argentian, S. A. 4701
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Monroe, Dr. Russell R. (62), 392 Bellaire Dr., New Orleans 20, La. 2602
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Moore, Lawrence (153), Wilton, Conn. 255
Moore, Mrs. Lawrence (153), Wilton, Conn. 255
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Munson, Robert E. (145), 127 Bradford St., Keene, N. H. 2362
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Murray, Robert P. (69), 92 Bayview Ave., Port Washington, N. Y. 2244
Murray, Tonie (70), Hance Rd., Fair Haven, N. J. 3095
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Wheeler, Rosamond (248), 5 Bay State Rd., Boston, Mass. 4549
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Wright, Thomas C. (U), Fergus Falls, Minn. 1584
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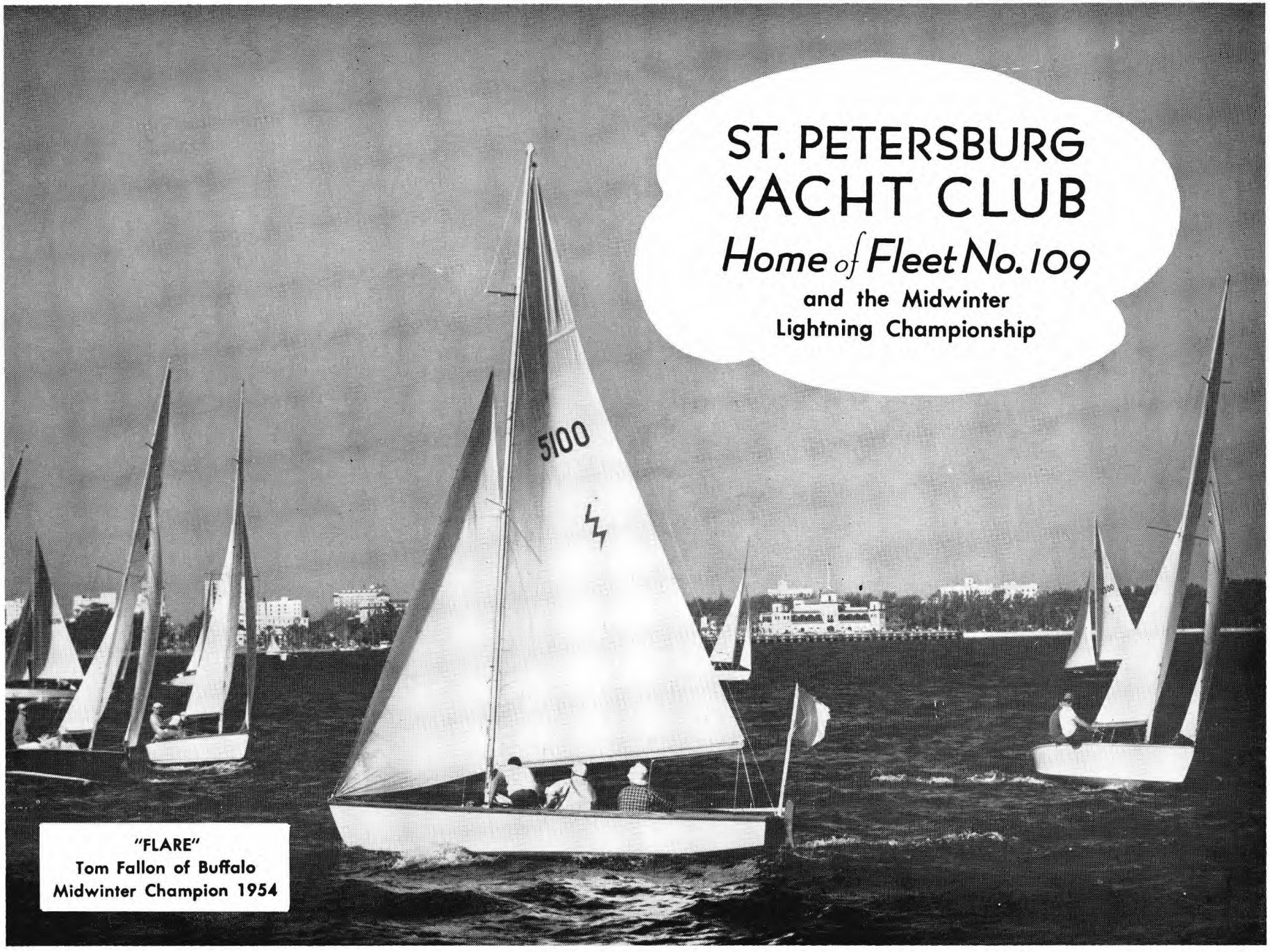
Zwikker, Kees (A), 1503 Riverside Ave., Cleveland 7, Ohio


ST. PETERSBURG
YACHT CLUB
Home of Fleet No. 109
and the Midwinter
Lightning Championship
5100
"FLARE"
Tom Fallon of Buffalo
Midwinter Champion 1954

Registry of Lightning Owners

(Corrected to February 1, 1951)

You will note that the address of the owner is omitted. This you will find under the alphabetical listing. Fleet affiliation is denoted by the figure in parenthesis following the owner's name. If the name is followed by (U), this signifies the owner is unaffiliated.

The Executive Secretary, Bank of South Haven Bldg., South Haven, Michigan should be advised promptly of all changes in owners' 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 Executive 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.

We have tried hard to make this listing as accurate as possible but errors do seem to occur. If you find we have listed your boat, name or Fleet incorrectly please let us know so we may correct our records.

Where boat number is followed by an asterisk (*), it means that there is an approved measurement certificate on file for this boat. All boats not so marked do not have measurement certificates on file.

Boat No.	Owner-Fleet
1*	Lewis S. Ayars, Jr. (1).
2*	Robert H. Anderson (181).
3	Wm. A. Berndt (U).
4*	Mrs. N. B. Knorr (14).
5*	Frank G. Ellis (72).
6	E. T. Schutt (U).
7	Dealer.
8*	Henry L. Backus (127).
9	John Hallet (U).
10*	Darwin R. James, Jr. (3).
11	W. L. Gittings (U).
12*	Carol Pilloni (104).
13*	Louis Casey (U).
14*	R. B. Whitteredge (U).
15*	Ralph F. Crocker (U).
16*	Howard V. Siddons (92).
17*	George Vollett (178).
18*	Jack Morgan (70)
19*	Franciscus Byl (U)
20*	Joseph, John J. & James H. Crate (34).
21*	Oren M. Ragsdale (154).
22*	C. B. Crittenden (31).
23*	Jane H. Dumont (98).
24*	John J. Ryan, Jr. (boat burned).
25*	Robert Messick (U).
26*	James Levy (U).
27*	Robert A. Fowkes (75).
	Alton Moody (75).
28*	Thos. M. Jones, III (12).
29*	Wendell Townsend (96)
30*	F. C. Ziegler (205).
31*	Lorna & Merrill Payson (190).
32*	Whitworth Ferguson (12).
33*	Howard Hanneman (217).
34*	John A. Chater ( ).
35*	Walter Titus (U).
36*	Warren Healey (U)
37*	Philip J. Buchborn (26).
38*	George L. Gordon (U).
39*	Morton W. Shepard, Jr., (82)
40*	H. J. Walter (U).
41*	Bob Bruce (70).
42*	George E. May (59).
43*	Wm. Holding (32)
44*	Rosalie Walton (U).
45	A. W. French, Jr. (U).
46	G. V. Tompson (U).
47	Roy Griffen (U).
48	George S. Nelson (U).
49	Mr. & Mrs. J. Hobart Wilson (229)
50	James V. Hogg (U).
51	Ian Bradburn (U).
52	William G. Mathews (185)
53	Walter M. Becker (22).
54	Dr. Edwin Vary (110).
55	Dr. A. B. Chidester (149).
56*	Wm. R. Oellrich (58).
57	Phil R. Skelton (U) (mail returned).
58	Norment Alden (U) (mail returned).
59	Mr. & Mrs. Charles Gilbert (U).
60	Eugene Leistner (U).
61	Harry B. Jansen (U).
62	Harold W. Post (29).
63*	Robert Hall (79)
64*	Mrs. Paul Palmer (226).
65	Arthur Grahame (U).
66	Max Roller (5).
67*	Culver Military Academy (U).
68*	O. T. McIntosh, Sr. (127)
	J. F. McIntosh (127)
69*	Chas. A. Wight (85).
70*	Culver Military Academy (U).
71*	E. L. Hoiles (106).
72*	Culver Military Academy (U).
73*	Culver Military Academy (U).
74*	J. Pannenborg (13).
75*	Hugh H. Hanson (U).
76*	Clyde Oberist (13).
77*	Wallace S. Eddy (105).
	Patsy Eddy (105).
78*	Mr. and Mrs. Eugene P. Da Rif (63).
79*	Gerald & Jerry Wunderlich (77).
80*	Whiton Powell (47)
81*	Walter Roehrig (145).
82*	Joseph L. Jova (39).
	Ynes Cline (39).
83*	Horace Yates (36).
84*	Dick George (9).
85*	W. Kenneth Seubert (12)
	John E. Seubert (12)
86*	Ensign Eskil B. Ringdahl (4).
87*	Wm. W. Norcross (10).
88*	William Craig Stratmann (U).
	Richard Allan Stratmann (U).
89*	Daniel E. Sutton (228)
90*	Ruth Ann Wiley (95).
91*	Commander Frank Rile, USN (U)
92*	Robert H. Sprague (142).
93*	Ray Caulfield (U).
94*	James E. Merrill (3).
95*	Gaines N. Houston (U).
96*	A. C. Weierich (23).
97*	John P. Kelley (173).
98*	Malcolm L. Monroe (211).
99*	O. F. Rupprecht (95).
100*	Edward Ix (3).
101*	C. B. Young (U) (mail returned).
102*	A. V. Schwarenka (34)
103*	Clayton C. Erskine (14).
104	E. P. Williams (U).
105*	John V. Wilbanks (U)
106	Rex O'Malley (U) (mail returned).
	A. C. Remich, M.D. (222).
107*	Clayton Ebert (222)
108*	Sigmund W. Nelson (97).
109*	Howard K. Ainsworth (101).
110	Herle B. Long (U) (mail returned).
111*	Herbert Frost (98)
	Halsey Frost (98)
112*	Price M. Davis, Jr. (69)
113	Norman D. Nichol (U).
114*	Edward Trozyl (56).
115*	James Johnson (5)
116	G. L. Bouteiller (50).
117	Stanley H. Dow (129).
	James B. Dow (129).
118	Frank M. Cowper (U) (mail returned).
119	J. R. Minor (U).
120*	T. H. Flanagan (205).
121	E. Roger Hotte (29).
122*	Dan H. Butler (51).
123*	C. Shriver (33).
124*	George B. DuBois (108)
125*	William Willworth (190)).
	Fred J. Merrill (190).
126*	William S. Bradley (U).
	H. K. Tiedemann (U).
127*	C. William Horr (80).
128*	Henry Martin, Jr. (U)
129*	Donald K. Lister (U).
130*	Frank S. Effron (205)
131*	Roland C. Bergh (2).
132*	Donald P. Naeye (108)
133*	J. G. Poliak (U).
134*	William F. Carson, Sr. (99)
	Blanche Carson Crooks (99)
	William F. Carson, Jr. (99)
135*	Leonard H. Sager (U)
136*	Edward Bacon (U).
137*	John Fairgrieve (6)
138*	F. B. Beasley (226).
139	L. W. Gunder (U).
140*	Phillip I. Crawford (U).
141*	Harry C. Olsen (6)
142*	Roland Mestayer (211).
143*	John Hill (77).
144*	Kenneth E. Ryan (U).
145	Builder.
146	Builder.
147	Wm. Stevens (13).
148	Builder.
149	Builder.
150	Builder.
151	Builder.
152	Cleida Johnson (U).
153	Robert Luce (U).
154*	Joseph J. Eliasz (47)
155	Drake H. Sparkman (U).
156	Builder.
157	Builder.
158	Builder.
159*	Camp Pocono (16)
160*	Robert G. Edgar (16).
161*	Joseph S. McKinsey (222)
162*	James A. Bentley (1).
163*	Richard G. Westerman (233)
	Billie G. Westerman
164*	John Haesler (134).
165*	John Rannells (U).
166*	Mrs. Varick Stout, Jr. (94).
167*	Robert C. McEwen (120).
168*	Merwin S. Vile, Jr. (85).
169	Richard S. Pike (U)
170	J. A. Gorman (U).
171	Paul B. Kelly (U).
172	Victor J. Grumblatt (U).
173	W. C. Opferman (11).
174*	Joan Papae (82).
175*	Charles Picoulet (U).
176*	Robert Sloan, Jr. (1).
177*	Philip R. Van Duyne (3).
178*	William C. Kalning (34).
179*	John E. Jones (225).
180*	Dr. J. M. Riley (15).
181*	J. Bryant Fugate (U).
182*	D. P. Morehouse, Jr. (15).
183*	F. L. Bissinger (71).
184	A. G. Shenstone (U).
185*	Arthur M. Godfrey (50).
186	F. G. Whittier, Jr. (U) (mail returned).
187	G. Milton Pitman (U).
188	Wm. J. Luther (U).
189	Paul Gross, Jr. (U).
190	George G. Johnson (U).
191*	Matt J. Cool (56)
192*	Dr. R. T. Mathews (30).
	John Roland Mathews (30).
	Jane Anne Mathews (30).
193	G. G. Greene (U).
194*	W. J. Fleming (U).
195	Dealer.
196*	Roy H. Hendrickson (140).
197	Stephen C. Morris (23).
	Wm. Morris (23).
198	Skaneateles Trophy for C.N.Y. Y.R.A. Regatta.
199	Frank M. Russell (Boat burned).

Boat No.	Owner-Fleet
200	Herbert Wood (22).
201	D. O. Fugate (U).
202*	Milton C. Bergey (98)
203	Edward E. Bishop (77).
204	Herbert J. Krase (23).
205	Herbert L. Walker (U).
206	F. Trammell Crow (35).
	Henri Bromberg, Jr. (35).
	Pat Morris (35).
207	Otto H. Schulz (U).
208	Dwight F. Miller (U).
209	Bill Price (U).
210	Louis Warshaw (122).
211	Arthur G. Stillman (U).
212	G. C. Blackburn (117) and H. S. Colby (117).
213	Morgan Krann (70)
214*	Hawley W. Albright (74)
215	Robert K. Adams (U).
216	Arthur E. Fogelstad (U) (mail returned).
217	A. A. Sproul (U).
218	Boat wrecked.
219	Richard P. Evarts (238)
220*	Allen M. K. Stephens (92).
221	Dr. Charles P. Shoemaker (25).
222*	Paul S. Twichell (10).
223	J. Westford Cutler (3).
224*	Bob Schmidt (138).
225	Paul Manning (57).
226	J. E. Borton (8).
227	George M. Berry (U).
228	Vincent Doyle (U).
229	Kenneth G. Freeman (93).
230*	Edward Bishop (boat burned).
231	Robert W. Meeker (U).
232	Bertram D. Campbell (51).
233	Sigournay B. Olney (U).
234	David M. Neely (44).
235	Wm. H. Evans (U) (mail returned).
236*	W. Gordon Gemeny (U).
237	Frederick K. Marchman (U).
238	John V. Berger, Jr., M.D. (U).
239	Howard H. Young (U).
240*	Arthur C. Beaudry (U)
	Robert W. Beandry (U)
	Donald A. Beaudry (U)
241*	Carroll Y. Belknap (7).
	Jack Belknap (7).
242*	Kenneth A. Norton (238)
243*	Marjorie Greenberg (58)
244*	Claude Cohoon (53)
245*	Burke N. Carson (1).
246*	Robert Murray (12).
247*	R. M. Watkins (242)
248*	Warren Weiant III (43).
249*	Ralph P. Manny (32).
250*	E. A. Nordholm (7).
251*	Irene Gathy (106).
	Mr. & Mrs. W. S. Gardner (106).
252*	Theodore Maher (7).
253*	Richard Carr (32).
	Stephen Carr (32).
	Michael Carr (32).
254*	Riverside Yacht Club (7).
255*	Lawrence Moore (153).
	Mrs. Lawrence Moore (153).
256*	Philip McKee (153).
	Bates McKee, Jr. (153).
257*	Edward Wilcox (129).
258*	E. G. Hickling (U).
259*	T. D. Helprin (7).
260*	W. P. Wright, Jr. (U).
261*	Camp Pocono (16).
262*	Truman S. Safford (7).
	Robert Norton (7).
263*	Charles R. Van Anden (39).
264*	Dr. Donald E. Tinkess (7).
265*	Henry M. Buckley (127).
266*	Savannah Yacht & Country Club (127).
267*	Sam Varnadore (127).
268*	Dr. Frederick Deneault (246)
269*	G. Jay Stephens (U)
	Patricia Ganson (U)
270*	George Tompkins (3)
271*	Builder.
272*	Barbara Hill (7).
273*	Frank J. Ripple (U)
274*	J. J. O'Neill (U).
275*	R. B. Van Houten (U).
276*	Jean Bowen (59)
277*	Raymon Baldwin (6)
278*	Ralph R. Eckert (70).
279*	Anthony Maletta (95)
280*	H. Minot Pitman (183).
281*	Dr. J. Robert Andrews (37).
282*	Dr. R. H. Little (U).
283*	Norman S. Evarts (238)
284*	Philip W. Ness (7).
	Philip W. Ness, Jr. (7).
285*	G. J. Malherbe (218).
286*	Luther W. Gregory (87).
287*	Richard A. Dwelley (39)
288*	Houghtie White (U).
289*	Carl Allen (U).
290*	Harry Bloodsworth (92).
291*	Philip M. Schloss (207).
	Esther M. Schloss (207).
292*	Paul R. Ruby (93).

Boat No.	Owner-Fleet
293	J. E. Catlin (U).
294	Chas. M. Nichols (29).
295	Larry Velour (U).
296	Charles Wiegel, Jr. (U).
297*	John B. Barrett (97).
298	E. T. Fraim (192).
299	Eldene Thompson (31).
300*	Keith Moore (44)
301	Charles H. Richman (16).
302	Robert Bliss (107).
303	Frank H. Riepen (8).
304	Dealer
305	Dealer.
306	Dealer.
307*	Kreigh Collins (204).
308*	Fred C. Breismeister (U).
309	Clifford Dick (U).
310	Sold to unknown owner.
311	Edward D'Anna, Jr. (U).
312	Roy E. Abrams (22)
	Roy E. Abrams, Jr. (22).
313*	R. L. Herron (42).
	R. H. Herron (42).
314*	Wm. H. Richie, Jr. (U).
315*	Fred DeBen (62).
316*	Dr. J. R. Robb (U).
317	H. G. Kreuger (31).
	A. L. Marshall (31).
318*	Glenn F. Watkins (109)
319	J. A. Johnson (U).
320	J. H. S. MacDonald (U).
321	Detroit District Y.M.C.A. Camp Nissacone
322	W. V. Scott (3).
323*	H. G. Meinke (141)
324	E. E. Carter (U).
325	P. R. Braddon (U) (mail returned).
326*	Winfield Partridge, Jr. (U).
327	Presley D. Bowen (U) (mail returned).
328	F. G. Syburg (U).
329*	Walter Russ (81).
330*	Robert Fulton (5).
331*	Owner unknown.
332	Grand Hotel Development (135).
333*	Ernest A. Boehm (5).
334	Kenneth R. Burchsted (U)
335	Dr. B. Raymond Weston (U).
336*	Elmer Walsh (113).
337*	Mrs. James G. Affleck, Jr. (U).
338*	Martin E. Cupery (U)
339	E. N. Wheelock (U).
340*	David Upham (150).
	Claudia Upham (150).
341	Dr. William T. Lindsey, Jr. (U).
342	Wm. Nisson (U).
343	H. E. McCarthy (U).
344*	Completely demolished.
345*	Charles Mohn (U).
346*	William Miller (184).
347	James A. Zimmerman (177).
348*	Dr. Walter S. Booth (U).
349*	Nathan Hale (119).
350	Arthur F. Tuthill (U).
351*	David L. Berry (3).
352*	Eugene Wulsin (57)
	Sam Wilson (57)
353*	Mr. & Mrs. J. H. Morey, Jr. (U) (mail returned).
354*	Vaughn Pierce (12)
355*	Alfred E. Ward (192)
356*	Dr. Robert D. Johnson (1)
	Deborah C. Johnson (1)
	Robert C. Johnson (1)
	Michael C. Johnson (1)
357*	Frank C. Lawton (U).
358*	William R. Shipman (U)
359*	Robert Chisholm (93).
	T. L. Chisholm (93).
360*	George Way Linder (129).
	Philip C. Judd (129).
361*	John G. Lee (U).
362*	Julius Hanewald, Jr. (104).
363*	Sandra Stroud (190)
364*	Frank W. Zurn (24).
	David Zurn (24).
365*	Hector McKay (58).
366*	Harold Hutchins (44).
	Harold Hutchins, Jr. (44).
367*	Carleton J. Lauer (53).
	Gertrude M. Lauer (53).
368*	Fred C. Walter (57)
369*	Paul Wing (U).
370*	Joann Pierce (3).
371*	Lt. Francis H. Brennan, USNR (U) (mail returned).
372*	Dr. Jack Diener (50).
373*	G. V. Thompson (U).
374*	Sage Gabriel (85).
375*	Mary A. North (2).
376*	Donald G. Robbins, Jr. (153)
377*	Robert E. Rothschild (U)
	Maurine P. Rothschild (U)
378*	Walter Cross (77).
	Erwin Coy (77).
	Jack Hare (77).
379*	W. Benton Harrison, Jr. (17).
380*	Frank H. Pfefferle (57).
381*	Wm. P. Norris, Jr. (3).
	Dr. John C. Hirst (3).

Boat No.	Owner-Fleet
382*	Winchester Bennett (63).
383*	Richard W. Clayton (104).
384*	Winchester Bennett (63).
385*	J. Y. Monk, Jr. (U).
386*	Forrest C. Jobes (99).
	Mary Louise Jobes (99).
387*	Dr. W. H. Winchester (53).
388*	Robert Curtiss Montgomery (U).
389*	Francis J. Murphy (U).
390*	Harry A. O'Mealia (3).
391*	Herbert T. Axford (16).
392*	Harry L. Brown (47).
393*	Graham-Eckes School (U).
394*	Kendrick P. Coachman (13).
395*	Richard M. Eckert (34).
396*	Harold F. Stephenson (34).
	John W. Stephenson (34).
397*	John Y. Sloan (81).
398*	Robert Perrigo (115)
	Scott Rich (115)
399*	Gordon Gould (106)
	Miss Ruth Hill (106)
400*	R. E. Hebert (77).
401*	Edward A. Gleason, Jr. (189)
	William Gleason (189)
	Carol Gleason (189)
402	J. Arthur Friedlund (U).
403*	J. M. Taylor (5).
404	Dealer.
405*	Thane H. Mains (123).
406	Julius Chinman (U).
407	James T. Kirkpatrick (137)
408	Lost in storm.
409	F. J. Emmons (199).
	Joseph S. Roman (199).
410*	W. M. Hunphrey, D.D.S. (47)
411	W. K. Cooper (167).
412	Meyer Burakoff (U).
413	R. L. Henderson (140).
414*	L. J. Ryan (5).
415	John M. Smith (U).
416	Tom G. Smith (U).
417	Robert Esserman (56).
418*	Wm. S. Duncan (37)
	Don C. Freeman (37)
419	W. L. Alspach, M.D. (U.).
420	Frank Keller (42)
421*	Joseph S. Mohr (199)
	Emily Mohr (199)
422*	Roger Barnitz (U).
423	Alfred D. Todd (185).
424*	Claus Sutor (5).
425	Gordon W. Brown (deceased).
426	Edward T. Markham (U).
427	W. W. Jennings (109).
	Morgan Powell (109).
428	Allen E. Somers (U).
429	W. M. Pierce (U).
430	Ford L. Miller (U).
431	Don A. Fischer (U).
432*	Alex Robb (58).
433	Oscar Carlson (U).
434	R. W. DeBenham (U).
435	Hubert S. Bush, Jr. (142).
436	W. E. Anderson (60).
437*	Edward B. Heyl (50).
438	Ray Sherman (69).
439	Dealer.
440	E. E. Heubotter (U).
441	Ted Hug (U).
442	Marcy L. Pengue (U).
443	C. W. Allen (218).
444*	A. William Elliott, Jr. (244)
445	Capt. C. A. Pedersen (U) (mail returned).
446*	John A. Couch, Jr. (3).
447*	John H. Dill (70).
448*	William Jennings (163).
	Robert Jennings (163).
449*	Mrs. T. Wister Brown, III (U).
450*	Al Wohlwend (109).
451*	J. V. Whitbeck (15).
452*	Dr. L. F. Dietter, 115).
453*	Dr. Wm. R. Dolan (1).
454*	Frank W. Thatcher, Jr. (3).
455*	Henry P. Bristol (3).
456*	Earl C. Johnson (59).
	Mrs. Olive M. Johnson (59).
457*	Dr. M. Lawrence Elwell (140).
458*	Ernest J. Hamilton (77).
459*	Reid Grody (24)
460*	Richard Daso (42).
461*	Thomas M. Russo, Jr. (104).
	Richard J. Russo (104).
462*	Francis P. Bruce (207).
	Virginia P. Bruce (207).
	Nancy Marston (116).
463*	Frederick H. Janson, Jr. (U)
464*	Chuck Groo (74).
465*	J. E. Hurley (3).
466*	Miss Hilda Hill (192).
467*	C. Robert Grainge (U)
468	Charles W. Snyder (92).
469*	Edwin C. Roseberry (12).
470*	C. Friend Stafford (77).
471*	Ralph H. Franclemont (12).
	Tommy Franclemont (12).
472*	Buffalo Council of Boys Scouts (12).
473	H. Robertson Tuttle (230)
474*	John J. Moreschi (U).

Boat No.	Owner-Fleet
475	John G. Butler (U)
476	O. L. Pengue (U).
477*	Francis Temme (196)
478	R. A. Goodall (U).
479	Davis W. Shoemaker (U) (mail returned).
480*	Dr. Arthur H. Schumacher (71).
481	Henry G. Wetter (138).
482*	Frank Platt (137)
483*	O. N. Tevander (U).
484	Chester C. Fernald (U).
485*	Jack Wright, Jr. (U).
	Lois Daenhardt (U).
486*	Ross McHugh (116)
487*	Paul O. Penn (154)
488	L. H. Fremont (U).
489*	P. F. Taylor (26).
	Robert F. Taylor, II (26).
490*	Wrecked.
491	C. E. Bathe (U).
	T. F. Sears (U).
492	William Montgomery (U).
493	Merrill W. Tilghman (U) (mail returned).
494*	John L. Washbourne (55).
495*	Edward L. Kurtz (190).
496*	Robert M. Messick (U).
497*	H. E. Geissinger (18).
498	Burvee Franz (238)
499	William C. Werner, Jr. (U).
500	Dave Edmonds (U)
501	Claude Colleir (108).
502*	Chaunce M. Rogers (104).
503*	John L. Davies (34).
504	Ralph A. Pauly (241)
505	Tom B. Garber (35).
506*	Dr. A. H. Bellerose (227)
	Gertrude S. Bellerose (227)
507	Taylor M. Ward (U).
508*	Wm. A. Straub (77).
509*	William N. Bonner (U).
	Robert M. Wiggins (U).
510*	Gordon B. Stillman (10).
	Barbara Stillman (10).
511*	William R. Hudson (U).
	G. E. Veasey (U).
512*	W. J. Suber (U).
513*	John C. Cattus (3).
	Margarita V. P. Cattus (3).
514*	Stanford W. Kellogg (131)
515*	Albert G. Perkins (47).
516*	Lewis M. Lucas (17).
517	Edward E. Chapin (U).
518*	Richard Molt (49)
519*	William E. Neff (U).
520*	Andy Rhubottom, Jr. (19).
521*	Arthur A. Ward (12).
522*	Bill Cairns (50)
523*	Francis W. Howe (12).
524*	Lawrence Kibler (12).
	Robert Stubbs (12).
525*	L. Russell (72).
	Paul Phillips (72).
526*	David Beeman (9).
	Barbara Beeman (9).
527*	Robert Purnell (72).
528*	Raymond B. Hecht (36).
529*	C. Lee Abell (U)
530*	Richard S. Bristol (171)
531	Uberto Giovannelli (U) (mail returned).
532	Dr. Seymour Miller (U).
533*	R. M. Watkins (242)
534*	Milton H. McBride (U).
535	Talmadge Loyd (35)
536	Pvt. Wm. G. Bailey (U) (mail returned).
537	T. P. Kelly (U).
538	Tom B. Pearson (22).
	Paul M. Pearson (22).
539	Hugh Lewis (U)
540	Chantier Naval De Corsier-Port-Geneve
541	Dealer.
542*	David Trend (U).
543*	Paul W. Arnold (198)
544*	Donald Braun (196).
545*	C. Baylie Tompkins (18)
546*	Arthur Bundrick (18).
547	Shirley Ann Whitcomb (6).
	James Williams (6).
548*	John P. Caval, Jr. (U)
549	Clyde Whitley (U).
550*	Philip S. Webster (U).
551	Wm. A. Raub (U).
552*	Charles K. Doland, D.D.S. (U)
553	Destroyed by Fire.
554*	John F. Male (212)
555*	Edgar Denton (15).
	Gwynne Denton (15).
	Richard Denton (15).
556*	Alex S. Reynolds (1).
557*	E. W. Adams (33).
558*	Albert T. Davis (212).
	Betty A. Davis (212).
559*	Mrs. Clan Crawford (37).
560*	Dr. Eugene B. Linsey (207)
	Dr. Paul Melnick (207)
	David L. Kabaker (207)
561*	Jack R. Allen (37).
562*	George W. Pederson (49)
563*	L. M. C. Smith (244)
564*	C. Kenneth Wilson (U).
565*	Dr. Michael Leonard Greene (U).
566*	Wilbur F. July (141).
567*	Harold B. Thomas (104).
568*	Francis X. Sutherland (32).
569*	Louis Van de Boe (172).
570*	George Hays, Jr. (37).
571*	Dale Feakins (29).
572*	Reginald A. Batty (125)
573*	Clifton W. Fichtner (12).
574*	Richard Hedley (12)
575*	Griffith J. Winthrop, M.D. (44).
	Griffith J. Winthrop, Jr. (44).
576*	Richard D. Barbieri (185).
577*	Charles F. Overton (30).
578*	Frank A. Cosgrove, Jr. (3).
579*	G. Stewart Stokes (3).
	Malcolm T. Stokes (3).
580*	Joseph L. Serrill, Jr. (173)
	Barbara L. Serrill (173)
581*	Mrs. Kenneth P. Miller (3).
582*	Sherman V. Allen (227)
	Janie A. Allen (227)
583*	William Guier (U).
584*	Gerald J. Bernbeck (U)
585	Dr. O. J. McCormack (1).
586*	Bengt Kjellgren (37).
587*	N. W. Baker (37)
	H. Beatty (37)
588*	Clarence Stoddard (44).
589*	Ralph R. Riehl, Jr. (24).
590*	Robert Mast, Sr. (U).
591	Onalee Laird (53).
592	Robert J. McCranor (U)
593	Gene Lund (U).
594	Charles D. Clarke (U).
595	Don Ratcliffe (U).
596*	Robert E. Huston (233)
597	Jeanne K. Greenley (53).
598*	Ralph Smith (113)
599	John P. Lightcap (U).
600	Destroyed by Fire.
601	Nofie D. Alfonso (209).
602	Albert Theurer (25).
603	Sea Scouts Troop (U).
604*	Stan M. Sargent (55)
	Lydia Sargent (55)
605*	Erskine W. Baker (92).
607	Boat destroyed by fire.
608*	Howard Ericksen (5).
609	Dealer.
610	John M. Shlien
611	Frederick W. Prince (54).
612	Dealer.
613*	Ray Lohr (24)
614*	Dan Abbey (U).
615*	Dr. Harold W. Morgan (U).
616*	Nathan Janco (U).
617*	J. Wesley Farrell (77).
618*	Donald Young (176).
	Lewis Young (176).
	Phillip Young (176).
619*	Dr. Paul W. Tisher (U).
620	Waldo W. Greene (40).
621	F. L. Shackelford (U).
622*	Marjory Linfield (211).
623	John Robertson (U).
624	Montrose-LaCrescenta Kiwanis Club (U).
625	Morris Eigen (U).
626*	R. A. Dougans (66).
627	Naomi H. McCann (192).
628*	John Call (154).
629	William Geljack (U).
630	R. V. Duff (37)
631*	Scott Odell (122)
	Jay Odell (122)
632	Chester Dow (110).
633	E. S. Bower (U).
634	LCDR Cecil C. Humphreys (22).
635	George J. Walter (U).
636	Sam Peters (U) (mail returned).
637*	Armin E. Joez (131).
638*	Fred Carlson (43).
639*	Charles H. Godfroy (5).
	Charles H. Godfroy, Jr. (5).
640	Clifford D. Sadler (154).
641	Dr. William M. Allen (218).
642	Gordon Keyworth (U) (mail returned).
643	Vernon M. Roosevelt (54)
644*	Donald Warde (181).
645*	Don Hamilton (222).
646*	Lionel W. Stevenson (5).
647*	C. V. Bacon (34).
648	R. H. Wattson (U).
649	James J. Howe (U).
	John Buchanan (U).
650*	Damaged beyond repair.
651*	Wm. E. Veenschoten (24).
	John Veenschoten (24).
652*	Harry H. Weining (24).
	F. E. Devine (24).
653*	Lynn Perry (24)
	Jay Sharpe (24)
654*	Mrs. A. K. Large (24).
655*	William Conner (24).
	Julia Conner (24).
656*	Howard Hoffman, Jr. (86).
657*	J. Clifford Heller (104).
658*	Samuel M. Thomas (164)
659	Edward J. McGuirk (104).
660	Ethan Alyea (142).
661	Ernest H. Rice, Jr. (U).
662*	Dealer.
663*	Wm. E. Klarner (128)
664	Allen Kaiser (U).
665	Henry L. Bird (244)
666	O. O. Ross, Jr. (U).
667*	Harry Winterfield (163).
	Jerome Winterfield (163).
668	Captain Alan C. Howell (95).
669	F. K. Daggett, Jr. (U).
670	Oliver Sterling (141).
671*	Joseph Solimine (3).
672	Jay Lewis Rubin (U)
	Robert Livingston (U)
673*	Earl A. Biggin (114)
674*	Dr. L. H. Hergesheimer (8).
675*	I. William Lane (70)
	Betty G. Lane (70)
676*	Edgar Moran (36).
677*	R. M. Seng (36).
678	George Hefferan (U).
679*	Dr. H. I. Clark (110).
680*	F. Fermoile (U).
681*	Max Lekson (207).
	Ludvick Lekson (207).
	Al Hoegler (207)
682*	Roy Raney (27)
683*	Frank E. Davis (37).
	W. C. Ehlert (37).
684	Girl Scouts of America (U).
685*	Barbara F. Biddle (183).
686*	Graham V. Wright (3).
687*	Robert Rostek (74).
688	Henry S. Stearns (1)
689*	John N. Paschal (U).
690*	Richard C. Miller (49).
	Paul Miller (49).
691*	Howard Townsend (167).
	John Flaherty (167).
692*	Hendrick Van der Horst (115).
693*	Dr. Murray S. Howland, Jr. (12)
694*	Richard K. Neller (67)
695*	George Kalinich (U).
	John Kalinich (U).
696	Gordon E. Marwick (4)
	Ian Marwick (4)
697*	Robert Harvey (12).
698	Builder.
699*	Francis Shaffer (36).
	Lena Shaffer (36).
700*	Chet Howell (95)
701*	Leonard C. Ferguson (120).
702*	Edwin J. Schoettle (3).
	Mary S. Mitchell (3).
703*	C. K. Patterson (54).
704*	Ward Beecher (36).
705*	Ben F. Hawn (36).
706*	L. Vance Jefferis (U).
	Marguerite G. Jefferis (U).
707*	Lorie Wright (24).
708*	Harold L. Ferguson (225).
709*	Frederick R. Wiedeke (92).
710*	Florence Norton (198).
	Paul Norton (198).
711*	John A. Kline (37)
	S. O. Kline (37)
712*	Ted C. Schott (U).
713	Builder.
714	Ralph Bloom, Jr. (59).
715	Wm. Okin (U).
716	Edward J. Finster (93).
717*	Dr. H. S. Moore (1).
718	Builder.
719	Builder.
720	Lee M. Van Degens (5).
721*	James Dressel (43).
722	S. W. Schulmeyer (42).
723	Kenneth N. Francisco (U).
724*	Winston C. Perry (75).
	Winston C. Perry, Jr. (75).
725	Frank M. Van Dyck (U).
726	H. Harris Howeler (56).
727*	C. Peter Johnson, Jr. (U).
728*	Frank P. Howell (U).
729	Ralph Schmitt Co. (U).
730	Ted Bosman (U).
731	Herbert M. Buerger (178)
732	Dr. James B. Smith (U).
733	Marvin Rubel (38).
734	Donald B. Boyce (U) (mail returned).
735*	Samuel Kalkstein (228)
736*	David Poole (98)
737*	Christopher McCutcheon (91).
738*	Louis P. Holladay, III (192).
739*	E. C. Erickson (12)
740	T. O. Wentworth (U).
741	E. L. Wilkinson (192).
742	Franklin H. Bartlett (mail returned).
743*	George I. Danly (30).
744*	Eugene Vidal (41).
	Charles Widmann (41).
745*	Harold E. Thomas, M.D. (U).

Boat No.	Owner-Fleet
746*	Carl Kolb (12).
	Hyacinth Kolb (12).
	William O'Hern (12).
747*	Margaret Ellen Hogue (164).
748*	Al Sargent (78).
749*	John W. Swanson (59)
	John L. Palmer (59)
	T. H. Tarbell (59)
750*	C. Benedict Johnson (12).
751*	H. E. Christfield (U).
752*	Floyd Lay (78)
753*	Leonard Ladenburger (30).
	Ward Webster (30).
	Henry Williams (30).
754*	Bruce Gregory (1).
755	Dr. Newton E. White (U)
756*	Coralee Manhave (61).
757*	Stephen L. Walter (U).
758*	Winston Churchill (44).
759*	Edward Cosden (134)
760*	H. Jack Siekmann (51)
761*	Edward Geary (178).
	Frank R. Creed (178).
762*	John Sengstacken (95).
763*	Nicholas Weber (71).
764*	H. J. Deal (212)
765	C. H. Britton, Jr. (40).
766	Richard Schneer (U) (mail returned).
767*	Ira Caldwell (U).
768*	Phil Klink (10).
769	Walter A. Clayton (25).
	William L. Clayton (25).
770	James L. Chestham (25).
771	Hugh Marshall (40).
772	Walter A. Johnson (U).
773	Mrs. Shirley Baer (U).
774*	John H. Snyder (67).
775	W. L. Cleveland (U).
776	Donald W. Neal (54).
777*	Kent Brown (232)
778*	William G. Phillips (51).
779	Carle A. Forster (104).
780	Fred Lorenz, Jr. (196)
781	Harrell Dial (U) (mail returned).
782	R. Stanley Moss (U).
783*	Dr. K. E. Comfort (U).
784*	Ira S. Caldwell (U).
785*	Walter Wellman (177).
786*	Rochford H. Ern (3).
787	John H. Elfman (196).
788	Eugene E. Leimkuhler (U)
789	Colonel Wm. Legat (U) (mail returned).
790*	Phillip Snoberger (154)
791*	Herbert LePage (140)
792	Hernan Sarmiento (U)
793	Dr. C. Spencer Davison (U).
794	Oliver May (U).
795	David V. B. Duryea (U).
796	Robert E. Krauss (U).
797	D. W. Hanrahan (U).
798*	George Beveridge (53)
799*	J. A. E. McDonald (215).
800*	Harvey Zeilers (36)
801*	Charlton M. Theus (127).
	Miss Will H. Theus (127).
802	J. A. O'Donnell (69).
803	Joseph Finnerty (U)
804*	Paul Tanner (53).
805*	Franklin M. Hoel (U).
806*	Palmer Epler (75).
	Palmer Epler, Jr. (75).
	Cyrus Epler (75).
807*	Merrill C. Miller (51)
808*	Franklin H. Bickford (225)
809*	David Horowitz (106)
810*	H. F. Koch (148)
811*	E. Frank Russell (24)
812*	Dealer.
813*	Mrs. N. B. Knorr (14)
814*	E. G. & David Stasenburgh (140).
815*	John Young (49).
816*	Robert C. Griggs, M.D. (45).
817*	John W. Peirce (181)
818*	Paul Steinborn (U)
819*	Thomas DeStasio (172).
820*	Lowell E. Frost (43).
	Ellen Frost (43).
821*	Thomas Plimley, Jr. (39).
822*	Frederick V. Geier (U).
823*	Joseph D. Paterson (U)
824	John Chisholm (81).
825*	F. Cyril W. Greenhill, Jr. (42).
826*	Charles A. Everly (50)
827*	Horace Sylvester, III (95).
828*	Harold Byrne (U)
829*	Howard A. Vincent (115).
830*	Earl E. Fisher (43).
831	John Klein (98).
832	Valentino D. Clementino (49)
833*	Harold L. Van Wert (U)
834*	Kenneth T. Trevitt (U)
835*	James H. VanDoren (54).
836*	K. L. Raymond (54).
837*	C. J. Strang (54).
838*	George A. Wasserburger (54).
	Leo Wasserburger (54).
	Neil Wasserburger (54).
839*	Charles W. Buck (54).
840*	Jack Beal (31).
841*	Charles Callahan (54)
	Gerald Calahan (54)
842*	F. E. Bonner (54).
843*	Fred Wright (43).
844*	J. W. Rundt (212)
845	Jack Burgess (U).
846	Order of Christian Brothers Boys' Camp (U).
847	Kenneth Knudsen (U) (mail returned).
848	Builder.
849	Dr. F. L. O'Koniewski (149).
	Robt. F. O'Koniewski (149).
850	J. E. Matthews (U).
851	Don Bassi (30)
852	James W. Bowser, Jr. (U) (mail returned).
853	Owner Unknown.
854*	Arthur Wong (56)
	Warren Wong (56)
855	A. O. Hurxthal (34).
856*	W. C. Jones (17)
857*	Anton Bego (54)
	Eugene Bego (54)
	Robert Bego (54)
858*	R. W. Barrows (57).
859*	William S. Young (U)
860*	Robert H. Davis (70).
861*	Roy C. Moore (106).
862	Robert H. Zimmerman (31).
863*	Robert McKinley (138).
864*	James V. Tulle (104)
865	Charles O'Malley (178)
866	William R. Walker (177).
867	H. E. Fellows (U).
868*	Theodore C. Robinson (45)
	Grant M. Illenberger (45)
869*	Harry K. Morrison (43)
870	Clifford B. Marshall (U).
871*	Carl Baumgardner (36).
872*	Samuel T. Wharton (18).
873	Richard Comstock (U).
874*	B. R. Johnson (U).
875	C. W. Clutz (148).
876	F. J. Jerge (115).
877*	Arthur Ries (77).
878	J. P. Halstead (12).
	Cutler U. Halstead (12).
879*	Dr. Stephen F. Dale (U)
880	Wm. H. Thomas (71).
881	Edward C. Baltz (U).
882*	A. W. Anthony (91)
883*	F. J. de Loizaga (32)
884*	Clarence T. Shock (16).
885*	Leo J. Michels (42).
886*	Thomas W. Smale (51)
	Wilburt J. Smale (51)
887	C. J. Cartwright (53).
888	E. A. Dernlan (U).
889*	Wilson Shaw, Jr. (59)
890*	Dr. Antonio Versaci (72).
891	Robert Croasdale (U).
892*	Leyden E. Brown (15).
893*	James M. Long.
	(Boat lost in storm).
894	Pat H. Davis III (24)
895	Edmund D. Stevens, Jr. (12).
896*	Paul B. Root (24)
	David Rood (24)
897*	J. W. Putnam (36).
	Edwin Putnam (36).
	Thomas Putnam (36).
898	R. A. Walvoord (61).
899	Eugene George, Jr. (U).
900	Jose Carulla Soler (73).
	Jorge Carulla Soler (73).
901	George N. Pratt, Jr. (67).
	Peter Roe Pratt (67).
902	Gilbert Carr (U)
903	Builder.
904	Eugene T. MacCracken (54).
905	Builder.
906	R. M. Parker (60).
907	U. S. Marine Corps.
908	U. S. Marine Corps.
909*	Mr. & Mrs. E. D. Neal (47).
910	Clarence A. Carpenter (44)
	Clarence A. Carpenter, Jr. (44)
	Tristram Carpenter (44)
911	Anthony Petrofsky (U).
912	Max Pena Prado (U).
	Jiron Camana (U).
913	Dealer.
914	Edward De Meritt (31).
915	Philippe von der Weid (169).
916	Andre Guenat (169).
917	Hans Kupper (U).
918	Paul Gross (169).
919	J. C. Thibaud (169).
920*	Andre Gonset (169)
921	Guido Reuge (169).
	Martial Chassot (169).
	Urs Eschle (169).
922	Paul Kaiser (48).
923	Georges Bosset (169).
924	Rene Chanuisat (48).
925	Daniel Bidlingmeyer (48).
926	Gerald DeMontollin (169).
927	Ch-Antoine Vodoz (169).
928	P. Grandguillaume (169).
929	Pierre Moeckli (U)
930	Builder.
931	Builder.
932	Builder.
933	Builder.
934	Kenneth S. Thomson (U).
935	Eugene Scheid (46).
	Reg Adams (46).
936*	Lloyd J. Bach (46).
937	C. E. Poindexter (129).
938*	John Hepple (U)
939*	George W. Higgins (79).
	Elizabeth Higgins (79).
940*	Richard Sigman (69).
941*	Wm. J. De Beaubien (54)
942	John J. Speirs (85).
	Ann Speirs (85).
943	W. W. Davenport (U) (mail returned).
944	Otto A. Klinsmann (U).
945	Oscar E. Olsen (U).
946	Thomas E. Burke (15).
947	Roland Cueva (U).
948	Joseph Dissette (174).
949*	Nelson Penske (42)
950	Henry F. Stanton (68).
951	Greydon Wellman (U).
952	Billy Patterson (U).
953*	William O. Kuhns (71).
954	James W. Skaling (U).
955	Albert Meadows (U) (mail returned).
956	Randall S. Cowherd (U)
957*	Edward Launay (34).
958	John B. Birkholz (U).
959*	Don Burns (113)
	Ralph Wilkes (113)
960	E. W. Hansen (U).
961*	William G. Dahlquist (5).
962	George B. Satterwhite (U).
963	Charles Leiner (136).
964	Chuck Funkey (222)
965*	K. C. MacGillivary (53)
966*	Robert Acker (136).
	DeWolfe Perry (136).
967*	Nolan E. White (128).
968*	Edwin M. Willse (47)
969	Adolph E. Gude, Jr. (U).
970	John O. Knox (U).
971	J. W. Ardner (103).
972	The Everson Girls (112).
973	Charles A. Dupre (U).
974*	Robert Scull (14).
975	Thomas J. Ford (U).
976	Philip E. Fritz (U).
977	G. V. Crawford (226).
978*	Herman L. Schwartz (U)
979*	Harold Williams (70).
980*	Joseph W. Neiner (185)
981*	Edward Geier (77).
982	Frederic J. Gottwald (U).
983*	J. L. Brill (190)
984	Harold Hall (49).
985	John Bayer (U).
986*	Patricia Ann Kelsey (139)
987	Michael Hassel (U)
988	Frank W. Auchmoody (U).
989	Edmund A. Klein (27)
990*	U.S. Marine Corps Air Sta.
991*	U.S. Marine Corps Air Sta.
992*	U.S. Marine Corps Air Sta.
993*	U.S. Marine Corps Air Sta.
994*	U.S. Marine Corps Air Sta.
995*	U.S. Marine Corps Air Sta.
996	Jack Conrad (U) (mail returned).
997*	Cliff S. Dum (43)
	Jeff Dum (43)
998	Pete McDonald (132).
999	U. S. Coast Guard Training Sta. (U)
1000*	Mrs. Janet F. Ferguson (49).
1001	Vernon G. Clute (U).
1002	Frank Pearson (U) (mail returned).
1003	H. Numa Tedder (U).
1004*	Edward Reifschneider (136)
1005	Lt. J. G. Anthony, USNR (U) (mail returned).
1006*	Walter Wimazal (172).
1007	Ralph Prosser (58).
1008	Frederick A. Seacord, Jr. (32).
1009	Percy P. Bowen (59).
1010*	John S. Petti (129)
1011	Edward Van Gorden
1012	A. Petrinovich (U).
1013	John C. Scherff (196).
1014	Harry Green (80).
	John B. Fahy (80).
1015	Harwood E. Park (U).
1016	Jack Whelam (62).
1017	John A. Lewin (U) (mail returned).
1018*	Dr. David Beres (193).
	Mrs. David Beres (193).
	Paul Beres (193).
	Robert Beres (193).
1019	George G. Schorr (U) (mail returned).
1020*	K. R. Lavers (215)
1021	George J. Stewart (107).
1022*	Ed Adkins (103).
	Dave Adkins (103).

Boat No.	Owner-Fleet
	Tom Adkins (103).
1023	George D. Maers (U).
1024*	Charles D. Nitchie II (1)
1025	Morris Schwartz (U).
1026	Harold Sharpe (188)
1027	Edward Arbanos (U).
1028	Lloyd C. Johnson (U) (mail returned).
1029	Robert L. Harrison (42).
1030	John E. Bachman (U).
1031	Bromley Blackshaw (27).
1032*	Charles L. Hurlbut, Jr. (71)
	Harriet T. Hurlbut (71)
1033*	Elmer May (62)
1034	Al Viau (77)
	Ed Weisenbeck (77)
1035*	M. Johnson (68).
1036	Lt. William H. Sypher (U) (mail returned).
1037	John Lloyd (U).
1038	Lewis R. Darlin, Jr. (37).
1039	Ensign Clayton H. Crawford (U) (mail returned).
1040	Jim Hastings (U).
1041*	U. S. Marine Corps
1042*	U. S. Marine Corps
1043*	U. S. Marine Corps
1044*	U. S. Marine Corps
1045*	U. S. Marine Corps
1046*	U. S. Marine Corps
1047*	U. S. Marine Corps
1048*	U. S. Marine Corps
1049*	U. S. Marine Corps
1050*	U. S. Marine Corps
1051	Frank E. Wildey (U). (mail returned)
1052*	Edward Schnakenburg (107).
1053*	George Gilmore (U).
1054*	John Holmes (U).
1055	John D. Lindsay (51).
	Clifford C. Wrigley (51).
1056*	Walter Cook Keenan, Jr. (62).
1057*	Robert Linberg (14)
1058*	Bradford R. Adams (14).
1059*	Ray Lambert (136).
1060*	John Squire (51).
1061	Willis B. Davis (U).
1062	Dr. Morell Miller (62).
1063	C. F. Ebey (60).
1064	Donald Gay (U).
1065*	Flint Larrabee (92).
	Union Larrabee (92).
1066*	Seth H. Ely, III (29).
1067	Rev. Harry S. Ward (U).
1068	Joseph White (U).
1069	Sanford D. Beecher (U).
1070*	E. C. Hill (137).
1071	Wm. A. Schafhirt (U). (Boat lost or stolen)
1072*	Brohmann A. Roth (10).
1073	S. D. McCready (U).
1074	B. A. Barstow (U).
1075*	Major Jean L. Kerr (42)
	Major Harold F. Ehrlich (42)
1076	J. Wm. Benson (57).
1077	William George (U).
1078	Roy F. Belanger (U).
1079*	W. S. Bartoshesky (U).
1080	Karl Kaiser (U).
1081	G. T. Shutt (U).
1082*	W. R. Ransom (U)
1083*	William Menzler (39)
1084*	Albert Tramonti (194).
1085	Joseph Gutowski (U).
1086	Everette N. Orvale (U).
1087	John H. Marten (4).
1088	U. S. Marine Corps
1089	U. S. Marine Corps
1090	U. S. Marine Corps
1091	U. S. Marine Corps
1092	U. S. Marine Corps
1093	U. S. Marine Corps
1094	U. S. Marine Corps
1095	U. S. Marine Corps
1096	Loren Forward (U).
1097	H. W. Staiger (U). (Mail returned)
1098	John Clippinger (U).
1099	Norman Rohrback (31).
1100	Carmine Christiano (U).
1101	George H. Miller (U).
1102	Don N. Lorenz (137).
1103	Leo Kutrubes (U).
1104	Pvt. Francis C. W. Greenhill (U) (mail returned).
1105	U. S. Marine Corps
1106	U. S. Marine Corps
1107	U. S. Marine Corps
1108*	Alexander G. Donaldson (U).
1109	U. S. Marine Corps
1110	U. S. Marine Corps
1111	U. S. Marine Corps
1112	U. S. Marine Corps
1113	U. S. Marine Corps
1114	U. S. Marine Corps
1115	U. S. Marine Corps
1116	U. S. Marine Corps
1117	U. S. Marine Corps
1118	U. S. Marine Corps

Boat No.	Owner-Fleet
1119	U. S. Marine Corps
1120	U. S. Marine Corps
1121	U. S. Marine Corps
1122	U. S. Marine Corps
1123	U. S. Marine Corps
1124	U. S. Marine Corps
1125	U. S. Marine Corps
1126	U. S. Marine Corps
1127	U. S. Marine Corps
1128	U. S. Marine Corps
1129	U. S. Marine Corps
1130	John W. Smith (U).
1131*	Laurance S. Rockefeller (U).
1132	Rolland Roy (U).
1133	Jeffrey A. Chapleau (215).
1134	Dr. E. H. Sandberg (U).
1135	Clarence O. Switzer (U).
1136*	C. Richard Keller (150).
1137*	F. J. Costello (3)
1138*	Richard J. Fitz Maurice, Jr. (70)
1139*	Reg B. Babin (246)
1140*	Robert F. Moore (32).
1141*	Hugh B. Kirkman (32).
1142*	George S. Eveleth, Jr. (96).
	Stimson Eveleth (96).
	David Eveleth (96).
	Jason Eveleth (96).
1143*	E. J. Maguire (32).
1144*	Alexander S. Murphy (58).
	Alan S. Murphy (58).
1145*	Florence Dimon (164)
1146*	Dr. Shirley R. Snow, Jr. (U).
1147*	U. S. Marine Corps (U).
1148*	C. E. Reiffenstein (U).
	Lee Carroll (U).
1149*	G. Robert Wagner (116).
1150*	Chautauqua Boys' & Girls' Club (198).
1151*	Henry B. Clark (32)
1152*	T. V. Learson (96).
1153*	John R. Tuttle (164).
	Forbes Tuttle (164).
1154*	John Drew (32).
1155*	A. Mark Bates (226).
1156*	Albert Gelsthrope (32).
1157*	Wm. T. O'Connor (32)
	Jane O'Connor (32)
1158*	Mary Nichols Johnson (145).
	Philip A. Johnson (145).
1159*	Dr. Fenemore E. Putt (U).
1160*	C. A. Johnson (U).
1161*	Sally Ann MacLean (U)
1162*	Barbara B. Kent (U).
	Mary Dimmitt (U).
1163	U. S. Naval Training Center (U)
1164*	Manchester Yacht Club (U).
1165*	Edward S. Flash (U)
1166*	Prout's Neck Yacht Club (94).
1167*	John Hardy (115)
1168	U. S. Naval Training Center (U).
1169	U. S. Naval Training Center (U).
1170	U. S. Naval Training Center (U).
1171*	Phineas Sprague (94).
1172*	Percy Jones Hospital (137).
1173*	H. A. Sawyer (62)
	Searcy Parker (62)
1174*	G. M. Chambers (U).
1175*	Townsend Munson (U)
1176*	Dr. Hanns G. Maister (160).
1177*	Peter Gruber (126).
1178*	LeRoy F. Jones (106).
	Isabelle F. Jones (106).
1179*	Dr. Julian Freston (94)
1180*	Ogden White (94).
1181*	Richard E. Arnold (7).
1182*	Ray Taylor (36)
1183*	Edward J. Brauner (106).
1184*	R. L. Smith (82).
	David H. Smith (82).
	Harris Smith (82).
	H. C. Bischoff (82).
1185*	Larry Markes, Jr. (138)
1186*	H. Dickson Van Houten (82).
	Harold D. Van Houten (82).
1187*	Mr. Perles (U)
1188*	Richard T. Peterson (117).
1189*	Sterling Harris (176).
1190	Wm. K. Stockdale (U) (mail returned).
1191	Jack Weber (160)
1192	Percy Jones Hospital (137).
1193*	David Spitznaugle (42)
1194	Alan R. Lillie (67)
	W. D. Jeffery
1195*	Richard Winkel (101).
1196	Ernest G. Hertzberg (U).
1197*	Eric Dowell (66).
1198*	Evelyn Flewellin (58).
	Lester Flewellin (58).
1199	Ray Wood (U).
1200	John K. Tolford (31).
1201	John Swanker (13).
1202*	Dr. C. Brown (66).
1203	Lloyd C. Hoeltzel (U).
1204	J. K. Mills (U).
1205*	Milton J. Ester (87).
1206	Myles Schulte (U).
1207	R. Hawkins, Esq. (U).
1208	Louis J. Hector (226).
1209	Harold B. Paasch (U).

Boat No.	Owner-Fleet
1210	Nelson A. Pauly (U).
1211	Robert E. Cope (U).
1212	James C. Kimberly. (Sold to Unknown owner)
1213*	David Marks (96)
1214*	Earl J. Peters (51).
1215	Eric von Toll (U).
1216	W. D. Thompson (54).
1217	M. Wesley (U).
1218	Bernard R. Belisle (U).
1219	A. Plansky (U).
1220*	Herbert Irving (U)
1221*	Abram D. Cohne (38)
1222*	Jordan A. Jorgensen (41)
1223*	Arthur Kelley (133).
1224*	J. I. Milliron (78).
1225*	Woodburn Armstrong (150)
	Anna L. Armstrong (150)
1226*	Jim Montgomery (27).
1227	Harry O. Claffin (27).
1228*	N. C. Fick (U)
	D. Gideon (U)
1229	Richard Dean Bigham (27).
1230*	R. A. Rowland (27).
1231*	C. E. Kimball (43).
1232*	Frank L. Rose (27).
	Lillian Rose (27).
1233	Clayton W. Lutz (U).
1234*	Ramsey Murray (66).
1235*	Humphrey Statter (U)
1236*	Robert J. Williams (92).
1237*	George Kelly (70)
1238*	Ralph Knost (U).
1239*	Irving R. Lewis (185)
1240	Sr. Carlos Perez (73).
1241	Christian L. Wenkenbach (8).
1242	Robert E. Rapp (97).
	Wm. C. Agerell (97).
1243	L. P. Clark (U).
1244	R. C. Miller (U).
1245	W. C. Baird (12).
1246	Russell R. Baude (U).
1247	Herbert J. Clarke (U).
1248	Arthur Hussey (U).
1249	Donald Miller (U).
1250*	Dr. David Friedman (53).
1251*	W. A. DeHaan (53).
	Auke DeHaan (53).
1252	Ens. S. Bradley Krochmal (U) (mail returned).
1253	Richard Heinzman (U).
1254	Arthur Abrams (U) (mail returned).
1255	Zeb V. Carson (U).
1256	L. J. Brown (U).
1257	Carlos Hilker Voss (U).
1258	Robert R. Balla (U).
1259*	Walter W. Roller (67).
1260*	Jack Armstrong (U)
1261	H. C. Kent (27)
	R. C. Kent (27)
1262*	J. S. Abel (159)
	Desmond Sessinghaus (159)
1263	Luis A. Londono (73).
	Cesar Londono (73).
1264*	George Cumpston (U)
1265	Dealer.
1266	Lloyd Chambers (U).
1267*	Robert S. Reichert (44)
	Mrs. Robert S. Richert (44)
	Wayne G. Norton (44)
1268*	Wm. E. Schwartz (60).
1269*	John Mueller (71).
1270*	R. L. Cochener (60)
1271*	W. West Jordan (U).
1272*	Kenneth E. Buhrmaster (U).
1273*	Donald Dierks (42).
1274*	Dr. William Sanderson (44)
1275*	Bruce Sweet (230).
1276*	George R. Auld (1).
1277*	Fay Cary (50)
1278*	Charles M. Curtiss (12).
1279*	Marvin O. Myers (50)
	David Daniel (50)
1280*	Amund M. Korsmo (U).
1281*	Col. W. W. Blunt (50).
1282*	Lee Bielecki (50).
1283*	Dr. Charles A. Hudson (50).
	Dr. James B. Gilbert (50).
1284*	Louis J. Talerico (93) .
	Robert L. Talerico (93).
1285*	J. Harold Van Ness (75).
1286*	Howard J. Lewis (U).
1287*	Ralph Donges (43)
	William J. Davidson (43)
1288*	Franz Pick (122).
1289*	J. Stewart Collins (27)
	Hack W. Miller (27)
1290*	Mrs. Mary C. Hope (78).
	William P. Hope (78).
1291*	William Krill (45)
	Fred Groff (45).
	William Cody (45).
1292*	Walter E. Roth (3).
1293*	Arthur Baldwin (U).
1294*	Bernard H. Shoninger (164).
1295*	William S. Brenckle (U)
	Robert H. Lorenz (U)
1296*	A. L. Coffey (226).
1297*	James Arndt (69).
1298*	Marshall R. Straus (177).
1299*	Jim Coffey (69)

Boat No.	Owner-Fleet
1300*	Norbert L. Schmitz (177).
1301*	T. R. Anderson (51)
1302*	John Wintersteen (94).
1303*	O. A. Morgan (3).
1304*	Joseph G. Seymour (16)
1305*	Fred A. Walters (98)
1306*	Edgar A. Zaloom (U)
1307*	Lincoln H. Gries (U).
1308*	N. P. Randall (39).
	D. W. Watkins, Jr. (39).
1309*	Joshua Britting (95).
1310*	Lansing Lockwood (39).
	Beverly Fredendahl (39).
1311*	Jonathan Williams Burr (116).
1312*	Fred H. Harris (145).
1313*	Mary Ellen Thape (140).
1314*	Ray E. Mix (U).
1315*	Alton N. Gray (54).
1316*	Victor J. Warner (U).
1317*	Willard S. Gamble, Jr. (9).
	"Babs" Gamble (9).
1318*	Dean Bock (9).
1319*	Andy Sullivan (105)
	Tom Sullivan (105)
1320*	John B. Farley (105).
1321*	George H. Bussman (U).
1322*	John DeVries (113)
1323*	R. O. Shealor (7)
1324*	Billy Blackman (98).
1325*	Harold P. Higgins (105).
1326*	Donald Buckingham, Jr. 190).
1327*	F. M. Glasner (30).
1328*	John Rusman (95).
1329*	William Summerbell (95).
1330*	Dr. Royal F. Sengstacken (95)
	Royal F. Sengstacken, Jr. (95)
1331*	Anna Kohout (U).
	Kathryn Kohout (U).
1332*	Betty Jane Tomlinson (86).
	Dr. Millard F. Tomlinson (86).
1333*	Lt. Col. Larrabee C. Lillie (92).
1334*	James Parry (U).
1335*	Robert Badenhope (42).
1336*	Mrs. Kay Wensinger (42).
1337*	Winslow H. Russell (69).
	Winslow H. Russell, Jr. (69).
1338*	Paul Abbott (27)
1339*	Victor Till (3).
1340*	Henry F. Heins (92).
	Henry T. Heins (92).
1341*	Eddie Jackson (192).
1342*	Robert Koehl Walkerman (19).
1343*	Dr. William C. Brown (U)
1344*	Miriam Elizabeth Sample (198).
1345*	Orlando Pelliccia (U).
1346*	DeWitt DeWeese (198).
1347*	Bert B. Beveridge (53)
	Robert H. Greiner (53)
1348*	Jean Arnold (110).
	Margaret Arnold (110).
1349*	Bayhead Yacht Club
1350*	R. Philip Hart (164).
1351*	Otto Hansen (196).
1352*	Alden Dow (110).
1353*	Philip F. Miller (54).
1354*	Leon Sager (221).
1355*	Sold to unknown owner.
1356*	E. Preston Carter (128)
1357*	W. E. Coffman (43).
1358*	Eliot W. Sparkes (70).
1359*	Harry S. Nelson (71).
1360*	F. A. Macauley, M.D. (116).
1361*	Bruce Curtis (108)
1362*	W. K. Woolman (3).
1363*	Edward Rupprecht (3).
1364*	Lyon F. Terry (3).
1365*	A. I. Appelbaum (U).
1366*	Alfonso Lopez Michelson (73).
1367	Elmer W. Bemis (U).
1368*	Robert J. McCarthy (189)
	Frances McCarthy (189)
1369	Alden Reiser (U).
1370	Chas. D. Mulford (U).
1371	Lt. Comdr. James V. Ryan (U) (mail returned).
1372*	Roger Sobel (64)
1373	Edwin H. Mullen (U) (mail returned).
1374*	Pat Flanigan (U).
1375	G. L. Harris (U).
1376	H. B. Guppy (U).
1377	George Stout (U).
1378*	E. Harvey, Jr. (80).
1379*	Helen Reilly (24).
1380*	F. M. A. Noblet (96)
1381*	Mary Joyce Glassey (164).
1382*	Buddy Sawyer (3).
1383*	Fred Farnsworth (238)
1384	Lloyd J. Fisher (U).
1385*	Harry Rosenthal, Jr. (16)
1386	Ernest L. Mire (U).
1387*	John W. Nile (104).
	John Nile (104).
	James Nile (104).
1388*	Thomas Sullivan (77).
1389	D. O. Turnbull (U).
1390	Murphy Walker (218).
	Bobby Dunn (218).
1391	James D. Grant (U) (mail returned).
1392	Hans Brugger (75).
1393	George R. Baker (U).
1394	Al Woodel (24).
1395*	Frank B. Wolcott (68)
1396*	John W. Terrell (U).
1397	U. S. Marine Corps.
1398	U. S. Marine Corps.
1399	U. S. Marine Corps.
1400	U. S. Marine Corps.
1401	U. S. Marine Corps.
1402	U. S. Marine Corps.
1403	Boy Scouts of America
1404	U. S. Marine Corps.
1405	Boy Scouts of America
1406	U. S. Marine Corps.
1407	U. S. Marine Corps.
1408	U. S. Marine Corps.
1409	U. S. Marine Corps.
1410	U. S. Marine Corps.
1411	U. S. Marine Corps.
1412	U. S. Marine Corps.
1413	U. S. Marine Corps.
1414	U. S. Marine Corps.
1415	U. S. Marine Corps.
1416	U. S. Marine Corps.
1417	U. S. Marine Corps.
1418	U. S. Marine Corps.
1419	U. S. Marine Corps.
1420	J. E. Elliott, Jr. (U).
1421	U. S. Marine Corps.
1422	U. S. Marine Corps.
1423	U. S. Marine Corps.
1424	U. S. Marine Corps.
1425	U. S. Marine Corps.
1426	U. S. Marine Corps.
1427	U. S. Marine Corps.
1428	U. S. Marine Corps.
1429	U. S. Marine Corps.
1430	U. S. Marine Corps.
1431	U. S. Marine Corps.
1432	U. S. Marine Corps.
1433	U. S. Marine Corps.
1434	U. S. Marine Corps.
1435	U. S. Marine Corps.
1436	U. S. Marine Corps.
1437	U. S. Marine Corps.
1438	U. S. Marine Corps.
1439	U. S. Marine Corps.
1440	U. S. Marine Corps.
1441	U. S. Marine Corps.
1442	U. S. Marine Corps.
1443	Eugene M. Davant (U)
1444	U. S. Marine Corps.
1445	U. S. Marine Corps.
1446*	Alfred A. LaFountain (3).
1447	E. McConnell (74).
1448*	V. R. Kennett (64).
1449	Col. Leo Chevalier (U).
1450	G. McCombie (U)
1451	Dr. Victor Pinard (188)
	Jacqueline Pinard (188)
	Alain G. Pinard (188)
1452*	Louis E. Smith (194)
1453	D. W. Miller (115).
1454	James W. May (U)
1455*	Francis Lidd (U).
1456*	John Primich (222).
1457*	N. W. Diamond (194)
1458*	Richard Jones (21).
	Dr. John C. Jones (21).
1459*	Russell Spoor (U).
1460*	R. M. Southgate (170).
1461	Frank J. Kern (U).
1462	Forrest Fay, Jr. (U).
1463	Robert G. Fouse (U). (mail returned)
1464*	Ed Brockhausen (172).
1465	Philip Taber (U).
1466*	Frank L. Unbehaun (77).
1467*	John M. Fox (133).
1468	Henry W. Saunders (U).
1469	Evert V. Sodergren (U).
1470	George B. Bryant (U).
1471	John K. Collings (70).
1472*	Georgia Bates (78)
	Alvin Mature (78)
	James M. Sprole (78)
1473*	A. R. Miller, Jr. (12).
1474*	Irving Schauf (141).
1475*	Robert G. Schmitz (34)
	Herman J. Schmitz (34)
1476*	Huguenot Yacht Club (106)
1477*	Richard Wasserman (3).
1478*	Maersk Moller (7).
1479*	Richard C. Rothfuss (3).
1480*	Hilda McRoberts (U).
1481*	Dr. Alex Povalski (3).
1482*	Raymond B. Lippincott, Jr. (3)
1483*	James W. Lathrop (105)
1484*	Ronald Cohen (70).
1485*	Lawrence Imber (136).
1486	Ewing D. Clark (40).
1487*	Fred Obersheimer (81).
1488	W. B. Masland (U).
1489*	Victor Peterson (78)
1490	Sidney A. Dudley (U).
1491	Rockefeller Center.
1492	Santiago Torres Baldo (73)
1493	Joaquin Villegas (73).
1494*	Robert S. Wood (99)
1494*	David H. McIlvaine (99)
1496	E. C. Van Swearingen (96).
1497	Charles Fairfax Payne (44).
	Marcia L. Payne (44).
1498	Roland F. Sherman (U).
1499	William H. Coburn (U) (boat wrecked).
1500	Robert J. Blain (U).
1501	Edwin Black (U).
1502*	N. W. Mautner (69).
1503	Samuel King (U).
1504*	Allan G. Mitchell (8).
1505	Wm. N. Neighbors (U).
1506	George J. Podeyn (55).
1507	H. Neal Karr (U)
1508	Paul Perinet (U).
1509	N. C. D. Mactaggart (215).
1510	Dealers.
1511	Fred M. Ellis (U) (mail returned).
1512*	Julius Lipshultz (140)
1513	Frank Vernon (U) (mail returned).
1514	W. L. McMann (U).
1515	Glenn Rosenbauer (77).
1516	Robert M. Weeks (U).
1517	Ralph G. Rickenbach (U).
1518	Ottario Hoglienina (U).
1519	Roberto Jaramillo (73).
1520	Leo D. McKenna (188).
1521	Harold Diers (U).
1522	Leon Menzl (U).
1523*	Fred Slovak (104)
	Marie Slovak (104)
1524	Harvey M. Stewart (U).
1525*	Daniel D. Lanning (192).
1526	Jaime Laserna (73).
1527	Carlos Williamson (73).
1528	John James Brown (U).
1529	Robert Peck (238)
1530*	Dr. Ralph M. King (194).
1531*	Wm. V. Pirie (194).
1532	Dealer.
1533	William C. Haberer (U).
1534	Muriel Wood (U).
1535	Leon Menzl (U).
1536*	Raymond F. Brayer (U).
	Marjorie C. Brayer (U).
1537	Harry Blom (U).
1538	I. Gordon Short (U).
1539*	John Thuraites (U).
	F. J. Armour (U).
1540	S. Nash (U).
1541	Marvin Gerstein (U).
	Bernard E. Gerstein (U).
1542	Roger F. Hughes (U).
1543*	E. E. Miller (132).
1544	J. P. Duguid (U).
1545	Carl Bernsten (29).
1546	P. R. Braddon (U) (mail returned).
1547	Kenneth Herrmann (U). (Mail returned)
1548*	Dr. Kenneth Bone (78)
	Dr. John Donohue (78)
1549*	Glenn A. Poyzer (140)
1550	J. B. Murray (U) (mail returned).
1551	Edmund J. Morton (197).
1552	L. A. Warmoth (U).
1553	Dudley M. Buck (U).
1554	Maurice R. Trudeau (U).
1555	Charles H. Tregenza (U).
1556	P. J. C. Van Zyl (U).
1557	J. C. Stimson (184).
	R. M. Stimson (184).
1558	James L. Rogers (U).
1559	German Uribe Holguin (73).
1560*	Mario Danton Assam (84).
1561*	Gregg Maxfield (U).
1562	David M. Bull (U).
1563	Richard J. Taylor (U).
1564	Roland Green (U).
1565*	S. L. Dibble, Jr. (54).
1566*	William H. Furey (53).
	Robert H. Furey (53).
1567	J. R. Bogan (U).
1568*	Maurice A. Ferrier (U).
1569	Myles Crossley (U).
1570	Sven T. Aberg (U).
1571	Alre R. Watts (U).
1572	Richard Hammerstein (U).
1573	Charles J. Pim (118).
1574	Don Haas (U)
1575*	Burt C. Baum (42).
1576	Walter L. Schreiner (U).
1577*	William Macomber (119)
1578	Kenneth R. Kuemmerlein (67).
	Dr. Jack R. Benton (67).
1579*	Girl Scouts of America (U).
1580	Ed Flanagan (66).
1581*	Charles G. Brazier (109).
	Gail Brazier (109).
	Lee Brooks (109).
1582	Jens J. C. Schultz (U).
1583*	R. L. Aschenbach (59).
1584	Thomas C. Wright (U).
1585	Thomas A. Babb (U).
1586*	Paul E. Forsman (32).
	John H. Forsman (32).
1587*	Wayne Brockett (63).
1588*	William S. Bachman (153)
1589*	John R. Sharpe (12).
1590*	Jack Williams (129)

Boat No.	Owner-Fleet
1591	Lawrence E. Fenn (U).
1592*	Henry Dumper (138).
1593	Donald Courtsal (U).
1594	Dealer.
1595	George F. Senn (U).
1596	Charles Horton (114).
1597	Dealer
1598*	Lawrence H. Malm (71).
1599	Michael Pustella, Jr. (U).
1600*	James M. Trenary (7).
	Marie H. Trenary (7).
1601*	Charles Donald Kyle (71).
1602	Dealer.
1603*	Harold E. Wells (78).
1604	Robert E. Pegel (97).
1605	Marcus Littlefield (U).
1606	Roger E. Paris (U).
1607	Preston W. Slack (154).
1608	Henry Middel (U).
1609*	Wendell Harter (102)
1610*	James K. Luntz (37).
1611	Laforest R. V. Jackson (101).
1612	George Castle (226).
1613*	Eleanor F. Gilliams (92).
1614	Club Nautico Muna (73).
1615	Willard B. Wise (U).
1616*	W. J. Humphrey, Jr. 47).
	David Hudes (47).
1617*	Cal Canfield (U)
1618	Kenneth L. Ziegler (U).
1619	Vernon F. Felch
1620*	Wm. R. Drysdale (215).
1621	Dr. Mel Wright (U).
1622*	Bobby Edmundson (143)
1623	Dealer.
1624*	Dixie T. Carty (192)
	Bernice R. Thomas (192)
1625*	Daniel S. J. Choy (U)
1626*	Birdsall Griffen (96)
1627*	John J. Inca (U).
1628*	Walter L. Pfeffer (U)
1629*	Harold M. Wall (U).
	Jacques Maisch (U).
1630*	Henry W. Sage (U).
1631*	Mrs. John Ritter (U).
1632*	B. Dickerson (116).
1633*	Stuart D. Preston (U).
1634*	Kenneth Bonnett (U)
1635*	A. Biddle Duke (U).
1636*	Janet C. Howell (U).
	H. R. Howell (U).
1637*	Dr. Fenton Taylor (U).
1638*	Henry D. Burghardt (238)
1639*	Charles E. Merrill (U).
1640*	Eva Stewart Hamilton (U).
1641*	Roger C. Johnson (44).
	Elaine J. Bliss (44).
	L. Kenneth Bliss (44).
1642*	W. N. Chaddick (71)
1643*	Noel Catherine Booth (32)
	Mary Booth Johnson (32)
1644*	G. Elliot Goldsmith (141).
1645*	W. F. Daniels (U).
1646*	Jack Scott (150)
	Tim Lowery (150)
1647*	Chester Dale (U).
1648*	J. W. Travis (U).
1649*	Owner Unknown. Deceased.
1650*	Dan Gwyn (U)
1651*	R. D. Snyder (U)
	J. R. Killian (U)
1652*	Stephen Owen (U).
1653*	Goodhue Livingston, Jr. (U).
1654*	Leonard Lippincott (53).
1655*	Jamie King (75).
	Jamie H. King, Jr. (75).
	John Van R. King (75).
1656*	Edward F. Walter (51).
1657*	Harold N. Leffingwell (105)
	Thomas D. Leffingwell (105)
1658*	Charles Fox (42).
1659*	Owner Unknown.
1660*	Charles L. Smith (U).
1661*	Joel McCrearv (42).
1662*	Tom Gleason (U).
1663*	Dr. Robert E. Angell (109).
	Dick Angell (109).
1664*	Jane Wray (109).
1665*	Howard S. Helt (109).
	Ogden Helt (109).
	Harvey Parke (109).
1666*	W. H. Peter, Jr. (71)
1667*	Stuart H. Scales (87)
	Richard S. Finke (87)
1668*	Edward K. Brown (212).
1669*	Henry George (9),
1670*	L. E. Garitt (U).
1671*	L. H. Williams (49).
1672*	Robert L. Wilson (109).
1673*	Richard Hammerstein (U)
1674*	Harold L. Hall (45).
1675*	E. V. Lane (143)
1677	Fred Cole (31).
1676*	Robert Fehrenbach (U)
1678	Louis H. Foster (124).
1679	Austin A. Arlla (U).
1680	A. E. Pecore, Jr. (U).
1681	Arthur A. Smith (154).
1682	William F. Davis (42).
1683*	Richard F. Koegler (81).
	Loretta Lombardi (81).
1684*	Charles J. Soch (78).
	D. W. Sime (78).
1685*	James R. Hinton, Jr. (70)
	Beatrice Hinton (70)
1686	Albert Fidell (U).
1687	Carl E. Nagel (81).
	T. Hanes (81).
1688	Rudolf R. Krausse (U).
1689	W. L. Campbell (U).
1690	J. Q. Lancaster (U).
1691	Edward P. Sigond (U).
1692	Arthur F. Bird (U).
1693	Herbert K. Astmann (78).
1694*	Per Sonning (133)
1695	William W Downey (U).
1696	Herman Van Dyke (U).
1697*	Don Butt (64).
	Grant Butt (64).
1698	C. E. McGrew (U).
1699	Lewis R. Rake (60).
1700*	Philip L. Caldwell (32).
	Robert L. Caldwell (32).
1701*	Betsy Morris (69).
1702*	Max Ruess (79).
1703*	H. G. Aronson, M.D. (56).
1704	R. P. Lennart (205)
1705	Garrett McIntosh (69).
	Robert A. Arrison, Jr. (69).
	William M. Kaiser, Jr. (69).
1706	Clarence J. Wegert (5).
1707*	Leonard Gardenier (79)
	Mary Gardenier (79)
	Milton McCormick (79)
1708	Loyal Patton (91).
1709*	Catherine M. Botham (177).
1710	Gene A. Fink (79).
1711	Leo Toska (42).
1712*	Charles Hurley (138).
	Gordon Hurley (138).
1713	Leo Wasiewicz (U).
1714*	Ted and Jean Eberhardt (70).
1715*	Roderin Rahe (U).
1716	R. W. Burford (35).
1717	Richard H. Cole (U).
1718	P. J. Hunt (U).
1719	Builder.
1720	Frank B. Elliott (U).
1721*	S. D. Arms (96).
1722*	Ralph McClarren (16)
	George H. Woodard (16)
1723*	Edward Boyd Asplundh (99)
	Kurt Asplundh (99)
1724*	Edward S. Bentley (2).
1725*	C. Warren Crandall (86).
1726*	K. B. Walton (217)
1727*	Larchmont Junior Yacht Club (32).
1728*	Eugene Grimmig (58).
	Robert Grimmig (58).
1729*	F. Shelton Farr (2)
1730*	Marc See (32)
1731*	W. Dietz (173).
	Raymond A. Dietz (173).
1732*	John P. Kelly (99).
1733*	Chester Ortley (3).
1734*	George B. Lucas (3).
1735*	Wm. D. Glover (228).
1735*	Susan MacCallum (228).
1736*	T. W. Montague (92).
1737*	Gerald Murchison, Jr. (3).
1738*	Robert Ward
1739*	L. C. Pratt (145).
	Florence R. Pratt (145).
1740*	Thomas Williams (2).
	Samuel Williams (2).
1741*	M. Schwartz (86).
1742*	William E. Girkins (31).
1743*	John D. Folwell (16).
1744*	H. B. Day (3)
1745*	John S. Barton (17).
1746*	Frank Kelly (133).
1747*	Charles D. Marshall (7).
1748	Sydney N. Crowther (90).
1749	Donald E. Asay (U).
	Mary Asay (U).
1750	Thomas C. Hopkins, Jr. (U).
1751	Dealer.
1752	Dealer.
1753	Owner unknown.
1754	R. D. Rock (74).
1755	David Lamb 248)
	Mary Lamb (248)
1756	Timothy P. Ryan (U).
1757	J. H. Landau (80).
1758	Justin Marsh (70).
	Rae Marsh (70).
1759	Jean Eberhardt (70).
	Ted Eberhardt (70).
1760	George J. DeGarmo (70).
1761	Elwyn Goshorn (U).
1762*	John Cannon Colvin (U)
1763	Clifton A. Bischoff (U).
1764	A. L. Lofton (U).
1765	Arthur Milnamow (197).
1766*	Mario Borges de Andrade Ramos (84).
	Ronaldo de Andrade Ramos (84).
1767*	Dr. Euclides Borba (84).
1768	Dr. Asdrubal DeResendo Peixoto (201).
1769*	Joao Pinho Filho (84).
1770	Gastao Antonio Fontenelle Pereira de Souza (84).
1771*	Jose Luiz Pimental Duarte (84).
1772*	Fernando Jose Pimental Duarte (84).
1773*	Dr. Roberto Coelho Pompeu.
	Fernando Coelho Pompeu.
	Dr. Helio Gelli Pereira (84).
1774*	Jacques Aubry (84).
1775*	Emily Copeland (55).
1776*	N. P. Johnson (30).
1777	William A. Stone (42).
1778	John B. Currier, Jr. (U).
1779	R. H. Drean (U) (mail returned).
1780	Richard J. Hancock (139).
1781	J. C. Martin (18).
1782	R. R. Maitland (U).
1783	Fred T. Kozlowski (U).
1784	Lynn S. Cole (U).
1785	Alvin A. Bergmann (U).
1786*	G. W. Krug (82).
1787*	Harold W. Dudley (54).
1788*	Patricia D. Freeman (95).
1789*	Alex. Clark, Jr. (54)
	Jean B. Clark (54)
1790*	Enar West (54)
1791*	Dixon B. Griswold (82).
	Elizabeth M. Griswold (82).
	Gayle Griswold (82).
	John Griswold (82).
1792*	Charles Steffens, Jr. (82).
	Richard E. Seaman (82).
1793*	Frank J. Moreau (54).
	John C. Moreau (54).
	Frank Wm. Moreau (54).
1794*	Dr. Donald Smith (155)
1795*	J. Kenneth Baird (44)
1796*	A. G. Hamilton (221)
1797*	Alison B. Denny (96).
1798*	George R. Shepard (142)
1799*	John W. Jatkowski (U).
1800*	Frank L. Driver, Jr. (142).
1801*	Robert Rice (43).
1802*	Howard J. Hadley (241)
1803*	Harold H. Brown (U)
1804*	Ernie Wilson (43).
1805*	William E. Munn (U).
1806*	Carl Baumgardner (43)
1807*	Marshal Larrabee III (1)
	Ethel Larrabee (1)
	Jean Larrabee (1)
1808	Margaret Norris (U) (mail returned).
1809*	Carol Pickleman (225)
1810*	Dudley H. Wood (45).
1811*	Hobart Tillson (9).
1812*	C. N. Taft (U).
1813*	William Bell (224).
1814*	Fred Provan (41).
1815*	Laird Ahrens (54).
1816*	Stephen P. Collier (54).
1817*	Mert S. Jennings (54).
1818*	Virginia Sweet Hutchins (54).
	Charles S. Hutchins (54).
1819*	C. J. Cleveland (54).
1820*	Donald Harrison (54).
1821*	William C. Roualet (54)
1822*	Robert Englebeck (136).
1823*	Dr. H. A. Baker (24).
1824*	Robert G. Harrison (207).
	Janet B. Harrison (207).
1825*	Jay Donnovan (77)
1826*	William Jordan (1).
1827*	Mr. & Mrs. Eugene B. Skarie (87).
1828*	Raymond E. Olson (44).
1829*	Edward N. Brewer, III (44)
	Gail Brewer (44)
	Barbara Brewer (44)
1830*	Dr. H. W. Virgin, Jr. (226)
	Charles Virgin (226)
	H. W. (Chips) Virgin, III (226)
1831*	James K. Davis, Jr. (213)
	Charles H. Davis (213)
1832*	J. P. Walsh (50)
1833*	John Hill (164).
1834*	Joseph Thurston (99).
1835*	C. L. Maxwell (129).
1836*	W. L. Somner (175).
1837*	W. T. Hardie (62)
	D. C. Fenner (62)
1838	Macy O. Teetor (62).
1839	J. K. Ware (62).
1840	George O. Huet (U).
1841*	Byron L. Morgan (186).
1842	H. E. Hendricks (U).
1843	Alan R. Wright (U).
1844	Fred G. McLean (U).
1845*	Frank Inrig (118).
1846*	Oliver H. Ladew (128).
1847	Dr. R. J. Jermstad (110).
1848	Glenn A. Beyer (83).
	Norman Young (83).
1849	John W. Giles (16).
1850	R. G. Barton (U).
1851*	Lawrence Ortengren (U).
	Ron Boulter (U).
1852*	Jerry Hill (U).
1853	L. N. Woodruff (90).
1854	C. S. Gilchrist (197).

Boat No.	Owner-Fleet
1855	Boat lost.
1856*	Andrew Nieporent (U).
	Jack Schorr (U).
1857*	W. Patlen (16).
	John R. Shuman (16).
	John J. Henriksen (16).
1858*	David Gregg III (230).
1859	R. P. Faulkner (42).
	Donald Watt (42).
	Dale Kulow (42).
1860	Jack Irving (75).
1861	John C. Hodges (87).
1862	Harold Bauer (U).
1863*	Lawrence C. Bales (U).
1864	Builder.
1865	James Bannister (U).
1866	Charles M. Morgan (U).
1867	Builder
1868*	Ruth W. Spaulding (40).
1869*	Edwin H. Erickson (29).
1870	Wm. H. Estoup (135).
1871*	Edgar D. Perry (132).
1872	Martin Brophy (41).
1873	Gordon B. Himmelman (U).
1874	Caleb J. Brinton (U).
1875*	Claude Wallick (U)
1876*	Edward J. Lavery (196)
1879*	Arnold Copeland (96)
1877*	Clifford F. Lindholm, II (3).
1878*	K. A. Swanstrom (196).
1880*	Howard L. Murray (U).
1881*	Paul Hollenbach (133).
1882*	Ben A. Uchitelle (55).
	Louis Uchitelle (55).
	Robt. Uchitelle (55).
1883*	Jonathon Shattuck (105).
1884*	Olaf Ravndal (80).
	Chris Ravndal (80).
1885*	Morgan L. Dring (U)
1886	W. P. H. Schutte (146)
1887*	Joseph Soraghan (50).
	Lucia L. Hamon (50).
	Cornelia A. Carswell (50).
1888*	George Miller (U)
1889	Builder.
1890	W. G. Chandler (U).
1891	Warren R. Martel (U).
1892*	Victor M. Shaff (185).
1893	Edward J. Gagne (U).
1894*	Norman Johnson (21).
1895	Bradford R. Adams (U).
1896*	John J. Mahoney, Jr. (58).
1897*	D. N. McPhie (118).
1898*	C. F. Strachan (41)
1899*	William Prior (41)
1900*	Idda Jova (39)
	Henry Abreu (39)
1901*	John J. Sullivan (75)
1902	C. E. Carrington (U).
1903*	Stuart Anderson (59)
1904*	Frederick Steiner (59)
1905*	Richard K. McCormack (1).
1906*	John R. Hayden (108).
	Richard C. Hayden (108).
1907	Duncan B. MacKay (U).
1908	Howard Charles Mel (U).
1909*	Henry Algert (114).
1910	Gilbert Salhoff (198)
1911*	Henry Oettinger, Jr. (U)
	William J. Carroll
1912*	Henry J. Kiernan (32).
1913*	R. Parker (24).
1914*	Fred Brehob (24).
1915*	Millard Bingham (110)
1916*	Howard J. Foht (226)
1917*	Fritz Wilkinson (U).
1918*	Joseph W. Basso (110).
1919*	William W. Legstron (36)
1920*	Gerald W. Murphy (U).
1921*	Larchmont Junior Yacht Club (32).
1922*	Joseph L. Hockenos (140).
	Warren J. Hockenos (140).
1923*	Joseph W. Thomas, Jr. (99).
1924*	Fred Dinger, Jr. (195).
	Suzanne Gardner (195).
1925*	Truman P. Young (57).
1926*	Marion Seymour (225).
1927*	James M. Owens (U).
1928*	Fred J. Meno, III (131).
	Fred J. Meno, II (131).
1929*	Henry C. Meyer, Jr. (U).
1930*	Hans Holterhoff (41).
1931*	Merton R. Gundry (140).
1932*	James L. Caves (108)
	J. Walter Caves (108)
1933*	J. Gordon Frierson (183).
1934*	Fred Clark (105).
	Fred Clark, Jr. (105).
1935*	David Springsteen (55)
1936*	Robert D. Stewart (246)
1937*	Henry P. Truesdell (106).
1938*	John C. Kells (U).
1939*	Rand Butler Jones (183).
1940*	Hayden N. Smith (129).
1941*	Warren Hill (U)
1942*	Dr. Charles Q. MacDonough (25).
	Dr. H. Allen Fellows (25).
1943*	Russ Gener (U).

Boat No.	Owner-Fleet
1944*	Wm. I. Stoddard (133)
	Robert W. Day (133)
	Charles M. Reppert (133)
1945*	Dealer.
1946*	Henry F. Perot (183)
1947*	Carl Henrikson (246)
	Chester Larson (246)
1949*	Frederick K. Trask, Jr. (7).
1950*	Stewart Boal (U).
1951*	Albert Moore (14).
1952*	Louis M. Guzzo (49)
1953*	James Connell (140)
	Gordon Dibble (140)
1954*	Russell D. Etzenhauser, M.D. (156)
1955*	Albert Collins (115).
1956*	J. Harrington (212).
1957*	Richard A. Wing, Jr. (51).
	Douglas Wing (51).
1958*	Walter G. Albrecht (114).
1959*	A. W. Tyrol (U).
1960*	Dr. Howard N. Cooper (9).
1961	David F. Sidman (U).
1962	James C. Walker (83).
1963	Dr. Marshall Alcorn (216).
	Dr. H. L. Woodburne (216).
1964	Ken Agg (U).
1965	Kenneth G. Nicholson (U).
1966*	Jose Gorgulho (84).
1967	Glenn M. Frink (U).
1968	W. J. Foxenburgh (U).
1969	Harold Bartay (U).
1970	Howard F. Wenger (U).
1971	William M. Wells (U) (mail returned).
1972	Cancelled.
1973	M. J. Sullivan.
1974*	A. C. Walker (196)
1975	Eric Larsen (187).
	Ted Grasse (187).
1976*	Wm. McKee Dunn (51).
	Guy L. Ireland (51).
1977*	John Pausch (54)
1978*	John Noble (155).
1979*	Charles Garratt (83).
1980*	Stewart Hanson (U).
1981*	William Miller (83).
1982*	George Davis (233)
1983*	James Armstrong (71).
1984*	L. D. Wilson (U).
1985*	George T. Stewart (204).
1986*	Jack Leverenz (51).
1987*	John J. Hock (U).
1988*	John N. Fischer (137).
1989*	Detroit Boat Club (131).
1990	Stuart Rackham (U).
1991*	Richard G. Moser (116).
1992*	K. B. Decker (24).
	Donald Decker (24).
1993	Lawrence Herlache (U).
1994	D. M. Ballard (U).
1995	Builder.
1996	Guillermo Aldana (73).
1997*	George Janiver, Jr. (U)
1998	Lester Doughty (U)
	Ruth Doughty (U)
1999	Irvin John Sprawka (U).
2000	Skaneateles—for model purposes.
2001	Nan Maxwell (U)
2002	J. Moscovitch (U).
2003	Hugh G. Seybould (U)
2004	John M. Weiss (U).
2005*	Leonard Lazaar (5)
2006*	Frank Halloran (3)
	Patricia Halloran (3)
	Marilyn Halloran (3)
2007*	William R. Woodward (34).
2008*	Murray Youlin (143)
2009*	Albert Jules Maligo (84).
	Berthe W. Maligo (84).
2010	Tenente Paulo Lindenberg (84).
2011*	William C. McKinney (133).
2012	Jim Gross (U)
	Gary Gross (U)
2013*	Mrs. Isabel Bird (58).
2014*	William Jenkins, Jr. (178).
2015	Rafael Alcolado (U).
2016	Johnson Smith (150).
2017	August H. Grotegut (150).
2018	Glenn Macy (150).
2019*	Abe Weiner (U)
2020	Ernest H. Holzworth (12).
2021*	Roger Sobel (64)
2022*	Mr. & Mrs. John P. Kellogg (64)
2023*	R. W. Hart (U).
2024*	Henry G. Weston (114).
	J. T. Healy (114).
2025	J. Kenneth Hoffman (U).
2026*	Richard F. Ober (87).
2027	Theo. H. Harvey, Jr. (U).
2028	Bernard J. Olason (U).
2029	James Clements (78)
	Joseph Clements (78)
2030	R. M. Demere (U).
2031*	Elmer Stellberger (131).
	Pauline Stellberger (131).
2032*	Raymond A. Croasdale (113).
	Raymond E. Croasdale (113).
	Geo. F. Croasdale (113).
2033	Don S. Connor (54).
2034	Eldon J. Shorek (U)

Boat No.	Owner-Fleet
2035	J. Garfield Houston (198).
2036	Walter A. Tholen (137).
2037*	Edgar Parker (U).
2038*	William Wilcox (U).
2039	Robert M. Cox (mail returned).
2040	Lt. Comdr. H. M. Hewson (U).
2041	Herbert M. Neuman (U).
2042	Builder.
2043	Philip J. Phillip (131).
2044*	J. A. Fortunoff (82) (mail returned).
2045*	Frank H. Heiss (96)
	John Heiss (96)
2046	Kenneth Beckendorf (U)
2047*	Ezra Bowen (7)
2048*	David W. Cook (32)
2049*	Lawrence D. Cavanagh (230)
	A. Muara Cavanagh (230)
	Daniel Forbes (82) (mail returned).
2050	H. B. Vesey, Jr.
2051	Richard T. Short (218).
2052	Oscar Jack Schneidau (U).
2053	Otto H. Klepper (U).
2054*	Alexander D. MarElia (U).
2055	Wm. F. Bennett (U).
2056	Norman P. Goldblum (196)
2057	Trevor P. Hall (53).
2058	Robert P. Mohn (U).
2059	Stedman C. Rohn (U).
2060	Lt. Com. Paul L. Stuck (U).
2061	Dr. Antonio de Meneses (U).
2062	John H. Foster (U).
2063*	Ludwig Printinger (84).
2064*	Ted Flora (160)
	J. Robert Ketcham (160)
2065*	Stephen A. Warne (80).
2066*	Dr. David Steinbaum (U).
2067*	Walter J. Bray, Jr. (3).
2068*	Rodolpho de Nova Frigurgo (U).
2069*	Philip C. Fisk (143).
2070*	Edwin G. Gibson (141).
2071	Frederic R. Swigart (U).
2072*	John J. Clark (93)
2073	Edwin Lang Miller (12).
2074	Clifford L. Muzzey (81)
2075	C. W. Handlin (U).
2076	Fernand J. Milhas, Jr. (U).
2077	J. R. Armstrong (U).
2078	George L. Pierson (U).
2079	Fred W. Scott, Jr. (U).
2080*	Gerald Hatch (70).
2081*	Ivan J. Stewart (1).
2082	Howard J. Stagg II (189).
2083*	Brown Williams (155).
2084	Robert Eberling (1).
2085*	Walter Popp (56).
2086*	Norman A. Burns (155).
2087*	Bell Sailing Club (56)
2088*	Robert C. Wheeler (U) (boat lost).
2089*	Spencer Hellekson (127).
	E. W. Beal, Jr. (127).
2090*	Wm. B. Boswell (U).
2091*	Alexander Jay Bruen (U).
2092*	Paul Jordan, Jr. (9).
2093*	Charles J. Seidler (82).
2094*	Donald C. Vosburgh (U).
2095*	E. B. Packard (98).
2096*	Auguste Viret (95).
2097*	Frank Augsbury, Jr. (215)
2098*	H. Sherburne Wiggin (154).
2099*	Cully A. Cobb, Jr., M.D. (U)
2100	William G. Miller (42).
	Vi Miller (42).
2101*	Robert Deppe (231)
2102*	John W. Gates (89).
	Charles Root (89).
2103*	Charles E. Phillips (117).
	Ralph Turnbull (117).
2104*	Joseph S. Stout (89).
	Wm. H. Miller (89).
2105*	Donald Brown (U)
2106*	Derwin H. Stevens (151)
	Brooks & Janet Stevens, Jr. (151)
2107*	Hurley Bogardus (U).
2108*	Alvin Kuder (57).
	Edward Beck (57).
2109*	Susan Rose (116).
2110*	F. Bergwall (6).
2111*	Sold to Unknown Owner.
2112*	Amyas Ames (89).
2113*	Huntington YC (98)
2114*	Douglas Williams (89).
2115*	Jean Lutz (106).
2116*	Martin Suter (141).
2117*	Peter W. Hannan (138)
2118*	E. Rawson Godfrey, Jr. (89).
2119*	Peters Oppermann (110).
2120*	Gordon Cornwell (U)
2121*	Mr. Martain (98)
2122*	Kenyon D. Ettinger (98)
2123*	Bryant Baker (53).
2124*	Jack Berlien (155)
2125*	James G. Buckley (89).
2126*	Raymond LeClairville (89).
	Clarence Galston (89).
2127*	Warren D. Brewster (88).
2128*	Pem & Peggy Lincoln (70)
2129*	George Seeman (U).
2130*	F. Kolk (138).

Boat No.	Owner-Fleet
2131*	James Maloney (173).
	Richard Maloney (173).
2132*	Robert Val Gehlmeyer (138).
2133*	R. M. Craigmyle (88).
	Robert deR. Craigmyle (88).
2134*	Gilbert Greenspan (38)
2135*	Henry A. Fullan (88).
2136*	John G. Cole (U)
2137*	Charles Stone (89).
2138*	Mrs. Roy Babcock (U).
2139*	L. L. Pilliod (31).
2140*	Carl Shultz (31).
	B. Hickey (31).
2141*	Winston Lawrence (30).
2142*	Johnson Cooper (15).
2143*	N. J. Rosan (74).
2144*	Louis Brewer (109)
	Ruth Brewer (109)
2145*	Louis C. Schowe (109).
2146*	Chas. T. Crouch (140).
2147*	W. C. Bender, Jr. (218)
2148*	George W. Christoffel (U)
2149*	Leroy T. Unbehaun (77).
	Wm. J. Unbehaun (77).
2150*	Louis D'Amanda (U).
2151*	Alan C. Coho (81).
2152*	A. G. Birdsall (96)
2153*	C. F. Ashbery (108).
2154	Herbert Lewis (U).
2155*	Wm. R. Dunn (172).
2156	John M. Downie, Jr. (24).
2157	Surguies M. Lamothe (U).
2158	William G. Munsell (U).
2159	Davis Island Yacht Club.
2160*	Otto Berger (84).
	Rudolf Pohl (84).
2161	C. Fuhrmeister (92).
2162	Horace Ashton (U).
2163	Cynthia Lea Green (U).
2164	M. V. McLaffon (U).
2165	Robert W. Teifert (U).
2166*	Edward F. Britten, III (3).
2167*	Walden I. Monte (38).
2168	Cyril J. Martin (U).
2169	Page Walton (229)
2170	Robert K. Bauer (U).
2171	J. E. Balderston (U).
2172	Henry W. Momberger (U).
2173	Louis A. Kintz (U).
2174	Sea Scout Ship (U).
2175	Frank Prendergast (U).
2176	Mrs. Marjorie Tas Schur (U).
2177	John F. Tompkins (U).
2178	John Call (154).
2179	Frank Diehm (81).
2180*	Russell Hebbard, Jr. (32)
2181	I. L. Meyerson (U).
2182	Seymour Grass (U).
2183*	Dr. L. E. & Anne Blanchard (31).
2184	Aloys de Montmollin (169).
2185	Aloys de Montmollin (169).
2186*	C. K. Gordon (211)
	Evelyn Gordon (211)
2187*	N. O. Robbins (7)
2188*	David H. Winter (U).
2189*	J. G. Venter (U).
2190*	Dr. M. A. Cassidy (106)
	Michael Ardagh Cassidy (106)
2191*	Alvah W. Haff (98)
2192*	Richard Wilson, Jr. (106).
2193*	John H. White (U).
2194	Robert E. Smith (95).
2195*	Dorothy McGowan (96)
2196*	John M. Greist (226)
	Muriel Greist (226)
2197*	Richard P. Lena (85)
2198	Jackie Wollman (U).
	David J. Wollman (U).
2199*	Robert Gialdini (69)
	B. T. Gialdini (69)
	Richard Gialdini (69)
	Thomas Gialdini (69)
2200	Geofrey Parsons (U).
2201	Fred von Dohln, Jr. (U).
2202	Oliver Schroeder (127).
	Stephen R. Harris (127).
2203*	Melvin W. Black (69)
	Gerald W. Black (69)
	Donald W. Black (69)
2204*	Francis C. Cahill (98)
2205*	Mrs. E. C. Freeland (U).
2206	Ben Taylor (174).
2207	Ogden Mills (78)
2208	Benton G. Williams (132).
2209	Robert A. Gilkey (159).
2210	W. F. Haycock (117).
2211*	Alexander C. Wilkie, Jr. (U)
2212*	William Stubbs (190).
2213	Julius Kasimer (U).
2214*	Dewitt Barlow, Jr. (129)
2215*	Marjorie Teetor (154).
2216*	P. B. Mahaffey (218)
2217*	John J. Hensel (U).
2218*	Harold C. Robinson (226).
2219	Howard W. Robins (U).
2220*	Arnold Miller (59).
	William Agnew (59).
2221	Ronald Kissinger (U).
	Knight L. Kissinger, M.D. (U).
2222	Robert Murphy (U).

Boat No.	Owner-Fleet
2223*	Bernard F. Smith (67).
2224*	H. L. Wendshuh (67).
2225*	Dr. H. C., Donald & Richard Schultz (67).
2226*	Mr. Bleck (67)
2227*	Robert J. Voss (55)
2228*	Ben Weber (155).
2229	Frank R. Vlasic.
2230*	Clifford W. Dickinson, Jr. (70)
2231*	Stanley Warshaw (U) (mail returned).
2232*	William Holman (142).
2233*	Mr. Simon (U).
2234*	Alfred Burger, Jr. (U).
2235*	H. R. Warner, Jr. (U).
2236*	Richard Mann, Jr. (U)
2237*	Carlton C. Buckman (145).
2238*	Sold to Unknown Owner.
2239*	John K. Hatch (U)
2240*	Henry Schroder (133).
2241	Joseph W. Proctor (U).
2242	Richard Rotta (U)
2243	Richard G. Fogg (U).
2244	Robert P. Murray (U).
2245	Edward T. Schantz (U).
2246*	Herbert H. Upton (U).
2247*	Newt Davis (43).
2248*	Martin J. O'Meara (85)
	William Ferris (85)
2249*	Dr. John E. Gundy (96)
	William E. Gundy (96)
	John H. Gundy (96)
	David Gundy (96)
2250	Clarence C. Crites, Sr. (42).
2251*	Dr. Allan H. Kirkwood (149).
2252*	William Kaiser (77).
	Wesley Wooden (77).
2253*	Spencer D. Brown (83)
	Jean Brown (83)
2254*	George Dick (U)
2255	Antonio Alfonso (U).
2256*	Dick Rose (133)
2257	R. A. Slabaugh, Jr. (U).
2258	John B. Rowan (U).
	George M. Rowan (U).
2259*	M. G. Wright (207).
2260	George A. Quinlan (U).
2261	Andrew T. Lyon (U).
2262	Ralph H. VanMeter (U).
2263	E. L. Bennett (U).
2264	E. E. McLaren (154)
2265	Charles S. Wiber (68).
2266	Richard E. Meagher (U).
2267*	Chester E. Markowski (138).
2268*	John Mark Freeman (133).
	Donald Freeman (133).
2269*	Stephen Schmidt (80)
2270	David Schine (6).
2271	Eric Finsen (U).
2272*	Dr. B. F. Eager (114).
	Elizabeth Eager (114).
2273	Dr. J. W. Babb (U).
2274	Samuel Rubenstein (U).
2275*	Michael J. English (165)
2276	Roger B. Thurber (U).
2277	Robert C. Wager (U).
2278	T. J. Fontelieu (62).
2279*	Manning H. Barber (229)
	Merritt A. Barber (229)
2280	Lawrence E. Fenn (U).
2281	Richard N. Stuhley (U) (mail returned).
2282	W. H. Benn (132).
2283	Richard Baker (187).
2284	Raymond J. DeNagle (61).
	Arthur J. Ameele (61).
2285*	Paul Hellstrom (127)
	Edith Hellstrom (127)
2286	Ira Wittlin (U).
2287	Owner Unknown.
2288	Robert M. Frye (U).
2289*	Ferdinand Frankel, Jr. (U).
2290	Charles Hotaling (U).
2291*	Daniel L. Kurshan (138).
2292	Byron E. Van Tassell (U).
2293	Charles M. Woodman (U).
2294	T. W. Van Wilgen (63).
2295	Thomas Hoffman (U).
	Robert Hager (U).
2296*	Joseph Marsden (101)
2297*	Jewett B. Newton (101).
2298*	Albert Moreno (127).
2299	Ethel Anderson (70).
2300	Andrew Barr, Sr. (102).
2301*	Robert Schmidt (33)
2302	Wendell E. Phillips (U).
2303	Clarence M. Robb (U).
2304	Joel B. Coolidge (U).
2305*	Glendon F. Todd (121).
2306	John Holt (U).
2307*	F. J. Martschinck, Jr. (U).
2308	Miss E. Guetter (U).
2309*	Wesley Ray Wheeler (6).
2310*	Bernard Collison (146).
2311*	Julian Peterson (29).
2312	Archibald MacIntosh (U).
2313*	A. Forrest Louks.
2314*	W. H. Molson (U) (mail returned).

Boat No.	Owner-Fleet
2315	Frank Flittner (U).
2316	H. Matson (66).
2317	Belgian Yachting Federation.
2318	Frances W. Drane (U).
2319	T. E. Oglesby (U).
2320	Frank B. Fearnley (U).
2321*	Eric J. Weisberg (107).
2322	Albert Ford Grant (102).
2323*	Samuel C. Parson (119).
2324	Gordon A. Allison (U).
2325*	Lauriston R. McQuoid (U).
2326*	R. G. Evans (112).
2327*	A. E. Wilson (215)
2328	Russell M. Wheeler (U).
2329*	Charles E. Freeman (178).
2330*	Edgar Ullman (U).
2331*	Wallace Williams (U).
2332	Hugh J. Clifford (U).
2333	Charles E. Tackels (U).
2334*	Miss Gillian Bridgman (66).
2335	Henry S. Germond (80).
2336	Edward W. McClellan (80).
2337	Lt. C. C. Chadwick (U) (mail returned).
2338*	Dr. Samuel Rouslin (119).
2339	C. H. Seeley (U).
2340	G. G. Pitts (U) (mail returned).
2341*	John B. Atherton (121).
2342*	Robert Hawley (248)
	Oscar H. Hawley (248)
2343*	Lester L. Coleman (137)
2344	Winsor Gale (151).
2345	Howard L. Boston (U).
2346*	Joseph D. Holler (59).
	Irving Holler (59).
2347*	Nathan Hale (119)
2348	R. Earl Mooneyhan (U).
2349	Arthur F. Stokes (U).
2350	Thomas P. Hepworth (32).
2351	Rolf Tiefenthaler (84).
2352	F. Camatte (U).
2353*	Jack W. Copher (5)
2354	Paul R. Tuveson (135).
2355*	Walter H. & Margaret Ann Burden, Jr. (116).
2356	Mr. Frank Kearns (U).
2357*	Albert J. & Betty Lou Mory (75).
2358	R. A. Bower (132)
2359*	James Sackett (37).
2360	Dealer.
2361*	S. Richard Jenning (100).
	Dana J. Braman (100).
2362*	Robert E. Munson, Jr. (145).
2363*	Francis J. Favaloro (209).
2364	Howard E. Freeman (U).
2365	James D. O'Neil (3).
2366	Walter Hubbard (146).
2367*	P. E. Powell (118).
2368*	C. Kelvin Savell (194)
2369*	James R. Bates (99).
2370*	Builder.
2371*	Kenneth Kimball (189).
2372	Builder.
2373	Builder.
2374	B. Perry Cowl (92).
2375*	Jim Taylor (146).
2376	James F. McRee, Jr. (U).
2377	Robert E. Morse (63).
	Alfred E. Dohna (63).
2378	Harold W. Cobb (U).
2379	George C. Martin (132).
2380	Douglas E. Young (188).
2381*	Sherwood Harris (176).
2382	Ronald Brocking (U).
2383*	George W. Rifley (109)
	Ruth Rifley (109)
2384	Kenneth Lemke (79)
2385	C. D. McPherson (U).
2386*	Hugo Stanger (5).
2387	Howard E. Cady (U).
2388	Douglas E. Smith (66).
2389*	Dr. Arthur Fredricks (98)
2390*	R. Russell Hall (7).
2391*	John F. Bledsoe, Jr. (133)
2392*	L. Brandt Beck, Jr. (55)
	Theodore Beck (55)
2393*	John C. Hawkins (55).
2394*	George H. Guinan (133).
2395*	Dr. H. B. Duckworth (33)
2396*	Niels & Bill Fossum (7).
2397*	Edward Stephen Plummer (146).
	S. B. Plummer (146).
2398	Wm. J. Forgrave (U).
2399*	John Q. Adams (116).
2400*	Goldthwaite Jackson (32)
2401	Harold Stanley (U).
2402	J. C. Bradford (63).
2403*	Dr. Wm. DeW. Andrus (U).
2404	Orville A. Munkwitz (U).
2405*	Robert Bahlman (U)
2406*	Norman M. Wilson (26).
2407*	Don Andrew Hessler (129).
2408*	Theodore Fuller (129).
	Dr. C. U. Fuller (129).
2409	H. W. Daniels (U).
2410*	Gordon Strumm (100).
2411*	Savannah Yacht & Country Club (127)

Boat No.	Owner-Fleet
2412	Royce Hoyle (127).
2413	C. E. Larson (U).
2414	Edgar S. Everhart (U).
2415	Fred Ashbridge (U).
2416	Rubens Franco de Sa (84)
2417*	Thomas Pompeu Souza (U).
2418	Boat Lost.
2419	Dealer.
2420*	Dr. Walter Rittenhouse (114).
2421*	Theodore Fleming (114).
2422*	Wallace P. Weirick (107).
2423	K. B. Cochran (U).
2424	Grace M. Greene (107).
2425*	Kurt Moderow (143).
2426*	Earl S. Young (107).
2426*	E. Dalton Young (107).
2427*	Robert Graber (107)
	Betty Graber (107)
2428	H. D. Stevens (U).
2429*	Tyson Vaughn (194)
2430	James L. Funk (U).
2431	Oscar Vieira Ramos (144).
2432	Pericles Bonifacio de Oliveira (144).
2433*	Robert Allen (146).
2434*	Vincent R. Chupas (U).
2435*	William U. Reybold III (U)
2436	Robert Irving (U).
2437*	P. J. McTavish (132).
2438	Roberto Costa Sousa (162).
2439	Alfredo Meyer (U).
2440*	J. L. Johnson (103)
2441*	Carl B. Swanberg (75)
2442*	James Davison (86).
2443*	John J. Lawler (217)
2444*	M. M. Clews (3)
2445*	John J. Morris (3).
2446*	Edward Hall (86).
	Wm. F. Hall (86).
	Margaret V. Hall (86).
2447*	John W. Aymar (34)
2448*	William J. Waibel
2449*	Walter Pricken, Jr. (34).
2450*	W. H. Bacon (185)
2451*	W. C. Arkell (U)
2452*	H. F. Starn (86).
2453*	Robert W. Parsons, Jr. (3)
	Roger B. Parsons (3)
2454*	Consuelo Verrei Fitzpatrick (99).
	Scott Verrei (99).
2455*	J. W. Wagner (34)
2456*	Robert Walther (86).
2457*	Marjorie J. Adams (34).
2458	Lt. Comdr. J. K. Wright (U).
2459*	Leopold Czekalski (109).
2460*	Floyd R. Arnold (110).
2461*	Franklin S. Wood (183).
2462*	Robert H. Murphy (105).
2463*	Larchmont Junior Yacht Club (32).
2464*	Dr. A. G. Ansprenger (U).
2465*	David Graf (183)
	Joanna Graf (183)
2466*	Wm. H. Miller (133).
2467*	Charles H. Walker (85).
2468*	Antonio Paruolo Filho (84).
2469*	Alex Sellers, Jr. (183)
2470*	S. D. Den Uyl (U).
2471*	Builder.
2472	R. J. Scallon (U).
2473*	Billy Bergen (127).
2474	Fred Myers (U).
2475	Steve Bartholf (117).
2476*	K. A. Glazebrook (194).
2477	William W. Gage (U).
2478*	C. Clark Stover (14).
	Richard G. Jordan (14).
2479*	James W. Tower (134)
2480	Merritt E. Randles (120).
2481*	Howard C. Mooney (120).
2482*	Dr. John Mahoney (120).
2483	Edgar A. Newell II (120).
2484	Edward James Easton (120).
2485*	John Firth (230).
2486*	Tillman Schafer (194)
2487	A. K. Ault (U).
2488	J. D. Kenna (U).
2489*	Edwin S. Wiley (95).
2490	Louis Castalano (41).
2491	L. Eby Maynard (U).
2492	Grand Hotel Development Company (135).
2493	Larry W. Griffin, Jr. (U).
2494*	Jack Gardner (113)
	Warren E. Lake (113)
	Carol G. Brown (113)
	Kenneth Arney (113)
2495	W. P. Smith (113).
2496*	Leslie R. Stone (183).
2497*	Howard M. Young, M.D. (93).
2498*	Thomas F. Casey (138)
2499	Terry Webster (117).
2500*	Dr. John Manning (113)
	Gene Kile (113)
2501*	Stewart L. Griggs, M.D. (112)
2502*	Francis J. LeClercq (112).
2503*	Ann Burridge (112).
2504	Thomas J. Lark (U)
2505*	Carl Witteborg, Jr. (112).
2506	Builder.
2507	Builder.
2508	Builder.
2509	Builder.
2510	Builder.
2511*	James Boothby (113)
2512*	Dr. C. V. Lawton (113).
	Keith Lawton (113).
2513*	E. Hoffman (113).
2514*	John Osgood (U)
2515*	Dr. G. F. Atwell (113).
2516*	David Linn (204)
2517	Builder.
2518	Builder.
2519	Builder.
2520	Builder.
2521	A. O. Zansly (U).
2522*	Ethan Allen (62).
	Thomas S. Allen (62).
2523	Sra. Beatriz Torres de Toro (73).
2524	Guillermo Aldana (U).
2525*	Eddie Lakritz (38)
	Al Gagliano (38)
	Eli Cohan (38)
2526*	Lowell Petersen (136).
	Barbara & Stensen P. Peterson (136).
2527*	Paul Taylor (154)
2528*	Lawrence E. Dewey (177).
2529*	David A. Fox (69).
	Virginia I. Fox (69).
	Susan J. Fox (69).
2530*	E. G. Sandrock (69).
2531*	Peter Hardeen (67)
2532*	Richard Mitchell (131).
2533*	Arnold E. Biebel (112).
2534*	William B. Riley (112).
2535*	X. R. Taylor (177)
2536*	John P. Boynton (69).
2537*	Joan Sheahan (69).
	Roland H. Becker (69).
2538*	R. E. Kirberger (205).
2539*	Howard Rush (123).
2540*	Lee Bracken (136)
2541*	James C. Millies (51)
	James A. Millies (51)
2542*	Dr. J. E. Tapert (83).
2543*	Detroit Boat Club (51).
2544*	Edwin R. Tharp (U)
2545*	C. T. Grimsley (36).
2546*	Ben Tungate (131).
2547*	Don Williams (131).
2548*	Alfred H. Haberstump (131).
	August Keller (131).
2549*	Grosse Pointe Yacht Club.
2550*	Alfred E. Kuehl, Jr. (63).
2551*	Grosse Pointe Yacht Club.
2552*	Grosse Pointe Yacht Club.
2553*	David M. Wilson (117).
2554*	Arthur V. Appel (56).
2555*	A. Clyde Montgomery (5).
2556*	Don LaCross (5)
	Bob Holm (5)
2557*	Richard C. Wareham (69).
2558*	Robert H. Feirn (177)
2559*	Eugene L. Bulson, M.D. (154).
2560*	Philip M. Goldstein (U).
2561*	Dr. George Dunker (69).
	Margaret Dunker (69).
	Stephen Dunker (69).
2562*	T. J. Gibbons (137).
2563*	Ralph Stewart (56).
2564*	Guy Scrivner (69).
2565*	Builder.
2566	Builder.
2567	Builder.
2568	Builder.
2569	Builder.
2570	Builder
2571	Builder.
2572	Builder.
2573	Builder.
2574	Builder.
2575	Builder.
2576*	Leonard W. Costello (100).
	John J. Quigg (100).
2577*	Richard E. McCarthy (100).
2578*	Joseph P. Feeney (100).
2579*	Patrick J. McDonough 100).
2580*	William H. Donald (100).
2581*	Robert Packard (100)
2582*	John Coffey (100).
2583	Nick Romano (132).
2584	Anthony Wenderoth (98).
	Annette Wenderoth (98).
2585	A. F. Crone (U).
2586*	Grant Barratt (153).
	Tom Maytham, Jr. (153).
2587	Morgan Powell (109).
2588	Luis Varese (U).
2589*	T. A. Haller (117).
	Viola Haller (117).
2590	Philip White (117).
2591*	William R. Dellert, Jr. (117)
2592	Robert Brodie (U).
2593*	Allen Hubbard (63).
	Kenneth S. Hubbard (63).
2594*	Arnold Whitehouse (U).
2595*	South Freeport Yacht Basin, Inc., (244)
2596*	Lake Washington Yacht Basin.
2597*	William C. Robinson (146).
2598	Edwin A. Putnam (U).
2599	William Easterbrook (132).
2600	Alfred J. Cormack (146)
	John Farrer (146)
2601*	G. Archie Seymour (64).
	Nellie & George W. Seymour (64).
2602*	Russell R. Monroe, M.D. (62).
2603	Wayne P. Woodruff (U).
2604	Winthrop D. Warren (U).
2605	Donald L. Pierce (197).
2606	T. D. Kennedy (U).
2607	Harry Gladwell (66).
2608	Burdette D. Thomson (U).
2609	Daniel R. Forman (U).
2610*	Joseph Meyer (133).
2611*	Charles F. Gieg (54)
2612	A. B. Carroll (148).
2613	C. E. Walker (U).
2614	Dan Clark Labry (U).
2615*	Dr. J. U. Coleman (64)
	Gerald U. Coleman (64)
2616	Walter H. Phillips (U).
2617	Rev. V. Noel Zimmerman (120).
2618	M. G. Forrest (U).
2619*	Mrs. Edward W. Bell (127).
2620*	John Spurdle (70).
2621*	Frederick M. Grauer (U).
2622*	Dr. Peter T. Neyland (58).
2623*	Barron Connolly (3).
2624*	Arthur Francisco (116).
2625*	Loren Lewis (3).
2626	M. R. Woodward (U).
2627	G. C. Wilkins, Jr. (U).
2628	George M. Irwin (U).
2629	Bernard Boncek (U).
2630	Dennis Dutton (99).
2631	Irwin Bosshardt (187).
	Carl Bosshardt (187).
2632	Don E. Glindmyer (U).
2633*	F. K. Downham (194)
2634*	Donald W. McDonald (106).
2635	E. C. Ordway (U).
2636	Thomas Goldsmith, Jr. (81).
2637	Howard S. Helt (109).
2638	W. H. Collins (U).
2639	B. F. Warner (U).
2640	Boat Sold to Unknown Owner.
2641	Builder.
2642	Builder.
2643	Builder.
2644	Builder.
2645	Robert Rowan (U).
2646	Charles S. Hannick (U)
2647*	Laurence S. Ehrhardt (U)
2648*	Mr. & Mrs. William E. Clark (14).
2649*	Sven Vaule, Jr. (14).
2650*	Warren S. Shaw, Jr. (101)
2651*	B. B. Sanderson (U).
2652*	Everett A. True, Jr. (121).
2653*	Forrest R. Todd (121).
2654*	Dr. Robert Wilkins (121).
2655*	C. T. Engberg (70)
2656	G. Judson Newell (120).
2657	Robert D. Taylor (U).
2658	Frederick B. Joy (132).
2659	F. M. Scarritt (109).
2660	Arthur R. Critten (U).
2661	Bob Rice (60).
	Byron Boon (60).
2662*	Alton A. Berg (5)
2663	Simon Guiday, Jr. (U).
2664	Charles R. Greenslade (U).
2665*	C. C. Woodworth (114)
	Tom Walker (114)
2666	A. C. Roberts (U).
2667	Felipe Busquet (U).
2668	Anker Larsen (234).
2669	Herman P. Brett (U).
2670*	Borge Jensen (U).
2671*	Leo Adler (38)
2672*	John A. Kirby (138).
2673*	Thomas J. Hand (98).
2674*	Lt. Robert G. Oakes (98).
2675*	Van E. Huff (58).
2676	John Hudson, Jr. (75).
2677*	Gene Honore (209).
2678	Vincent W. Oleck (U).
2679*	Robert T. Banfield (70)
	Robert T. Banfield, Jr. (70)
2680*	Gerald J. Morey (U).
2681*	Leo Mauerer (5).
2682*	Alexis C. Kleberg (134).
2683*	J. H. R. Stephenson & J. Daniels (134).
2684*	William Van der Kieft (134).
2685*	Robert Dowling (32).
2686*	J. H. Otis (U).
2687*	Hearn Department Stores (U).
2688*	Oswald P. Schaller (49).
2689*	E. Bosworth Grier, Jr. (129).
2690*	Chas. L. Wittenberg (138).
2691*	Ruth McDowell (129).
2692*	Dr. Albert S. Harden, Jr. (145)
2693*	J. B. McCurley (32).
2694*	M. J. Rako (U).
2695*	Geraldine Livingston (89).
2696*	Joseph Cronin (82).
2697*	Cold Spring Harbor Beach Club (89).
2698*	Dr. George Pooley (82).

Boat No.	Owner-Fleet
2699*	Edward S. Carter, Jr. (82).
	Robert S. Carter (82).
2700*	Wilson Powell (63).
2701*	Herbert G. Macey (37)
2702*	James E. Bird, Jr. (93).
2703*	Dr. W. B. McLaughlin (180).
2704*	R. W. Larson (24)
2705*	John A. Cosgrove (U)
2706*	Prescott W. Brown (180).
2707*	Dr. C. A. Sturdevant (180).
2708*	E. Emerson Powell, Jr. (87)
2709*	Robert Crandell (32)
2710*	W. K. Dunbar III, (3)
2711*	Rosalind White (99).
2712*	G. O. Dove, Jr. (U)
2713*	Herbert C. Klein (U).
2714*	Stanley Harrison (U).
2715*	Dealer.
2716*	Bill Parker (242)
	K. R. Cannon (242)
2717*	Allen L. Jeffery (U).
2718*	Preston E. Poole (128).
2719*	Dealer.
2720*	Alan C. Nelson (133).
2721*	John J. Caldwell (U).
2722*	Edwin Guest (133).
2723*	Sidney Morse (174).
	Robt. Morse. (174).
2724*	Dr. J. R. Nealon (32).
2725*	Eugene Smart (150).
2726*	Grant C. Johnson, M.D. (56)
2727*	Henry Partridge (212).
2728*	Gordon M. Vaughan (21).
2729*	Harry Fogarty (108)
2730*	Joseph R. O'Donnell (32).
2731*	Sidgert Ornston (38)
2732*	Merle Shankln (154)
2733*	Chas. P. Uihlein (98).
2734*	Walter Tripp (172).
2735*	Mr. & Mrs. Eugene L. Todd (U).
2736*	C. Higbie Young (163).
2737*	G. M. Bellanca (U)
	August Bellanca (U)
2738*	Carol Hopkins (U).
	Nathaniel R. Hopkins, II (U).
	Marjorie B. Hopkins (U).
2739*	Robert Utz (U).
2740*	Richard F. Ober (87)
2741*	Henry Clime (196).
2742*	Diane George (9).
2743*	K. M. Dunning (U).
2744*	Alexis Coudert (U).
2745*	R. S. Kidney (U).
2746*	Frank Lahr (113).
2747*	William R. Winter, Jr. (69).
2748*	W. K. McInally (184).
2749*	S. W. Anderson (98).
2750*	Edward H. Borgelt (69).
2751*	Robert Adams (9).
2752*	William Jackson (57).
2753*	Joel Rice (9).
2754*	Donald Ewing (U).
2755*	Dave Richardson (167).
2756*	Lawrence Morley (108).
2757*	Dr. W. G. Couch (9).
2758*	Paul Anderson (U).
2759*	Paul H. Magnus (198).
	John C. Magnus (198).
2760*	Mrs. N. B. Knorr (U).
2761*	Edwin J. Hughes (U).
2762*	Corinthian Yacht Club
	Sea Scouts (50).
2763*	Walter Braham, Jr. (198).
	James W. Braham (198).
2764*	Arthur R. Carnduff (50).
2765*	Harry Oliver (U).
2766*	Daneil Ward (190)
2767*	Ross L. Stevens (14)
2768*	Dr. James M. Parker (190).
2769*	Joyce V. Russell (U).
2770*	Norman Herbert (185).
2771*	John M. Wood (U)
2772*	Robert T. Headley (108).
2773*	Merle L. Youngs (U).
2774*	Gordon Graham (154).
2775*	Don F. MacKenzie (242)
2776*	Dr. M. G. Fee (53)
2777*	Dealer.
2778*	George B. Hayes (U).
2779*	Arleigh (183)
2780*	Donald E. Congdon (105)
2781*	Janice G. Saunders (105).
2782*	Andrew H. Heywood (12)
2783*	J. W. Livingston (U).
2784*	Sinclair G. Reynolds, Jr. (1).
2785*	Samuel Sloan, Jr. (U).
2786*	Robert Bernhard (U).
2787*	Clarence M. Burdck (82)
2788*	Mrs. Elizabeth Lundell (50).
2789*	Kenneth Hoag (3).
2790*	Jules Dahlman (38).
2791*	E. B. Lafferty (U).
2792*	Dr. Donald B. Sanford (164).
2793*	Thomas D. DeVore (10).
2794*	Charles Halligan (108).
2795*	Fletcher M. Garlock (U).
2796*	C. A. Goltermann (74)
2797*	F. W. Borgie, Jr. (31).
2798*	Sally Evans (198).
2799*	Arthur Bolegrove (U).

Boat No.	Owner-Fleet
2800*	Dr. Porter A. Steele (U).
2801*	Dick Miller (198).
	Ted Miller (198).
2802*	Leslie R. Ford (107)
2803*	C. George Boley (87).
2804*	A. D. Gate (221)
2805*	John Swartz (108).
2806*	William Pearce (12).
2807*	B. Stadholz (122).
2808*	H. G. Olson (U).
2809*	Harold J. Ryan (U).
2810*	Dealer.
2811*	William R. Potts (89).
2812*	Dealer.
2813*	R. H. McAdoo (116).
2814*	Russ Genner (U).
2815*	William A. Haist, Jr. (17).
2816*	Rev. John Sullvan (189)
2817*	Elmer C. Rowley (224).
2818*	Mrs. R. E. Danielson (U).
2819*	Richard P. Murphy (75)
2820*	George Dutton (227)
2821*	Edward L. Ellis (227).
2822*	Outdoors (U).
2823*	Jerry Cooper (43)
	Stephen Cooper (43)
2824*	Aaron Rice (27).
2825*	Carl Tangeman (27).
2826*	Don Lindenbolt (43)
2827*	Outdoors (U).
2828*	James F. Collins (39).
	Charlene Moore (39).
	Frederick V. Moore, Jr. (39).
2829*	Dr. W. O. Blanchard (181).
	Mary Blanchard (181).
2830*	Emile J. Parent, Jr. (181).
2831*	Slade Gorton (151).
2832*	Dealer.
2833*	Walter Gieselman (1)
	John Gieselman (1)
2834*	J. D. Henry, Jr. (168)
	Billie B. Henry (168)
2835*	Ralph R. Boddy (U)
2836*	Walter S. Most (109)
2837*	Howard W. Carter (109)
	Jean D. Carter (109)
	Bill Ballard (109
2838*	Ann Smith (109).
2839*	Charles C. Harra (168).
2840*	Robert Clark (U)
2841*	Philip B. Tuttle (93).
2842*	Clement W. Crockett (U).
2843*	Dealer
2844*	Frank Michelson (110).
2845*	Thomas O. Dunlap, Jr. (U).
2846*	Claire Ballard (110).
2847*	William Seelye (110).
2848*	Dealer.
2849*	Donald R. Lane (93).
2850*	William J. Scanlan (140).
2851*	Arthur Marshall (140).
	Rose Marshall (140).
2852*	James E. Buchanan (45).
2853*	Abe H. Jacobson (145).
	David Jacobson (145).
	Victor Jacobson (145).
	Simon Jacobson (145).
2854*	W. C. Stevens (150).
2855*	Fred M. McNally (U).
2856*	William Schlee (U).
2857*	P. A. Marshall (U).
2858*	Dealer.
2859*	Dealer.
2860*	Dealer.
2861*	Bernie Kurland (226).
2862*	Dr. Paul Robertson (226).
2863*	James R. Townley (226).
2864*	W. H. Hodges (U).
	J. C. St. Clair (U).
2865*	Herbert J. Lyall (133).
2866*	Leon L. Loop (U).
2867*	E. E. McLaren (154).
2868*	Paul Goucher (5).
2869*	Stanley Potempa (56).
2870*	Jack L. Nauman (U).
2871*	Dealer.
2872*	Dealer.
2873*	S. M. Silverstein (49).
2874*	Dealer
2875*	Donald Nugent (U).
2876*	Thomas T. Soules (U).
2877*	F. C. Savage (49).
2878*	Carlos Castillo (U).
	Louis Castillo (U).
2879*	Carlos Castillo (U).
	Louis Castillo (U).
2880*	Robert E. Cook (189)
2881*	J. Robert Lynch (24)
2882*	Joseph M. Semple (24)
2883*	R. H. Woodworth (156).
2884*	Fred C. Kagel (83)
2885*	Robert S. Warren (24).
2886*	Joseph Rey, Jr. (180)
2887*	Warren S. Earhart (156).
2888*	James Cambron (156)
2889*	University of Miami (226).
2890*	University of Miami (226).
2891*	West Indian Co. (U).
2892*	H. T. Games, Jr. (192).
2893*	University of Miami (226).

Boat No.	Owner-Fleet
2894*	C. Ray Ott (U).
2895*	University of Miami (226).
2896*	University of Miami (226).
2897*	Hilton R. Hess (152).
	Suzanne Hess (152).
2898*	Wilmington Area Girl Scout Council, Inc. (U).
2899*	Y. M. C. A. (U).
2900*	L. G. McKay, Jr. (152).
	Dorothy McKay (152).
2901*	Edward S. McKinley (152).
	William F. McKinley (152).
2902*	Carl B. Babcock (152).
	Oka B. Babcock (152).
2903*	Guy T. Moulthrope (152)
2904*	Warren F. Jones (51).
2905*	Culver Military Academy (U).
2906*	Culver Military Academy (U).
2907*	E. J. Armelin (U).
2908*	Mrs. M. L. Germain (U).
2909*	E. Anthony Gordon (25).
2910*	Donald S. Good (25)
2911*	O. J. Berchtold (95).
2912*	Bill Horton (95).
2913*	Dealer.
2914	Builder.
2915*	Frank Tenney (74).
2916*	Edwin A. Lininger (36)
2917*	J. H. Cottrell, Jr. (177).
2918*	W. Morton Pickslay (225)
	May P. & Philip E. Robinson (225)
2919*	Bill H. Houghton (9).
2920*	Millard F. Gill (238)
2921*	Mason J. Martin (U).
2922*	M. T. Weaver (198)
2923*	John A. Bverly (198).
	Clifford Skinner (198).
2924*	Bob Birmingham (198)
2925*	Dealer.
2926*	Jacques D. Wimpfhemer (U)
2927*	Philip H. English (63).
2928*	David J. Kreis, M.D. (U).
2929*	Audrey Rothwell (59).
2930*	Dr. Charles Umland (78)
2931*	Dealer.
2932*	Robert C. Lindquist (82)
2933*	A. B. Brand (110).
2934*	Dealer.
2935*	Lloyd W. Lashway (78).
2936*	John B. Shepard (82)
2937*	W. E. Vanderberg (204).
2938*	Philip S. Will (110)
	Peter B. Loomis III (110)
2939*	George Villermain (216).
2940*	Mrs. Thomas Harvey (110).
2941*	A. E. Borden (137).
2942*	Samuel D'Angelo, Jr. (185)
2943*	Watson Skutt (108).
2944*	Mrs. Reed Draper (110).
2945*	Homer Elwell (137).
2946*	Willard G. Bryant (137)
	Bill Bryant (137)
2947*	Sydney R. Skellenger (137)
	William Skellenger (137)
2948*	Dr. Z. Vance Kendrick, Jr. (U).
2949*	Joseph Dissette (174).
2950*	Charles A. Harris, Jr. (U)
2951*	J. R. Risser (U).
2952*	Alexander W. Watson (157)
2953*	David Bevin (157)
	George P. Hogdson (157)
	Donald F. McCusker (157)
2954*	Barney E. Mead III (87)
	Margaret A. Mead (87)
2955*	Helen Hicks (U).
2956*	Stewart J. Cooke (118).
2957	Frank T. Smith (118).
2958	Henry Lorenzen (U).
2959	Harry Millhoff, Jr. (23).
2960	George D. Glanville (U).
2961	Joseph Cinex (U).
2962	Joseph M. Shinn, Jr. (U).
2963*	Charles H. Simmons (183).
2964*	Andrew de Lisser (142).
2965	D. Vaughn Thomas (U).
2966*	Russell Sheidow (133).
2967*	T. H. Flanagan (205)
2968	Kenneth P. Roberts (U).
2969*	A. G. MacLachlan (171).
	F. A. MacLachlan (171).
2970*	Seawanhaka Corinthian Jr. Yacht Club (88).
2971*	Edward J. Wren (116).
2972*	Frederick Bassett (189)
	Wilbur Bassett (189)
2973	Milton Larson (189)
	Charles Foss (189)
2974	A. G. Birdsall (U).
2975	Rafael Obregon (73).
2976*	Ewart Bassingthwaithe (U).
2977*	Robert G. Thorpe (6)
	Gertrude C. Thorpe (6)
2978	William Kelly (7).
2979	Rudolph Smith (6).
2980*	Donald G. Murphy (126).
2981*	Daniel Hubbell (56).
	Frank Hubbell (56).
2982*	Ted K. Snider (23).
2983*	Earl Ross (5).

Boat No.	Owner-Fleet
2984*	Stanley Gimbut (56)
	Alek Gimbut (56)
2985	Dealer.
2986*	Frank M. Knight (125).
2987*	C. Paul Clark (115).
2988*	Wayne Baumler (78).
2989*	Samuel Spalding (1).
2990*	Eugene W. Rice (U).
2991	A. J. Sullivan (U) (mail returned)
2992	William R. Herold, Jr. (12).
2993	Edward L. Hopkins (U).
2994	James W. Haviland, M.D. (U)
	Donal R. Sparkman, M.D. (U)
2995*	R. W. Saussy (127).
2996	Frank C. Rachal (U).
2997	Arnoldo Suarez Cuneo (162).
	Joao Eduardo Mortiz (162).
2998	Nazareno Simas (162).
2999	Waldir Fausto Gil (162).
3000	Lourival Henrique Niesing (162)
3001	Walter Stodieck (162).
3002	Erico Stratz Junior (162).
3003	Hezio Silveira DeSouza (U).
3004	Joao Baptista Kowalski (U).
3005	John A. O'Mara (U).
3006*	David A. Sudrabin (165).
3007*	R. R. Greenleaf (71).
3008*	Jane Basler (174).
	Marie Basler (174).
3009*	George Robbins (79).
3010	Franklin T. Potter (U) (mail returned).
3011	Frans J. Vossenberg (U).
3012	Peter Ingouville (147)
3013	Allen R. Beeby (147).
3014	Roberta Burns (U).
3015*	Anthony Kozlik (98)
3016*	Charles von Dreusche, Jr. (3).
3017*	Hamilton Smith (55)
3018*	Edwin & Russell Brooks (98).
3019	John R. Shinners (135).
3020	Donald T. Herlihy (U).
3021	John H. Wells (41).
3022	William J. Stumpf (U).
3023	E. T. Deacon (U).
3024*	Kiel H. Oxley (215)
3025	Pvt. Howard Ericksen (U).
3026*	Edgar Van Slyke (75).
	Robert Bacon (75).
	George F. Hartmann (75).
3027	Mrs. Charles F. Ernst (U).
3028	Alberto Sotelo (U).
3029	Donnell W. Stockwell (U).
3030	Donald A. Beverage (81).
3031*	A. D. Koehler (178).
3032*	Robert A. Lilly, Jr. (230)
	Mark Lilly (230)
	Anne Lilly (230)
	Patricia Lilly (230)
3033*	Mary T. Vincent (133).
3034*	George H. Richards (116).
3035*	Thomas B. Fenlon (106)
3036*	Robert B. Frank (U).
3037*	B. Yavitz (U)
3038*	William H. Dillon (12)
3039*	Arthur Nelson (58).
3040	John J. Dwyer (U).
3041	Jorge Casabianva, Enrique Gaitan (73).
3042*	Robert A. Lombard (17)
3043*	Myron Cantor (U).
3044*	John D. Hein (6).
	Dorothy Hein (6).
	Richard J. Hein (6).
3045	Joseph J. Oswald (U).
3046	Charles K. Ridge (25).
3047	Thomas Oxnard (127)
	Page Oxnard (127)
3048*	Robert H. S. French (151).
3049*	Daniel H. Kalish (2).
3050*	Mary Lee Ryan (2).
3051*	J. M. Elliot (32).
3052*	Grant Titsworth (134).
3053*	Dealer.
3054*	Nelson Benton (U).
3055*	Dealer.
3056*	Glenn D. Jackson (119).
3057	Dealer.
3058	Myer Richard (U).
3059	F. M. Evans, Jr. (U).
3060	Builder.
3061	Roy C. Sharp (U).
3062*	Builder.
3063*	L. Howard Payne (230).
3064*	Robert Cairns (129)
3065*	Joseph Williams (85).
	James T. Healy (85).
3066	Lewis L. Herndon (U).
	Charles Herndon (U).
3067	W. W. Sprague (127).
3068	Dealer.
3069	Dr. D. Hotchkiss (U).
3070	Gifford Beal (U).
3071	Robert E. Eaton (U).
3072*	Leonard Levine (122).
3073*	Milton Goldstein (U).
	Robert L. Frank (U).
3074*	Howard B. Pashman (U).
3075	Walter Malmstrom (U).

Boat No.	Owner-Fleet
3076*	E. L. Dinning (87).
	E. L. Dinning, III (87).
	J. B. Dinning (87).
3077	Adolfo E. Strauch (U).
3078	Dan Clark (40).
3079	Ulf Rudbeck (234).
3080	Eduardo Sabino de Oliveira (147).
3081*	Mario Besse (84).
3082*	Alevia J. Dalton (171).
3083*	Peter R. E. Charlton (215)
3084*	E. S. Dalton (171).
3085*	W. B. Dalton, Jr. (171).
3086*	V. L. Drake (118)
3087	Paul Bruney, Jr. (U).
3088*	Bert Wagner (87)
3089	Alden E. Fox (U).
3090	Renzo Scalini (147).
3091	Piero Piacentini (147)
3092	George B. Holland (147).
3093	Harold B. Holland (147).
	Arthur W. Sheppard (147).
	Eric Racy (147).
3094*	Henry L. Murray & Morgan T. Murray (2).
3095*	Tonie Murray (70).
3096	J. A. Carson (U).
3097	Max Myover (U).
3098	Armin F. Fick (5).
3099	Carl M. Kilguss (U).
3100*	Thomas E. Colleton (U)
3101*	James Snowden (70).
3102*	Juan & Marie Jova (39).
3103*	J. B. Maffenbier (91)
3104*	Dean W. Miltimore (75).
	Henry L. Becker (75).
3105*	Carl Boll (75).
	Barbara A. Herndon (75).
	Carlton H. Boll (75).
3106*	John Dwight Gibb (U)
	Lowrie Gibb (U)
	Arthur Gibb (U)
	Arthur Gibb, Jr. (U)
3107*	Edmund A. Prentis (142).
3108*	Dean A. Waters (80)
	Leighton Waters (80)
3109*	Carl Muller, Jr. (U)
3110	Richard Friede (80).
3111	Dr. John F. Ramsay (132).
3112*	Henry Carey (U).
3113	Dealer.
3114	Dealer.
3115	Walter E. Thill (51).
3116	Robert W. Reiss (U)
3117	J. Brooks Maue (172).
3118	C. Robert Huggins (U).
3119	David E. Maas (U).
3120*	Edward Mott (75).
3121	James R. Townlev (226).
3122	William M. Vaughan (U) (mail returned).
3123*	Detroit Boat Club (U).
3124	Ralph S. Fladd (U).
3125*	Harvey A. Lincoff, M.D. (163).
3126*	Dr. Benedict Kurshan (98).
3127*	E. Wesley Oliver, Jr. (98)
3128*	Walter Boyd, Jr. (227)
3129*	John F. Lawless (U)
3130*	Stuart W. Campbell (32).
3131	Walter Usher (U).
3132*	Edna Saylor (59)
3133	Don Swenson (U)
3134	Colman S. Ives (U).
3135	J. E. Mitchell (U).
3136	Mr. & Mrs. G. H. Menefee (U).
3137*	Cyril Laan (62).
3138*	Gerald O. Noll (U)
3139	Richard Haas (U).
3140*	Herman C. Henschen (128).
3141	James R. Mog (U).
3142	Thomas T. Soules (U).
3143	Philip L. S. Lum (U).
3144	James Owen Eilers (160)
3145*	Col. Kirk A. Metzerott (50).
3146	William A. Meagher (54).
3147*	Thomas F. O'Neil, Jr. (U).
3148*	Herman Feldman (U) (mail returned).
3149*	W. W. Stillman (U).
3150	John P. Daigle (U).
	Edward J. McCulloch (U).
3151*	E. Gordon Hamilton (50).
	Edwin C. Hamilton (50).
	Roger Hamilton (50).
3152	John A. Diamond (127).
3153	B. F. Diamond (127).
3154*	C. L. Gillette (143).
3155*	David Taylor (153).
	R. H. Taylor (153).
3156*	James A. Campbell, M.D. (41).
3157	Richard Wise (U).
3158	Mr. & Mrs. Warren Gibbons (107).
3159*	Victor Strite (133).
3160	Luther M. Strayer, III (6).
3161	Robert Murdoch (U).
3162	W. P. Foley (U).
3163*	Robert A. Benham (U).
3164*	Susanne R. Smith (230)
3165*	Justine M. Hope (153).
3166	R. B. Chadwick (U).
3167	R. B. Brown (U).

Boat No.	Owner-Fleet
3168	Robert O. Anderson (158).
3169*	Richard A. Doan (91).
3170*	David P. Shay (34).
3171	A. H. Rabey (U).
3172	Harry A. Geobelsmann (U).
3173*	Robert T. Edwards & Ida C. Edwards (143).
3174	Robert N. Thompson (U).
3175	J. H. Eve, Jr. (U).
3176*	Robert C. Morrison (102).
3177	Frank Hillman (U)
3178	Arthur E. Kaiser (U).
3179*	Thomas Langan (U).
3180*	Leonard Liebman (96).
3181	Leo Dolenga (U).
3182*	A. Gorman (146).
	Elvira H. Gorman (146).
3183	John R. Turner (U) (mail returned).
3184	Joao d'Albuquerque Belo (U).
3185*	William J. Larkin, Jr. (U).
3186*	Alan A. Marriner (87).
3187	E. C. Cameron (124).
3188	D. Ellsworth Johnston (U).
3189*	John R. Hefler (U)
3190*	J. E. Ryno (143).
3191*	William G. Sanders (U).
3192*	Emil Lindner (U).
3193	Arthur W. Hayes (U).
3194	Kurt Steinfeld (U)
3195*	John Teigland, Jr. (91)
3196*	M. H. Hogan, Jr. (62).
	C. E. Kells (62).
3197*	James Steindler (U).
3198*	John Carson (127).
3199*	Harold Mertz (133).
3200	Jack Reber (U).
3201	Herb Beeson (229)
	Dorothy Beeson (229)
3202*	Gerald Bates (U).
3203*	Granville H. Dyer (14)
3204*	John H. Henshaw (244)
3205*	George W. Gilman (U)
3206*	Wayne C. Astley (213).
3207	Thomas A. Patterson, Jr. (U).
3208	James A. Woolever (U).
3209	Mr. & Mrs. Conrad Skladal, Jr. (35).
3210	A. Maxwell Jones, Jr. (U).
3211	Anthony Charewicz (U).
3212	Richard W. Bastian (U).
3213*	Lew Balleau (U)
3214*	B. O. Buckles (74).
3215	Waldemar Salgado Carvelheiras (144).
	Estacao de Olaria (144).
3216	J. R. Powell (U).
3217*	Aristotle Anthony (163).
	Thalia Anthony (163).
3218*	E. A. Randall (190).
3219*	Eben K. Knowlton (2).
3220*	John L. Koehne (2)
	John L. Koehne, Jr. (2)
	Richard Koehne (2)
3221	G. E. Ristau (33).
3222	Boat Wrecked.
3223*	Nigel Rafferty (179).
3224*	Mathew Silverman (55)
3225*	Ray Harrington (208).
3226	Mikko Helminen (166)
3227	T. H. Mabley (U)
3228*	O. W. Pendergast, Jr. (184).
	James H. Pendergast (184).
	Donald P. Pendergast (184).
3229*	Ralph W. Swan (189)
3230	Thomas P. James (U).
3231*	R. W. Youngman (168)
	David Youngman (168)
3232	Luther P. Horton (U).
3233	R. L. Wellbrock (U).
3234	Harold W. Johnson (U).
3235*	Stuart W. Campbell (U).
3236	Tom McGinnnis (60).
	Ben Rezae (60).
3237	Edward Nelson (U) (mail returned).
3238	William H. Barker (U).
3239*	Joseph Rosz (U).
3240	Michael F. Piazza (U).
	John C. Piazza (U).
3241*	Chester E. Budd (80).
3242*	R. S. Moore (66).
3243*	L. A. Tripp (104).
3244*	Victor Allen (66).
	Nigel Scott-Moncrief (66).
3245*	Nathan Mudge (U).
3246	Philip S. Cook (U).
3247	Joseph H. Cooper (36).
3248*	Raymond Hodgdon (107)
3249*	Mark L. Usiskin (U).
3250*	J. Stewart Petersen, Jr. (42).
3251*	Elmer S. Piorier (107)
3252	H. T. Schmitt (U).
	Arthur C. Reynaud (U).
3253*	C. S. Watts (66).
3254	William J. Pierce (U).
3255	R. T. Lewis (98)
	William Chesebrough (98)
3256	Donald S. Chatfield (U).
3257	Karl Meyer (U).

Boat No.	Owner-Fleet
3258	C. J. McAdams (U).
3259*	Ed. DiGuilio (38)
3260*	Evalyn D. Exley (127)
	Frank M. Exley (127)
3261*	Randolph Lee (143)
3262*	P. A. Hagens (143)
3263*	Wm. C. Ballinger (143).
3264	Howard Zeck (132).
3265	Craig D. Williams (164).
3266	F. A. Monro (107).
	E. W. Field (107)
3267	William W. Stubbs (U).
3268	E. B. Walden (U).
3269*	Oliver D. Perkins (70)
	Stephen D. Perkins (70)
3270	James Aletras (U).
3271	Karl H. Mayers (U).
3272	Ted Hirt (U).
3273	Marjorie Hampson (119).
3274*	Stuart Lucas (108)
3275*	Theodore A. Gough, Jr. (82)
3276*	Eilee Ohnell (32)
3277*	Jack W. Jordan (190).
3277*	Paul L. Powers (190).
3278*	Builder.
3279*	George P. Lordan (151).
3280*	Julien Elfenbein (U)
3281	Harry P. Taylor (141)
3282	John D. Cunningham (151).
3283*	Edward H. LaFarge (129)
3284	Michael E. Harris (U).
3285	Captain Phillip China (U) (mail returned).
3286	John Leahy (U).
3287	Ernest Mallory (U).
3288	Edw. McCaughey (U).
3289*	Jack Houghton (119)
	Merle Houghton (119)
3290	Irving King (U).
3291	Warren Reed (U).
3292	J. J. Fanning (U).
3293*	G. H. Nicholas (107).
3294	W. B. Cook, Jr. (U).
3295*	Edgar A. Farnum (U).
3296*	James H. Otis (119).
3297*	Jacob Wiener (U).
	Alan Wiener (U).
3298*	Anne Christine Petersen (55).
3299*	H. E. Robertson, Jr. (U)
3300*	Ralph A. Swan (U).
3301*	William D. Downing (U)
3302*	Charles Harris (133)
3303*	Dr. Frank J. DeCesare (U).
3304*	Wiley N. McConnell (U).
3305	R. B. Buisseret (143).
3306*	Gardner L. Brown (101).
3307	Clifford C. Derby (69).
3308	Dr. M. W. Wescott (U).
3309*	L. L. Brennesholtz (185)
3310*	R. L. Johnstone III (183)
	Robert L. Johnstone (183)
	Rodney Johnstone (183)
	Bobette Johnstone (183)
3311	Walter Lavey (U).
3312	Ito M. Crandell, Jr. & Gerald Claussen (167).
3313	E. L. Dudley (U).
3314	Harry Fischman (U).
3315	H. B. Jones, Jr. (132).
3316	Charles F. Hanson (132).
3317*	Wilson Jewett, Jr. (229)
3318*	Bruce Gaudion (229)
3319*	G. P. Biggs (153).
3320*	Helen Burke (195).
3321*	Frederick H. Lovejoy (151).
3322*	Edwin Smith (226)
	Susan H. Smith (226)
3323*	Dr. Albert Peacock (105).
3324*	J. Keith Taylor (U).
3325	Stewart St. George (215)
3326	John B. Jensen (U).
3327*	Richard G. Klippel (163).
3328	Lt. Walt Blandy (66).
3329	Lt. Comm. H. A. Stowell (188).
3330	Horace P. Abbott (184).
3331	D. C. Altman (U).
3332	Norbert A. Parker (U).
3333*	Fred Baynes (12).
	Richard Foster (12).
3334*	Fred Bischoff (116).
3335*	Marlo P. Bates, M.D. (178).
	Nancy Lee Bates (178).
3336*	A. Jacobs (56).
3337*	Mark C. Neil (U).
3338*	Franz K. Schneider (91).
	Nancy C. Schneider (91).
3339*	R. E. Bock (U).
3340*	Benjamin Trumbull (31).
3341*	Mrs. Mellinger (U).
3342*	Roscoe Hill, Jr. (U)
3343*	C. L. Griffith (U).
3344*	J. R. Norton & Nancy Norton (199).
3345*	Dealer.
3346*	James E. Howe (U).
3347*	William Anderson, Jr. (5).
3348*	Marshall Hornblower (50)
3349*	Ernest W. Healeen (U).
3350*	Carl Manns, Jr. (112).
3351*	A. B. Wigley (192).
	Mary Wigley (192).
3352*	E. T. Holland (U).
3353*	Fred Wallstead (U).
3354*	F. W. Messer, M.D. (U).
3355*	Loyal Order of Moose (U).
3356*	Marcus G. Christ (133).
3357*	Milton E. Price (35).
3358*	John Nelson Smith, Jr. (U).
3359*	Oliver Wadsworth (89).
3360*	Eduardo Andrade (89).
3361*	William E. Murdock, Jr. (U).
3362*	Arthur Turner (80).
	Jean Turner (80).
3363*	Dealer.
3364*	Neil J. Ranney (37).
3365*	Gladwyn Bond (173).
3366*	Dealer.
3367*	Charlse Hashagen (82)
3368*	M. C. Simpson (36).
3369*	Paul Fine (45).
3370*	Marilyn K. Latchford (133).
3371*	Dealer.
3372*	Wm. S. Hults, Jr. (133).
3373*	George Hyde (190).
3374*	Dealer.
3375*	William Swanson (U)
3376*	J. Marquardt (199).
3377*	Sold to Unknown Owner.
3378*	A. Willard Ivers, Jr. (116).
3379*	D. K. Fox, Jr. (116).
3380*	Clement J. Welles (116).
3381	L. H. Marks (U)
3382*	John P. Mayo (U).
3383*	Philip H. Ordway (137).
3384*	Leslie Van Nostrand (116).
3385*	George C. Tackels (U).
3386*	F. N. Arbaugh Co. (U).
3387*	Ernes Swanson (119)
	Claire L. Swanson (119)
3388*	Anne McLeod (176).
3389*	Barry M. Klein (82).
3390*	William Essley (119)
3391*	Alfred A. Ghirardi (U)
3392*	Mrs. Wm. T. Veal (U).
3393*	John Robt. Eilken (U).
3394*	Harold H. George (U).
3395*	Henry Verbsky (37).
3396*	Adm. Robert M. Morris (184)
3397*	Luther Melcher (156).
3398*	John W. Fisher (184)
3399*	Thomas C. Gordon, Jr. (138).
3400*	Robert Waterbury (1).
	John Waterbury (1).
	James Q. Waterbury (1).
3401*	Dr. Carl F. Wagner (174).
3402*	Charles P. Henderson (180)
3403*	George W. Brady (184).
3404*	Carroll D. Kearns (180).
3405*	Dr. Seeley Estabrook (227)
3406*	Thomas Piazza (U).
3407*	Thomas McKenna (106)
3408	Frederick Davis, Jr. (178)
3409*	Lt. George Roope (U)
	Cheri L. Roope (U)
3410*	Allen W. Field (148)
3411*	John Hauser (224).
3412*	Arthur Van der Gracht (U).
3413*	Leon F. Scully (32).
3414*	Tony J. Fiori (58)
3415*	Walter P. Wells (115)
3416*	Dr. George Wineburgh (93).
3417	Anne Dulles (225)
3418*	G. Frank Wallace (U).
3419*	Lyle P. Warren (156).
3420*	Robert C. Brown (U).
3421*	Graham Batting (153).
3422*	Charles L. Toms (145).
	Nancy S. Toms (145).
3423*	Herman H. Friedman (38).
3424*	James H. Ware (32).
3425*	Paul J. Keck (U).
3426*	Christopher A. Webber (227).
3427*	R. M. Wheeler (205)
3428*	Dr. Charles Hattauer (U).
3429*	Edwin Cowles (U).
3430*	Dealer.
3431*	Bill Deibel (71).
3432*	Joan P. Sullivan (55)
3433*	Ralph J. O'Hara (51)
3434*	Donald Bruce (119)
	Barbara Bruce (119)
3435*	Tom Daugherty (33).
3436*	Irvin McKnight (110).
3437*	John H. Weiss (U).
3438*	David P. Kuntz (50).
3439*	Henry D. Maconachy (192).
3440*	Arthur L. & Joyce Rohde (145).
3441*	E. M. Knight (50)
3442*	Elmer M. Pielet (U).
3443*	Robert Stieglitz (96).
3444*	Robert McWhorter (U)
3445*	John D. MacDonald (6).
	Richard Hayes (6).
3446*	Nelson L. North, Jr. (17)
3447*	William B. Bechtel (238)
3448*	Laurence L. Smith (36).
3449*	William D. Kiley (93).
3450*	Dealer.
3451*	Dealer.
3452*	Robert J. McGarry (119).
3453*	Boat Destroyed.
3454*	Dr. F. Wilton Dean (145).
3455*	C. F. Scheede (13).
3456*	Gottfred A. Nelson (58).
3457*	A. J. Griner (156).
3458*	P. H. Reisher & R. W. Drake (205).
3459*	William H. Redhead (45).
3460*	W. H. Schumacher, Sr. (16)
	Wm. H. Schumacher, Jr. (16)
	Philip W. Schumacher (16)
3461*	Al Sprock (45).
3462*	William R. Wells (37).
3463*	Harry F. Rice, Jr. (4).
3464*	Hanson Thomas (217).
3465*	Albert F. Faber, Jr. (37).
	Ruth Faber (37).
3466*	Janice I. Mount (116).
3467*	Charles Doerflinger (140).
3468*	Culver Military Academy (U).
3469	Frederick W. Wess, Jr. (U).
3470*	University of Miami (226).
3471*	James W. Bender (154)
3472*	Harrison Amos (114).
3473*	Culver Military Academy.
3474*	Ralph I. Hoyt (44).
	Dorothy C. Hoyt (44).
3475*	Culver Military Academy.
3476*	S. E. Chamberlin (U).
3477*	Jack N. Watts (175).
3478*	Dr. Lawrence Older (115).
3479*	Darrold A. Cannan (U).
3480*	Frederick E. Darling & Peter Darling (77).
3481	Josiah White (217).
3482*	Clarence E. Coleman (12).
	Robert Coleman (12).
3483*	Owen Owen (U).
3484	Maurice A. Ferrier (U).
3485*	A. K. Northrup (62).
3486	Boat Sold to Unknown Owner.
3487*	Robert J. Patterson (138).
3488*	Charles Phifer (119)
3489*	Miles Smith (U).
3490	Dealer.
3491	Dealer.
3492*	Edgar P. Dunlaevy (133).
3493	Roy A. Hermanson (U).
3494*	Lewis L. Haring (98)
	Dion B. Haring (98)
3495*	Dr. Frank Darling, Jr. & Binnie Darling (69).
3496*	Warren Graham (233)
3497	Walter T. Hausheer, M.D. (U).
3498*	J. W. Pringle (U)
	Ralph W. Pringle (U)
3499*	Ernesie Bigo (84).
	Jean Gabriel Maille (84).
3500*	E. L. Eveleth (153).
3501	Charles O. Merkel (U).
3502	Leslie Nothnagle (U).
3503	George L. Troppman (U).
3504*	H. Thomas Teti, Jr. (63)
	Harold Teti (36)
3505*	John Ehrenclou (2).
3506*	Mike Zwerling (38)
3507*	Thomas A. Fox (133).
	Vincent Fox (133).
3508*	Robert E. Newcomb (173).
3509*	Everett N. Sieder (104)
	Barbara J. Sieder (104)
3510*	Sebastian J. Cassarino (104).
3511*	Ernest G. Gebelein (U).
3512*	Jose Peruzzi (84).
3513	Don F. Rendinell (36).
	John S. Curtis (36).
3514*	C. W. Barrett (193).
3515*	R. O. Sprague (127).
3516	Richard Morse (U).
3517*	Jerry Firth (138).
3518	John J. McGovern (U).
3519	Willis M. McQueen (35).
3520	William Schacht (U).
3521*	John E. Rattinger (U)
3522*	A. E. Scheuing (U).
3523*	Ernest B. Latham, II (129).
3524*	Billy Uhl (141).
3525*	Ralph Buermann (138)
3526*	Ned Sullivan & Daniel Sullivan (189).
3527*	Robert Greene (119)
3528*	Donald W. Neal (54).
3529*	Roger B. Bond (181).
3530*	Hubbard Phelps (195).
3531*	Lt. Cmdr. O. C. Faulkingham (14)
3532*	Robert J. Killeen (62)
3533*	A. J. Downing (50).
	Mildred E. Downing (50).
	Beverly A. Downing (50).
3534	Dennis J. Kimpson (146).
3535*	James R. Nowery (175).
3536	Dennis Paul Russell (56).
3537	Jack Greyerbiehl (U).
3538*	Norris Lankford (87).
3539*	E. Jefferson Crum (157).
3540	W. C. Stephenson, Jr. (U).
3541*	Dr. L. H. Spector (77).
3542*	Robert W. Paige (148).
3543*	F. C. Duennebier (U)
3544*	Clarence Wilson (148).

Boat No.	Owner-Fleet
3545*	Ray Field (148).
	Mrs. Elizabeth Field (148).
3546	Charles Bushnell & Evelyn Bushnell (148).
3547	Donald Wolcott (148)
3548	Alfred Dutton (146).
3549	Dealer.
3550	Russell Winslow (132).
3551	L. J. Huysman (159).
3552	T. A. Monti (215).
3553	John M. Williams (127).
	Harry P. Palmer (127).
3554*	H. A. Geib (U).
3555	Dealer.
3556	George E. Hobbie (U).
3557	David Green (155).
3558	Glen Fries (155).
3559	Dwight LaBarre (155).
3560*	Lazare Levy, Jr. (209).
3561*	William G. Van Arsdale (47)
3562	C. Edward Morrison (U).
3563	James Chaffee (U).
3564	D. N. Montgomery (65).
3565*	C. Thomas Stott & Carol Stott (157).
3566*	R. J. Shroeder (87).
3567	Donald J. Hahn (U).
3568*	Tom Harrington (27).
3569*	Richard J. Lund (27).
3570	Charles T. Henrich (12).
3571*	Dr. G. F. Hull, Jr. (248)
3572*	Dr. Edward B. D. Newhouser (151).
3573*	B. Wheeler Dyer (142).
3574*	Robert D. Walker (24).
3575*	John L. Seymour (106).
	John L. Seymour, Jr. (106).
	Peter Seymour (106).
	Nancy Dreyer (32).
3576*	Linda Dreyer (32)
3577*	Indian Harbor Yacht Club
3578*	Carl Akelian (U)
3579*	Robert C. Woodruff (32)
	Dale Allen Woodruff (32).
	Skip Woodruff (32).
3580*	Howard M. Turner (105).
	Mark A. Turner (105).
3581	Frederick A. Drinkwater (U).
3582	Don Murray (66)
3583	Daniel G. Lamet (U).
3584	T. Nuttall (U).
3585	Norman Webber (U).
3586*	Mr. & Mrs. Carl J. Ackerman (114).
3587*	Doris Ruprecht (95).
3588*	Dealer.
3589*	Pitu Granata (191).
3590*	Dealer.
3591*	Mario Signorini (223)
3592*	Ugo di Marzo (191).
3593*	Eugenio Masciocchi (191).
3593*	Augusto Masciocchi (191).
	Sergio Capolino (191).
3594*	Frederick J. Koeppen (116).
3595*	Michael Iacono (119).
3596	Frederic Remington (U).
3597*	Jack Friedman (56).
3598*	Mickey Phelan (179).
3599	Peter Albert (U).
3600*	J. Rodney Edwards (3).
3601	Casey Ingram (U).
3602*	Carroll C. Stauff (U).
3603	M/Sgt. George A. Leach, Jr. (U), (mail returned).
3604*	David Dodge (98)
3605	Alden French (151).
3606*	Frank F. Flagg, M.D. (U).
3607	Francis V. Calvert (71).
3608*	Ernest Butler (148).
3609	James Rider (U).
3610*	Fred Becker (69).
	Elmer Becker (69).
3611*	Ben Tungate (131).
3612*	Oliver J. Deex (45).
3613*	Elijah G. Poxson (51).
3614*	Jim Ferrerstein (107).
3615*	Robert K. Hydon (51).
	Henry L. Wilson, II (51).
3616*	J. B. Gagnon (112).
3617*	Dwight E. Manley (U).
3618*	Arthur Buhl (110).
3619*	Lovell Cobb (5).
3620*	John Putnam (U)
3621*	Joseph F. Kovacic, M.D. (187).
3622*	T. F. Eserkaln (69).
3623*	J. M. Sommer (74).
	Norman G. Sommer (74).
3624*	Dr. Leslie W. Tasche (187).
3625*	Boat Destroyed.
3626*	P. C. McNulty (69).
	Toni Bathke (69).
	Patty Bathke (69).
3627*	Dr. John A. Tasche (187).
3628*	A. C. Hoernke (79).
3629*	Dealer.
3630	Marshall J. McGuire (U).
3631	Neilson Jones (226).
3632*	F. G. White (117).
3633*	W. E. Remmers (U).
3634*	C. R. Lane (133)
3635*	Mr. & Mrs. S. A. Petrillo (63).
3636*	Charles A. Perry & Thomas Perry (128).
3637*	Forrest G. Purinton (U).
3638*	H. Steinberg (U).
3639*	Dan Darrow (63)
3640*	K. Marshall Fagin (35).
3641*	J. C. Tilton (138).
3642*	Grand Hotel Development Corp. (135).
3643*	Dr. C. Albert Hudson (50)
3644	Capt. E. A. Jones (U).
3645*	Gugy Aemilius Irving (U).
3646	Aubrey C. Smoot, M.D. (72).
3647*	Jack Rvan (62).
3648	Nelson Oertel, Jr. (U).
3649*	Hoyt S. Greenbury (135).
	Hugh Cole (135).
3650*	Herbert K. Astmann (78)
3651	J. C. Parker (135)
3652	Kenneth Beilstein (U).
3653	Harold W. Follett (U).
3654*	Douglas Nelson (118).
	Tim Nelson (118).
3655	Allen C. Ewing (U).
3656	Bill Altorfer (U).
3657	David A. S. Laing (U).
3658	Henry Fenton (U).
3659*	George P. & Dorothy Allison (87).
3660*	Robert M. Wilson (55).
3661	E. Ray Arnold (U).
3662	Frederick A. Wilson (146)
3663*	Mrs. Lillian Rothery (50).
3664	A. J. Cormack (146).
3665	Charles W. Todd (192).
3666*	D. B. Dutton (212)
3667*	Warren S. Stephens (148).
3668*	Richard W. Clayton (104).
3669*	Arthur Hotaling (70).
3670*	Fred Starling (99).
3671	D. F. Pratt (U).
3672	Paul W. Wood (U).
	Albert Wood (U).
3673*	Robert G. Niemyer (114).
	Marion Niemyer (114).
3674*	Hipolito Gil Elizalde (203).
	Orlando Poletti (203).
3675	Walter Wm. Wood (U).
3676*	Dealer.
3677*	Builder.
3678*	Harry Melvin (171).
3679	George Friedrich (U).
3680	Harry Inge Johnstone (135).
3681*	Albert H. Berry (127).
3682*	Mr. Bauser (98)
3683	Maurice M. Payne (135).
3684*	Robert & Marian Nicol (6)
3685	Boat Lost.
3686*	Columbus Boychoir School (U).
3687	W. R. Thoits (U).
	Merton J. Price (U).
3688*	Builder.
3689*	O. C. Rhoades (244)
	Carolyn Rhoades (244)
	Linda Rhoades (244)
	Emily Rhoades (244)
3690*	Builder.
3691*	Martin A. Ingram (153)
3692*	Builder.
3693	Builder.
3694*	Robert Thomforde (34).
3695*	Richard W. Clynes (91).
3696	J. I. Maclaren (U).
3697	R. O. Sprague (127).
	T. H. Adams (127).
3698*	John C. Wylly (127).
3699	A. W. Johnston (U).
3700	Pier L. Ariotti (U).
3701	Dan C. Campbell (U).
3702	W. R. Blackburn & Co. (U).
3703	Benjamin T. Curtis (U).
3704*	Mr. & Mrs. Eugene Kipp (26)
	William J. Holt (26)
3705*	William H. James (173).
3706	Francis A. Schneiders (70).
3707*	George D. Hegeman, Jr. (138).
3708*	Daniel S. Lynch (128).
3709*	George Schochet, M.D. (87).
	Jean Schochet (87).
3710*	Howard B. Ward, Jr. (U).
3711	William E. Johnson (U).
3712*	John R. Lorenz (U).
3713*	Robert K. Thorp (163).
3714	Fred Packford (66).
3715	S. S. Holbrook (U).
3716*	Joseph Hofee (75)
3717	Jack T. Shaw (U).
3718	Richard E. Drew (233)
3719	Milton T. Anderson (U).
3720	Mrs. Donald Rimmer (U).
3721*	Alfred E. Cormier (U).
3722*	Tom Gahan (132).
3723	Erich H. Palm (U).
3724	S. J. Dodge (U).
3725*	John H. Bennett (138).
3726	Ziba F. Graham (U).
3727*	John Tillman (133).
3728*	Joseph "Pat" Walsh (185).
3729*	William Warden (133).
3730*	James H. Stevenson, Jr. (91).
3731*	Charles N. Findlay (98).
3732	Robert F. Stevenson (U).
3733	Dr. Wells Buddington (75).
	Dr. H. D. Dunton (75).
3734	Greg. Collier (U).
3735*	Jay Dunn (95).
3736	Matthew Springer (U).
3737*	Paul C. Schreck (U)
3738	James A. Murphy (U).
3739	Earl Heldt (U).
3740*	John W. McLaren (55)
	Barbara D. McLaren (55)
3741	E. L. Hughes (U).
3742	Gilbert G. Bayley (176).
3743	Henry E. Mazurck (U).
3744*	Ralph Christmas, Jr. (62).
3745	Dr. Jack E. Maxfield (U).
3746	Lloyd E. Munson (U)
3747	Wm. M. Wilber (U).
3748	John H. DeWitt (U).
3749	Fred A. Hoyt (U).
3750	Thomas R. Yglesias (U).
3751	W. J. Dixon (118).
3752*	Dr. Robert R. Richards (71).
3753	Jose de Mattos Telles (144).
3754*	Oswaldo Ary Gomes (84).
3755	Francisco Alvarez (U).
3756	F. H. Montgomery (U).
3757	Dealer.
3758	Duncan B. Marsh (229)
3759	Dealer.
3760	Carl T. Knutson (U).
3761	Kenneth C. Frazier (104).
3762	James R. Sinclair (U).
3763*	True V. Hanlinson (43).
3764*	Russell Bartholemew (27).
3765*	Dr. Charles Griener (U)
3766*	Henry E. Hull (27).
3767	Dealer.
3768*	Gilbert Shaeffer (210).
3769	Paul R. Darling (186).
3770	William C. Elam, Jr. (U).
3771	Robert W. Simmons (44).
3772*	Charles W. Buehler (U).
3773*	Emmitt Okerlund (158).
3774*	Col. Francis B. Shearer (50).
3775	Fred R. Replogle (U).
3776*	Basil P. Miaullis (158).
3777	Ken L. Mathys (112).
3778*	Dr. Clarence Hitz (158).
3779	Lynn Schultz.
3780*	Charles D. Bruce (64).
3781	Robertt Johnson (U).
3782*	George James (184).
3783*	Wm. & Hunter Vogel (66)
3784*	Stanley Curtis (204) Robt. & Caryl
3785*	Roy Gaasland (158).
3786*	Richard Gerould (U).
3787*	David Pite (66).
3788	F. D. Falvey (U).
3789*	Duff Sutherland (158).
	Patricia Sutherland (158).
3790*	Doris Holbrook (U).
	Barbara Holbrook (U).
3791*	Lars Lingnes (158).
3792*	John F. Shearer (227)
3793*	Colin Baker (66).
	J. R. W. Baker (66).
3794*	Robert P. Hayward (189) .
3795*	Dr. Ralph Goodwin (14).
3796	R. J. Bierman (187).
3797	Dr. Enrique Bianchi (206)
3798*	M. Warren & Wm. & Mrs. Cowles (3).
3799*	W. W. Roff (3).
3800*	Joseph Dare (226).
3801	Brendan McCreery (U).
3802*	C. W. Cleveland (135)
3803*	George Byers & Robt. (98).
3804*	David Gill (85)
3805*	Ellen Kelly (96)
3806*	Susan Widmann (134).
3807*	William S. Romano (98).
3808*	Arthur Buhr (133)
3809	P. W. Meekins (U).
3810	Arthur L. Martin (U).
3811*	O. Weber (219)
3812	James T. Walker (U).
3813	Charles Owen (146).
3814*	C. Carlton Lewis (7)
3815*	Karl Nibecker (U).
3816*	Joan Howard (138).
	Robert Howard (138).
3817	W. R. Eiford (U).
3818*	Mr. Dorn (U).
3819*	Builder.
3820*	Builder.
3821*	Fred Seimonsen (171).
3822	Capt. Dean Hubrecht (U) (mail returned).
3823	M. R. McColley (114).
3824	W. H. Sparling (U).
3825*	W. R. Hawkins (143).
3826*	W. H. Pember (55).
	Sylvia Pember (55).
	J. Anthony Pember (55).
	Michael Pember (55).
3827*	Warren Ostrom (138).
3828*	Ralph Bucknam, Jr. (98).
3829	E. R. Stephan (U).

Boat No.	Owner-Fleet
3830*	Charles R. Thompson (132)
3831*	Robert C. Huston (14).
3832	George B. Cowan (U).
3833	Raymond Stewart (U).
3834*	Joseph Wesolowski (238)
3835	Alfonso Semmola (191).
3836	Camille Richardson (175).
3837	Robert J. Grant (U).
3838*	Edward L. Anderson (U).
3839*	James Shane (U).
	Michael Shane (U).
3840	William Soule (U).
3841	Judge Harry Batshaw (U).
3842	John Tytla (U).
3843	V. K. Jalkanen (U)
3844	E. Relander (166).
3845*	Arthur K. Beedle (71).
3846	F. G. Crofton (U) (mail returned).
3847	H. Isomeri (U).
3848	Eduardo N. Peirano (U).
3849	Domingos B. Trindade (162).
3850	Laerth Mello (162).
3851	Haldwell S. Colby (U).
3852*	Mrs. Robert E. Busher (71).
3853	Daniel G. Auer (U).
3854*	Edwin A. Kennedy (71).
3855	J. E. Dailey (118).
3856*	E. N. Parker (215)
3857*	James Frazier (104).
3858*	W. Whitney Slaght, Jr. (71).
3859*	Malter A. Salatich, M.D. (U).
3860*	Roberto Garcia Guevara (U).
3861	Fred C. Lewis, Jr. (70).
3862	Jean & Betsy Worthington (248)
3863*	Rev. John W. Ziemak (U).
3864*	William E. Munk (134).
3865*	Allan B. Stevens (96).
3866*	Henry Harris (U).
	Carol J. Harris (U).
3867	Edward G. Maxwell (U).
3868	O. L. Clarke (U).
3869	Frank Ward (U).
3870*	Vincent Alfonso (236)
3871*	Paul E. Southard (U)
3872	Robert J. Bruck (U)
3873	P. M. Fox (U).
3874	Andrew Paulson (70).
3875*	William Hopper (102).
3876*	Gene Hansen.
	Harold Balcom (168).
3877	J. L. I. Arnoldi (146).
3878	Dr. S. V. Railton (U) (mail returned).
3879	John G. Cox (U).
3880*	The West Indian Co. (U).
3881	Boguslaw Wdowiak (U).
3882*	R. Bayard Baldridge II (127).
3883*	John L. Harborn (226).
3884	K. O. Williams (U).
3885*	Walter Gray Crump, Jr. & Walter G., III (134).
3886*	Indian Harbor Yacht Club (7)
3887	Charles E. Davenport (U).
3888*	Dr. H. B. Hardenburgh (U)
3889	Howard M. Smith (U).
3890	Carlos de Oliveira Leite (U).
3891*	J. D. Nasmith (U).
3892	Douglas Walter Asprey (U).
3893*	W. R. Sonke (134)
3894	George Brewbaker, Jr. (U).
3895	Robert S. Platt, Jr. (222).
3896	Karl Pontius (42).
3897*	Merritt E. Randles (120).
3898	Builder.
3899	Reimer Boersma (204).
	Reimer Boersma, Jr. (204).
3900	Builder.
3901*	John J. McDonald (211).
3902	Builder.
3903	Builder.
3904*	William E. Thomas (178).
3905	Builder.
3906	Franklin P. Whitman (U) (mail returned).
3907	Builder.
3908*	Marion Christ (211).
3909*	Wm. A. Pennington (U).
3910*	Arthur H. Myhre (170).
3911	Builder.
3912	Builder.
3913	Builder.
3914	Builder.
3915	Builder.
3916	Builder.
3917	Builder.
3918	Builder.
3919	Builder.
3920	Builder.
3921	Med. and O. Widholm (166).
3922	Kenneth H. Edman (U).
	James G. Barrett (U).
3923	V. Heinonen (U)
3924	Fjalar Krogius (U).
3925	Harry E. Hanson (U).
3926	D. L. Hayes (U).
3927	Dealer.
3928	Charles W. Ashleman (131).
3929*	J. A. Michael Morse & Julia (139).
3930*	Peter Phelps (195).
3931*	Harry W. Walker II (35)
3932*	A. Osborne Willauer (94).
	Charles L. Homer (94).
3933*	Anne Harkness (195)
3934	K. Hollming (U)
3935	C. Sweet Smith, Jr. (U).
3936	William Hargrave (U).
	Jimmy Shaw (U).
	Herbert Millham (U).
3937	C. A. W. Harmer (U).
3938*	Warren V. Vail (116).
3939	Albert M. Stein (U)
3940	John A. Wickson (U).
3941	R. E. Ripple (U).
3942	George A. Thorpe (U).
3943	Lloyd W. Robbins (U).
3944*	Harry Pfaff (92).
	Edwin Grimshaw (92).
	Michael Hamaty (92).
3945	Robert Pfefferle (U).
3946*	Sergio Isola T. (U).
	Aldo Isola T. (U).
3947	F. L. Beggs (U).
3948	Wright S. Skinner, Jr. (U).
3949	Billings B. Fairbrother (183).
	Philip W. Cottrell (183).
3950*	Schuyler Van Vechten (80).
3951	Allen L. Jeffrey (U).
3953	Mary Elcock (U)
3954	Enio Carvalho (84).
3955	C. A. Miles (U).
3956	Builder.
3957	Builder.
3958	Builder.
3959	Builder.
3960	Builder.
3961	Walter Smedley, Jr. (26).
3962*	Horace A. Thompson (211).
3963*	J. W. Maitland (2).
3964*	S. Davis Robins (2).
3965*	R. P. Heuer (3).
3966*	William R. Spofford, Jr. (3).
	Patricia Spofford (3).
3967	Builder.
3968	Norman E. Denison (U).
3969*	Horace A. Jackson, Jr. (92).
3970*	W. Edwin Stevens (119).
	Virginia C. Stevens (119).
3971	William Ganong (U).
3972	Frank H. Chaussee (U).
3973*	William D. Wilson (134).
3974*	Robert Green (55)
3975*	Dealer.
3976	Donald C. Crothers (171).
	R. J. Crothers (171).
3977	Paul H. Ackroyd (U).
3978*	Arthur J. Kurzweg (62).
	Dr. Frank Kurzweg (62).
3979	B. Paul Schmitt (U).
3980	A. T. Beardslee (U).
3981*	Don Hyslop (69)
3982	Keith N. Wentzell (U).
3983*	O. E. Dahlstrom (171).
	M. N. Hay (171).
3984	Horace H. Gilmore (75).
3985	Annio Peter Bellucci (U).
3986*	J. W. Anderson (118).
3987*	Luiz Felipe Haas (84).
3988*	August Kristoferson (132).
3989*	Lester R. Standley (189).
	Forrest Standley (189).
3990	Pier L. Ariotti (U).
3991	David P. Torrey (U).
3992*	H. S. Finke.
3993	Alberto M. Villafane Tapia (U) (mail returned).
3994	Director Bjorn Hemberg (U).
3995	Conrad Yungquist (U).
3996*	Charles V. Tallman (U).
3997	L. C. Ummel (23).
3998*	John H. Baker (127).
3999*	John White (U).
4000	John R. Smith (58).
4001	C. E. Rubbert (U).
4002*	Lillian Larson (U).
	Alice Larson (U).
4003	Francis B. Smith (U).
4004*	Edward Polasek (U).
4005*	Guy Alban Calmejane (U).
	Odette Calmejane (U).
4006	E. Michael Feeley (U).
4007	Philip A. McGuinness (U).
4008*	Charles Grant (51)
4009	P. Tournier (U)
4010	Christian Ilmoni (166).
4011	O. Lause (U)
4012	R. Pursianinen (U)
4013	M. Turja (U)
4014	M. Ellila (U)
4015	Aulis Soininen (U).
4016	John Phillips (U).
4017	Frank Hewett (118).
4018*	W. H. Forsyth (U).
4019*	Daniel Sanz (182)
4020	Guy Falskow (159).
4021	Robert Heys (U).
4022	Daniel W. Shepardson (107).
4023	Elmer C. Kenyon (U).
4024	Max Kerttula (U).
4025	Francis M. Withey (U).
4026	Hector Durante (U).
4027*	Roberto Bucolo (U).
4028	Calvin S. Morser (U).
4029	Torsti Raike (U).
4030	Matti Nylund (U).
4031	Builder.
4032*	Richard Bowen (59).
4033	Dirk Alberts (U).
4034	Angel Humberto Adamoli (U).
4035	John G. Miller (U).
4036	Frank Prokop (U).
4037	Alfred Schubert (U).
4038	Eduardo Salines (U).
4039	Donald A. Richon (U).
4040*	Arthur D. Wynne (62)
4041	Jorge M. Ithurbide (U).
4042	Armond Cobb (U).
4043*	A. F. Ronza (U)
4044	Arthur L. Gould, Jr. (U).
4045*	William H. Cutting (92).
4046*	Robert Hansen (U).
4047	S. Koponen (U)
4048	A. Tarkkanen (U)
4049	Jaakko Oravisto (U).
4050	E. Rask (U)
4051	Mauri Ellila (U).
4052	N. Forstrom (U)
4053	Mauri Kataila (U).
4054	T. Ekroos (U)
4055	Kapteeni Kalle Uola (U).
4056	L. Joutsela (U)
4057	Kapteeni Kalevi Linnavuori (U).
4058*	Dr. Harry Schmidt (239)
	Harry J. Schmidt, Jr. (239)
4059*	Archer G. Milligan (U).
4060*	C. C. Vandegrift (194)
4061*	Mac de St. Remy (171).
4062*	E. E. Conley (171).
4063*	Douglas Sager (U)
4064*	Ed Holland (132).
4065*	Dr. Ing. Guglielmo Ginocchio (U).
4066	Fred Skinner (U).
4067*	Harold E. Weir (146).
4068	John R. Belt (U).
4069	B. C. Falconer (U).
4070	Jose Mariotto Ferreira (84).
4071	Warren Krogstad (79).
4072*	George B. Storer (226).
	Peter Storer (226).
4073*	John Gunther (U).
	Joann Gunther (U).
4074*	Frank P. Raymond (230).
4075*	Norman S. Cook (U).
	Dorothy E. Cook (U).
4076*	Charles Westheimer (57)
4077	Dealer.
4078	Dealer.
4079	Tomas Galfrascoli (U).
4080	Dr. T. McKean Downs (U).
4081*	R. Street (146)
	G. A. Sandell (146)
4082	Harri Velbri (U).
4083	Dealer.
4084	Clifford C. Little (U).
4085*	Carl W. Thompson, Jr. (192)
4086	A. B. Patterson (35).
4087	E. A. Schimberg (U).
4088*	William B. Mullin, Jr. (92).
4090*	Arthur F. Brandt, Sr. (53).
	Arthur F. Brandt, Jr. (53).
	Barbara Brandt (53).
	Nancy Brandt (53).
	Elizabeth Brandt (53).
4091	Mr. & Mrs. A. F. Whitecross (U).
	Douglas H. Waitt (U).
4089	Milton G. Townsend, M.D. (215).
4092	Ralph Reuter (U).
	Walter E. Olsen (U).
4093	J. C. Cameron (U).
4094	G. E. Atkins (U).
	Lawrence Wright (U).
4095	Yarvis Benedetto (U).
4096	Julio Oscar Lago (U).
4097*	Adolph Gottlieb (U).
	Frederic Varady (U).
4098	Joseph S. Harra (U).
4099*	Robert G. Ford (165).
4100	J. W. Eck (U).
4101	L. W. LaBare (U).
4102	B. McMinds (U).
4103*	Clara B. Hahn (141).
4104*	W. E. Chase (106).
4105*	Gunnard H. Faulk (32)
4106*	Robert W. Paul (138).
	Edna M. Paul (138).
4107*	Ted Toombs (133).
4108*	Kimberly O'Gorman (134).
4109*	Albin Cibeu (55).
	L. Edgar Cibeu (55).
4110*	William J. Milton (133)
4111*	Albert Blattmann (7).
4112*	Gail Talbot (U)
4113	Salvador Victor Boreli (84).
4114	Ernesto Lopes Ferreira (144).
4115*	Earl Zuber (36).
4116*	Ellsworth P. Andrews (U).

Boat No.	Owner-Fleet
4117	A. Bonin (U).
4118*	Luigi Scognamiglio (247)
	Rita & Mino Scognamiglio (247)
	Raffaele Scognamiglio (247)
	Mino Dellacasa (247)
4119	Cantieri Costaguta (U).
4120	Cantiere Velscaf (U).
4121	Vibio Mestron (U).
4122*	Nicola Castellino (191)
4123*	John S. Upham, Jr. (U).
	Laurence B. Upham (U).
4124*	David C. Martens (168)
4125	John C. Charter (U).
4126	S. H. A. Lee (U).
4127	S. Hartikaninen (U)
4128	Ingenjor Stig-Olof Lindfors (166).
4129	Dir. J. A. Hongell (166).
4130	Valkon Telakka (U)
4131	O. Oker-Blom (U)
4132	L. Wagello (U)
4133	Mikko Nyreen (U).
4134	Maj. P. Strand (U).
4135	A. Aromaa (U)
4136	A. Saarinen (U)
4137*	Arnold C. Pierce (173)
4138	Valon Telakka (U)
4139	Valkon Laiva OY (U).
4140	M. Vaisanen (U)
4141	M. Blomstrom-Saarela (U)
4142	Nyberg (U)
4143	Valkon Laiva Oy (U).
4144	K. Kinnunen (U)
4145	Valkon Laiva Oy (U).
4146	Sistola & Merisalo (U).
4147	T. Suppan-Kollerich (U).
4148*	Sprague Gallup (183).
4149*	Edwin A. Ehlers (141).
4150*	Dr. David Sussler (U).
4151*	Willima Bindloss (183)
4152*	Dr. Stanley C. Hall (98).
4153*	James U. Ross (106).
4154	Arnaldo Mesquita (162).
4155	Robert F. Swanson (U).
4156	F. R. L. Lazier (U).
4157	Kenneth Hall (215)
4158*	David P. Comegys (175).
4159	Wolfgang Richter (147).
	Julio Lienert (147).
	Lothario Leinert (147).
4160	Ulla Sjostrand (U).
4161	C. M. Zaenglein (175).
4162	Emilie Castracani (U).
4163	C. W. Milbourne (147).
	Fred D. F. Pirie (147).
4164	P. O. Ebbinghaus (U).
4165	Alberto Jose Drago (U).
4166	Harlowe L. Horein (U).
4167*	Builder.
4168*	Susie Rike (202)
4169*	Sarah Minor (202)
4170*	Philip Schaff (202)
4171*	William S. Miles III (202)
4172	George C. Peterson (68).
4173	V. R. Smith (U).
4174	A. S. Mathey (210).
4175	Dealer.
4176	Austin P. Montgomery, Jr. (U).
4177	Edgar Robbins Goudy (U).
	Fred Surbeck (U).
4178	Jose Villar Netto (U).
4179	Albert Sprock (U).
4180*	George E. Slater (105).
	Edwin P. Slater (105).
	Ralph E. Slater (105).
4181	Oswaldo Buonanni (U).
4182	Rev. Frederick J. McTernan (U).
4183*	Sandra Lee Gill (U)
4184	Mr. & Mrs. Robt. L. Heritage (U).
4185*	George & Lois Kroening, Jr. (39).
4186*	Howard H. Foster, Jr. (230).
4382*	Dr. James Kirk (109).
4187*	Theodore H. Meyer (17).
4188	Nelson B. Fry (U).
4189*	Harold E. Hoben (98).
4190	J. E. N. Flanagan, Esq. (U).
4191	Palmer W. Bigelow, Jr. (U).
4192	Clyde W. Smith (U).
4193	S. J. Tyndall (U).
4194	Don McGinnis (U).
4195	Walter C. Hopkins (U).
4196	Carl J. Altio (U).
4197	E. H. Himmelman (U).
4198*	Dr. William Feindel (215)
4199*	Charles B. Neapole (215).
4200	M. J. Hayes (U).
4201	A. Lovell Phillips (U).
4202	Edwin R. Rencher, Jr. (U) (mail returned).
4203*	John McCullough (171).
4204*	Carlos Echeverria & E. G. Echeverria (26).
4205*	J. R. Tool (228)
4206*	Thompson W. Coe (228).
4207*	John D. Mullins (246)
4208	R. Goetstouwers (U).
4209*	John Drew, Jr. (140).
4210*	Robert P. Marcus (122).
	Betty G. Marcus (122).
4211*	Robinson E. Keyes (227).

Boat No.	Owner-Fleet
4212*	Thomas G. Cook (42).
	Minnie Cook (42).
4213*	Fred E. Kauer (17).
4214*	Prudence E. Wickes (110).
4215	Charles L. Keeler (U).
4216*	Marcel Lalonde (146).
	Louis Lalonde (146).
4217*	A. Fantini (U)
4218	George J. Marrone (U).
4219*	Ralph Waldorf (6).
4220	Marbury B. Fox (U)
4221*	George T. Cronk (163).
4222*	James D. Forman (133)
4223*	Dr. John C. Bugher (32).
4224*	Dr. J. E. Knighton, Jr. (175).
4225*	J. Frederich Bechtel (113).
4226*	C. Wallace Stuard (213).
4227	Robert R. Linn (204).
4228*	Stuart B. Mason (119).
	Kenneth H. Mason (119).
4229	John H. Allen (U).
4230	David H. Thomas (U).
4231*	John W. Teele (151).
4232	Keith S. Rosewall (U).
4233*	W. E. Jocelyn (118).
4234	R. J. Elcock (U).
4235	Bert Van Camp (U).
4236	Dr. L. A. Miller (U).
4237*	William F. Dohrman III (202)
4238*	Builder.
4239*	Dr. W. P. Barnes (57).
4240*	Richard Rose (131).
	Roger Rose (131).
4241*	J. S. Staten, Jr. (23).
4242	Jayme Teixeira Leite (U).
4243	Ruth Carlson (U).
4244	Benedito Levi (147).
	Guido Guastella (147).
4245	Del Jordan (U).
4246*	Donald Jay Price (U).
4247*	G. D. Blanchard (U).
4248	Monsieur Jean Roncin (U).
4249*	P. H. Pinkernell (U)
4250*	George E. Quisenberry, Jr. (133)
4251*	James Connor & Robert (141).
4252*	Sandra Hartshorn (225)
4253*	Emmanuel Hayt (U).
4254*	Billy T. Sumner (U)
4255	Paul E. Rooney (U).
4256*	Roy Murdock (66).
4257	Robert C. Allison (U).
4258*	Margaret Carroll Butte (U).
4259*	John Wm. Harvey (U).
4260*	Builder.
4261*	Builder.
4262*	Builder.
4263	Joseph Mendrala (U).
4264*	Gilbert S. Johnson, Jr. (175).
	Louise Johnson (175).
4265*	Thomas McMillan (U).
4266	Gordon Bennett (U).
4267	John Bennett (U).
4268	Hubert H. Hauck (U).
4269	Merle S. Day (U).
4270	Richard J. Guth (U).
4271*	A. Breiler (219)
4272	M. Bernard Perissett (U).
4273*	Rudolf Schmid (U).
4274	James F. Ryan (U).
4275*	A. K. Spalding (35)
4276	H. E. Pankau (U).
4277	Albert L. Chabot (U).
4278*	E. J. Hesketh (26)
	D. J. Hesketh (26)
4279	William E. Thomas (178).
	Mathew L. Pandolfi (178).
4280	J. Harlan Potts (U).
4281	Jerry Ziess (U).
4282*	William E. Walker (24).
4283*	Robert Mann & Audrey Mann (43)
4284*	W. M. Gibson (146).
4285*	H. Keller (219).
4286	W. S. Faurot (U).
4287*	Joseph Flood (197).
4288	Gennaro Fiorentino (U).
4289*	Cesare de Rossi (U)
4290*	John Irving (185).
4291*	Dealer.
4292	Dr. D. V. Megale (U).
4293*	Marshall H. McCord (128).
4294	Mario Rubens Montenegro (147).
	Francisco Goes Calmon (147).
	Roberto Ferreira da Rosa (147).
4295	Dr. Anthony J. Leitner (185).
4296	G. Karmiloff (U)
4297*	Nathan Salmun (U).
	Maria del Pilar Brunet (U).
4298	Lee J. Workum, Jr. (184).
	David J. Workum (184).
	Mary Workum (184).
4299	Builders.
4300	S. Geitlin (U)
4301	Overste P. O. Ekholm (U).
4302	Ostra Nylands Segelforening (U).
4303	Kauko Neva-aho (U).
4304	A. L. Lindfors (U).
4305	Bror Ingelius (U).
4306	A. Erkko (U)
4308	O. Lehtonen (U)

Boat No.	Owner-Fleet
4307	Sakari Harry Hillberg (U).
4309	A. Ahlamaa (U).
4310	Ekon. E. Nuortila (U).
4311	Torsten Ekroos (U).
4312	V. Romppanen (U)
4313	L. Kalkkinen (U)
4314	J. Topelius (U)
4315	Pertti Artrila (U).
4316	Ekon. Torsten Borg (U).
4317	H. Atrava (U).
4318	Otto E. Salin (U).
4319	J. Myntti (U).
4320	Valle Wessberg (U).
4321	Veikko Ahola (U).
4322	Antti Saarelainen (U).
4323	Vesa Rouhiainen (U).
4324	Velj. Huhtakangas (U)
4325	Juhani Plipponen (U).
4326	E. Junkkonen (U)
4327	Henrik Weber (166).
4328	Eelu Leskio (U).
4329	A. Toivonen (U).
4330	K. Ellonen (U).
4331	Tandlakare K. Carpelan (U).
4332	Erkki Pitkapaasi (U).
4333	Erkki Sevakivi (U).
4334	Velj. Nordstrom (U).
4335	O. Konkola (U)
4336	David E. Stark (U).
4337	Builder.
4338*	Jane Boyd (204)
4339*	Dr. H. G. Porter (U).
4340*	John Duncan McDonald (204)
4341*	Rudolph J. Holan (56).
4342	Joseph L. Seger (175).
4343	H. C. Slemin (U).
4344	Alexander Adams (U).
4345	Dr. Julio C. Goldie (U).
4346	Victor Grimson (U).
4347*	Arthur Yuile (215).
4348	Edgar A. Wray (U).
4349	Eugenio Rana (U).
4350*	Nestor M. Miguez (U)
4351	Jorge Valera (203)
4352*	Aldo Valera (U).
4353	Ovidio M. Lagos (U).
4354*	A. C. Remich (222)
	Florence Remich (222)
4355*	Builder.
4356*	Sherman A. Chantland (17).
	Richard L. Chantland (17).
4357*	William Loch (36).
4358*	R. H. Grant, Jr., (110).
4359	H. J. Jones (229)
4360	Dr. Clarence B. Hitz (158).
4361	F. A. Grisanti (U).
4362*	Chas. E. Kelley & C. E. Kelly, Jr. (189).
4363*	Charles Esty (U).
4364	A. Smith (U)
4365	E. C. Dubois (U).
4366	Mrs. A. Hatch (U).
4367	Builder.
4368	David W. Peebles (U) (mail returned).
4369*	Adelbert G. Straub, Jr. (U).
4370*	P. J. Reeves (212).
4371*	Irving Polk (U)
4372	Turbay & Soler (U).
4373	Osvaldo Pedro Rossi (U).
4374*	W. R. Wynn (231)
4375	John J. Modifer (U).
4376	Calvin J. Engle (92).
	Robert W. Engle (92).
4377*	Enrique Juan Mentruyt (U)
4378	K. M. Julian (U).
4379	William Soukup (U)
4380	Robert F. Seybold (U).
4381*	P. E. Gavagnin (247)
4383*	Dr. Don F. Cameron (109).
4384	Arne G. Ahlman (U).
4385	J. H. Sidebottom (U).
4386*	Marcel Cuissard (206)
4387	W. G. Malcolm (U).
	Robert A. Linberg U().
4388*	Elizabeth Linberg (14)
4389*	Paul Emery (14).
4390*	Arthur Sima (56).
4391*	Mason B. Jones, Jr. (202).
	Edward Jones (202).
4392	Alida Tolman (U).
	Ruth Tolman (U).
	Martha B. Tolman (U).
4393*	Ellen R. Mitchell (184).
4394	Mrs. D. Stearns Crispell & Garrett (17).
4395*	Robert Fiske (U).
4396	Alberto Felipe Aguilar Losada.
4397	Builder.
4398	Richard J. Graham & Robt. Hornbeck (51).
4399	Wm. R. Lamb (62).
4400	G. E. Gynn (U).
4401*	Bernard Oreste (U)
4402*	Tony D'Eloia (224).
4403*	Dealer.
4404*	Abraham Petker (U)
4405*	Dealer.
4406*	Enzo Di Lorenzo (223).

Boat No.	Owner-Fleet
4407	Folke O. Astrom (206).
	Leandro N. San Miguel (206).
4408*	Malcolm Bart (U).
4409	Don R. Terry (U).
4410*	William S. Kriebel (137).
4411*	West Indian Co., Ltd. (U)
4412	Norris W. Harris (189).
4413	W. S. Resor (U).
4414	T. L. Connor (U).
4415*	Richard P. Lena (85)
4416*	Charles Moran, Jr. (96)
4417*	Rev. Charles Harris (186).
4418*	Jerry Alan Fowler (32)
4419*	E. P. MacBryde (168).
4420	Power B. Sogo (U).
4421	Robert M. Branch (U).
4422	J. D. Humphrey (U).
4423*	John Charbonnet (62)
	Dwight LeBlanc (62)
4424	Homero Fonda (U).
4425	Joaquin Lagos (U).
4426*	Santiago Perez Penalba (U).
	Marcelo Luis Biasotti (U).
4427	R. B. Leffingwell (U).
4428	M. Collyer (U).
4429	Hely Abrantes Bricio do Valle (84).
4430	Kenneth J. Burkhardt (U).
4431	T. E. Fitch (U).
4432	Gerison David Szachtman (U).
4433	James Cousins (146).
4434	Builder.
4435	Yacht Club Uruguayo (U).
4436	Yacht Club Uruguayo (U).
4437	Yacht Club Uruguayo (U).
4438	Yacht Club Uruguayo (U).
4439	Yacht Club Uruguayo (U).
4440	Yacht Club Uruguayo (U).
4441	Edward F. Sproat, Jr. (U).
4442	Charles Rittenhouse (U).
4443	G. H. Graham (U).
4444*	Karl & Sophie Rollius (212)
4445	Chester V. Haines (U).
4446	Battista Succhi (U).
4447*	H. R. Krauss (42).
4448	Alcenor Melchiades de Souza (162).
4449	Juan Flavio Gerbolini (U).
4450*	J. P. de Bosset (169)
4451	Bruce Mitchell (146).
4452	T. W. McConnell (U).
4453	Herbert V. Levy (147).
4454	J. Acebedo Tagle (U).
4455*	Frank D. Burgess (U).
4456*	Walter Frank, Jr. (106).
4457*	John R. Doty (U)
	John R. Doty, Jr. (U)
	Wells B. Doty (U)
4458*	W. A. Cromie (U).
4459*	George Hampton (32).
4460*	P. Willard Crane (U).
4461	David E. Price (U)
4462	Royle Kamp, Jr. (U).
4463	John Bodkin (U).
4464	Daniel Alvaro Luna (U).
	Jose Tomas Luna (U).
4465	Dr. Edward da Silva Mello (201).
4466	Huvert Leslie Howard (201).
4467	Dr. Jose Taruinio da Silva (U).
	Luiz Souhami (U).
4468	Roberto B. Saleto (U).
4469	Asdrubal de Rezende Paixoto (201).
4470	John P. Edwards (U).
4471	Alan A. Shattuck (U).
4472	Jean Dhainaut (203).
4473	Albert Gribernig (203).
4474*	Spencer Davies (66).
4475*	Harold & Lovette Davis (140)
4476	Dealer.
4477	Fred J. Howe (U).
4478	Donald Ross (U).
4479	E. Stuart Laurie (U).
4480	Dante Cal Audra (206)
4481	Victor Hatchwell (U).
4482*	Edward J. Kelly (32).
4483	Chas. E. Nickson, Jr. M.D. (U).
4484	J. W. Wormald (U).
4485	R. J. Coffee (U).
4486	George Mathys (U).
4487	Ernesto Beutner (U).
4488	Clarence Wilson Hewlett, Jr. (U).
4489	Guayaquil Yacht Club (U).
4490	G. E. Van DerVaart (U).
4491	A. M. Phelan (179).
4492	Dr. Carlos M. Giuria (U).
4493	S. Vraylas (U).
4494	Joseph F. Spatola, Jr. (U).
4495	Dr. Walter G. Unglaub (U).
	Homer Lee Parsons (U).
4496	Francis B. Mathews (U).
4497	Walter A. Wheaton, Jr. (U).
4498	Rudolf B. K. Ingman (U).
4499*	Elverton E. Clark (193).
4500	Edward Richard Hoermann (U).
4501	Ulysses Efraim Kafiel (U).
4502*	Club Y.P.F. (U).
4503	Jim Pat Beaird (175).
4504	Ricardo Acosta y Lara (h) (U).
4505	Ray Rouse (U).
4506	Carl Berntsen (U).

Boat No.	Owner-Fleet
4507*	G. W. Hampson (118).
4508	J. V. Bailey (U).
4509*	Dr. Robert Dickey (226).
4510*	John Willmott (226).
4511*	Dr. Richard E. Strain (226)
	Anne Price Strain (226)
4512*	Sergio Vayssiere (84)
	Manoel S. Campos (84)
4513*	Jean Careri (U)
4514	Hector Escofet (U).
4515*	Enrique Wermbter (182)
4516*	Robert O'Reair (21).
4517	Bruce Baiden (154).
4518*	John Hickox (212).
4519	Dealer.
4520	Earl K. Ude (U).
4521	Thurl E. Goff (U).
4522*	Giancarlo Guenheim (223).
4523*	Robert Novey (6)
4524*	Edward H. Roper (7).
4525*	Barbara Sheldon (7).
4526*	F. B. & Donald Treadwell (153).
4527*	Ernest A. Mennell (7).
4528	Darrold A. Cannan (U).
4529*	William L. Hole (143).
4530	Edward J. Bastien (U).
4531*	Dr. Giacomo De Plano (U).
4532	Roy & Scott Pepper (U)
4533*	Ben Wojciechowski (216)
4534*	Maurice E. Hatch (114)
	David Wright (114)
4535	Donald Urbank (U).
4536	John J. McCarthy (U).
4537	Julio Raffo (U).
4538	LeRoy K. Stephenson (U).
4539*	Edgar K. Orr (204).
4540*	Joseph H. Rutterer (56).
	Joseph A. Rutterer (56).
4541*	Charles L. Katovic (69)
4542*	Edgar Ganz (219).
4543*	Oscar Candiotti (206)
	Dr. Jorge Curutchet (206)
	Jose Luis Brizzi (206)
4544	Hans M. Tummer (U).
4545*	Dr. Gerald J. Murphy (53).
4546	Agustin Artusi (U).
4547*	Keville Larsen, Jr. & Teresa Larson (55).
4548*	James W. Schumacher (16)
	L. Richard Schumacher (16)
4549	Rosamund Wheeler (248)
4550	Felipe Ruiz Schimper (U).
	Francisco Rovira Diaz (U).
4551	Dr. A. C. Stinson (188).
4552	Walter E. Peterson (U).
4553	T. H. Flanagan (205).
4554	R. W. Carpenter (205).
4555	P. H. Reisher (205).
4556	John M. Weidenfeller (U).
4557	Milton L. Kush (112)
4558	Erich Laeisz (U).
4559*	Ricardo Enrique Sieburger (U).
	Gerardo Enrique Wehncke (U).
	Carlos Menrath (U).
4560	Eduardo M. Canals (U).
4561*	Builder.
4562*	J. L. Highsmith (U).
4563	Henri Schaeren, Jr. (169).
4564	D. H. Gilbert (U).
4565	Ben Silwanowich (U).
4566*	Col. S. A. Blair (U)
4567	T. S. Williams (U)
4568	Cassarino Hermanos (U).
4569	Jean Pierre Hofer (U)
4570	Peter Lenart, Jr. (U).
4571*	Barry & Bruce Brown (91)
4572	Lionel N. Merill, M.D. (U).
4573*	Robert H. Imhoff (U)
4574*	Jerry E. Rosenthal (69).
	Andy Galvin (69).
4575*	John Hoge (57).
4576	Stephen P. Takas, Sr. (U).
4577	Henry Skripale (U).
4578	Allan Pouliot & Carroll J. Pouliot (U).
4579	Lawrence M. Gorsuch (U).
4580*	Don W. McKay (236)
4581*	Hector Massa (203)
	Alberto Migone (203)
4582	J. E. Jones (U).
4583*	Jack & Gloria Swope (99)
4584	Lawrence B. Wales, Jr. (U).
	Duane A. Schmeeckle (U).
4585*	George Goodfellow (U).
4586*	Charles W. Henry (213).
	Gertrude Henry (213).
4587*	Joseph T. Pocher (213).
	Donald W. Pocher (213).
	Joan A. Pocher (213).
4588*	Lee F. Brown (192).
4589*	Russell Plunkett (213).
	Stephen Stevens (213).
	Leslie Morton (213).
4590*	Harold M. Hill (216)
4591*	Dr. Charles H. Creighton (U)
4592*	James H. Krick (216)
4593	Charles Curtis (216).
4594	Louis Spencer (216).
4595	Ronald Hicks (U)
4596	Cherubini Pabio (U).

Boat No.	Owner-Fleet
4597	Marcello Celloni (247)
4598*	Marvin A. Mallon (152)
4599*	Francis M. Bunch (192).
4600*	Philip S. Savage (12).
4601*	Nancy Lexow (134)
4602*	Douglas & Jane Seeth (141)
4603*	Kurt C. Lauter (U).
4604*	James Roantree, Jr. (133)
4605*	Dr. Robert J. Thomas (149).
4606*	Andrew T. Kostanecki (55).
4607*	John Benisch & Charles Benisch, II (133).
4608*	Hector Alberto Serena (U).
4609*	George Birbarie (63).
4610*	Andrew Connell (133)
4611*	Robert V. Kahle (32).
	Loren F. Kahle (32).
4612*	Marion C. Eaton (U).
4613*	L. M. Pfister (129)
4614	Emma Picken (U).
4615	Builder.
4616	Carl Storm (U).
4617*	Sport Velico Marina Militare (235)
	Mario Merola (235)
4618*	Cantieri Baglietto (U).
4619*	Cantieri Costaguta (U).
4620*	Cantiere Velscaf (U).
4621*	Bruno Sardella (235)
4622*	Dealer.
4623*	Dealer.
4624*	Dealer.
4625*	Rodolfo Saul Harai (U).
4626*	Edward & Alice Olsen (6)
4627*	L. M. Crow (175)
4628	Douglas S. Calder (215)
4629*	Ian Waldie (146).
4630	Rowan H. Wilson (146)
4631*	Leland L. Dobbs (U).
4632	Builder.
4633	Piraeus Sailing Club.
4634	Piraeus Sailing Club.
4635	Demetrios Brouskos (U).
4636	Alexandros Langadas (U).
4637	Demetrios Gonastas (U).
4638	Sportsmen's Club of National Bank of Greece.
4639	Sportsmen's Club of National Bank of Greece.
4640	Piraeus Sailing Club.
4641	Salonica's Sailing Club (U).
4642	Panagiotis Leousis (U).
4643	William H. Essner (38)
4644*	J. H. McClimans (180).
4645	Edward S. Zdanek (U).
4646	W. Rehbert (79).
	W. Lawrie (79).
4647	Wm. C. Flaherty (51).
4648*	James B. Codlin (186).
4649*	Robert L. Heritage (231)
4650	John Dunlop (U).
4651*	W. B. Howard (U)
4652*	Thomas M. Hatch (37).
4653*	Harold F. Boss (35)
4654*	Francesco Boccia (237)
4655*	E. S. Spargo (226).
4655*	G. V. Crawford.
4656	Builder.
4657	Samuel A. Rea (184).
4658	Clayton Ewing (112).
4659	Builder.
4660	Builder.
4661	Builder.
4662	Builder.
4663	Builder.
4664	Builder.
4665	Builder.
4666*	Dr. James W. Harrison (137).
4667	Librairie Molho (U).
4668*	Robert Englebeck (136)
	James Semon (136).
	Charles Herl (136).
4669*	Joel Judovich (16).
4670*	Joy Powell (109).
	Morgan Powell (109).
4671*	Ross Allen (127).
4672*	Lewis McClure (133).
4673	Gregoria Lloret (U).
4674*	Josephine Symons Lee (110).
4675*	Mary Berry (62).
4676*	Ted Sheldon (7).
4677*	J. E. Finneran, Jr. (43).
4678*	Roger Grohne (74).
4679*	Alexander Bracken (184).
	Frank Bracken (184).
	Thomas Bracken (184).
4680*	Eric Hauschild (25).
4681	Miguel Angel Portela (U).
4682	Eugenio Rana (U).
4683	Eugenio Rana (U).
4684	Sr. Horacio Martins (U).
4685	Tom A. Edwards & Co.
4686*	Burrows Morley (110).
4687*	Jesse Silverman (164).
4688	Builder.
4689	Lyman F. Holland (U).
4690*	H. C. Slaton (135).
4691*	Euclid A. Ganson (41)
4692*	Club Universitario de Buenos Aires
4693*	Club Universitario de Buenos Aires

Boat No.	Owner-Fleet
4694*	Club Universitario de Buenos Aires
4695*	M. Whiting Thayer, Jr. (178).
4696*	Louis Koerner (62)
4697*	Charles S. Moulthrop, Jr. (152).
4698	Don Nores (U).
4699	Tomas Semsey (U).
4700*	David Jones (212)
4701	Sander Juan Jorge Monckeberg (U).
4702	Domingo Travi Basualdo (U).
	Guillermo Zapiola Obarrio (U).
4703	Eric MacKenzie (U).
4704	C. Clark Smith (53).
	Mac Smith 53).
4705	Robert Hunter (135)
4706	Joseph J. Timko (U).
4707	Dr. R. B. DeLee (175).
4708*	Hector Alberto Serena (U)
4709*	George Noverraz (48)
4710	Sally Collins (U).
4711*	John C. Byrnes (58).
4712*	Sheila Shanahan (U).
	Maureen Shanahan (U).
4713*	Rev. Charles Harris (186).
	George W. Ross
4714*	Frank Englert.
4715	Builder.
4716*	Mrs. Dorothy M. Pilling (217).
4717*	W. T. Howe (134)
4718	G. E. Mouledoux (U).
4719	Builder.
4720	Builder.
4721*	R. Smith Parrott (175).
4722	Dr. Peter Ehret (U).
4723*	Frederick P. Troyan, Jr. (171).
4724*	Arnold Sahs (77).
4725	Jules Bernard (U).
4726	Ralph A. Miller (U).
4727	Montroy Cohen (U).
	Moses Deitcher (U).
4728	Constantine Costas (146).
4729	James S. Hayhoe (U).
4730	Guillermo Guerrero (U).
4731	Florencio Donovan (U).
4732	Jorge S. MacCarthy (U).
4733	Adolfo Luis Navajas (U).
	Herberto Repetto (U).
4734*	Oscar Lahore (206)
4735	Oscar Batignani (U)
4736*	Janie & Frank Schmidt (239)
4737	William J. Sullivan (U).
4738	F. Dazley (6).
4739*	C. W. Ruchel, Jr.
4740*	John Wyatt Uhlein (9).
4741*	Donald J. Hahn (U).
4742*	Joan & Jack McDougal (30).
4743	William A. Meyer (U).
	R. R. Perry (U).
4744*	Dr. Paul V. Ponitz (137)
4745	R. W. Webster (146).
4746	Stanley P. Johnson (U)
4747*	Luther B. Griffith (175).
4748*	William J. McGennis (12).
4749	George Groom (205)
4750*	Berkley Duck (154)
4751	Kenneth Toner (U).
4752	Richard Kritzer (30).
4753	Victor D. Dee (U).
4754	P. R. Gravenstreter (U).
4755	James Hammer (U).
4756*	Paul Palmer (226).
	Martin Black (226).
4757*	Charles A. Breath, Jr. (211).
4758	Builder.
4759	Russell Stroud (U)
4760	Camilo B. Rodriguez (U).
	Hector Romero (U).
4761	Mrs. Kathleen F. Wolfe (U).
4762	F. L. Doty (U).
4763	Luciane Battistini (U).
4764*	Rev. Ensworth Reisner (U).
4765	Giorgie Alliata (U).
4766*	R. H. Vredeveld (212).
4767*	Lynda Lee (116)
4768	Alberto Borges (U).
4769	Builder.
4770	Ceferino Miranda (U).
4771	Bernard C. Glueck, Jr. (U).
4772*	Richard H. Evans (184).
4773*	Harold van Svckle (U).
	Gretchen van Syckle (U).
4774*	Herbert S. Smith (36).
4775	Warren B. Bastian (U).
4776	Builder.
4777	Mervin M. Seymer (U).
4778*	Builder.
4779	Colin E. Townsend (U).
4780	Jorge Humberto Barbato (162).
4781	Cristiano da Costa Pereira (162).
4782	A. W. Johnston (U).
4783	Jos. B. Quigley, M.D. (U).
4784	A. C. Greer (U).
4785	James H. Sharman (U).
4786	Alcir Bandeira Neves (U).
4787	Herbert Graffweg (U).
4788	Alexandre Kemenes (U).
4789	Dario Cerchi (U).
4790	Gerald L. Whitney (U).
4791	Bernard G. Bornstein (U).

Boat No.	Owner-Fleet
4792	Escola Naval De Villegnon (84).
4793	Escola Naval De Villegnon (84).
4794	Escola Naval De Villegnon (84).
4795	Escola Naval De Villegnon (84).
4796	John W. Aymar (34)
4797	Richard H. Seavord (U).
4798	Builder.
4799	A. Dean Smith.
4800*	James F. Taylor (24).
4801*	Richard H. Price (189)
4802*	Vernon Randall (6).
4803*	Robert V. Boname (U).
4804	Jorge Santin Carballo (U).
	Juan L. Lacaze (U).
4805	Laurence F. Kent, Jr. (U).
4806	Gerhard Kaunat (U).
4807	Oscar Walter Pravia (U).
4808*	Charlotte Morley (110).
	Natalie Morley (110).
	Helen Morley (110).
	Florence Morley (110).
4809*	Dr. Donald Brasie (110).
4810*	G. R. Garinger (42).
4811*	Thomas G. Allen, III (12).
4812	Sr. Marcelo L. Biasotti (U).
4813	Bing Cady (U).
4814*	Roy Ford (U)
4815*	Dr. John E. Tysell (229)
4816*	William R. Kittredge (127).
4817	Edward N. Howell (U).
4818	Sergie Bisoli (U).
4819*	Dr. Robert F. Oxnam (U).
4820	Robert S. Tate (215)
4821	C. F. Secada (U).
4822*	Cantieri Navali di Donortico (U).
4823	M. S. Williams (U).
4824*	J. F. Mitchell (146).
4825	Armond Bernius (62).
4826	Dallas L. Schmitt (U).
4827	Fred Riglesberger (194)
4828*	Heinrich Bindschedler (219).
4829	Henry H. Hoadley (U).
4830	Dr. Edward S. Mills (215).
4831*	L. J. Hurst (146)
4832	Dr. Bruno Boehme (U).
4833	Yacht Club Boliviano.
4834	Carlos Terrazas (U).
4835*	Joseph O. Danko, Jr. (U)
4836*	Anne Bellenger (226).
4837*	Floyd G. Rippetoe, Jr. (84).
	Kurt Polbourn.
4838*	Clifford E. Ray (175).
4839	F. A. Nunns (U).
4840	J. W. Eaton (U).
4841	Frederick E. Myers, (U).
4842*	Allen Mead (184).
4843*	Ellsworth G. Acker (87).
4844*	Caroline Wertheimer (U)
	Anne Steinhardt (U)
4845*	Builder.
4846*	Builder.
4847*	Milton Nebenzahl (U).
4848	James L. Wallace (U).
4849	Felix Portier (U).
4850	Francisco Najarro Iuste (U).
4851*	Robert & Janet Mackin (133)
4852	Wm. R. Bennett (U).
4853*	Dr. Sylvester Darling (69).
4854	Paul Bromley (189)
4855	Robert Thomson (U).
4856	William Olzak (U).
4857*	Oliver Suddard (192).
4858*	Paul Palmer (226).
4859	R. C. Stevenson (215).
4860*	William H. Edgerton (151)
4861	F. D. Ackman (215).
	M. A. Dodman (215).
4862*	R. P. Adams (12).
4863*	Ludlow Wray (26)
4864*	L. Craig White (104).
4865*	Geo. Fisher (43).
4866	Helen Noble
4867*	Samuel Fortenbaugh (3).
4867*	Katherine W. Fortenbaugh (3).
4868*	Henry S. Sevin (U).
	Paul H. Potter (U).
4869*	W. G. Green (U).
4870*	William C. Robinson (221).
4871	R. G. Dessent (U).
4872*	E. Wm. Place, Jr. (44)
	Robert Place (44)
4873	R. O. Walker (U).
4874*	David Stagg (227).
	Evelyn Stagg (227).
4875	Felix Portier (U).
4876*	Henry Harper (184).
4877	Dr. F. Parker Willey (104).
4878*	W. E. Wingard. (5).
4879*	Dr. John S. McIntosh (77).
4880*	Pat Young (45).
4881*	James Schudel (83)
4882*	Robert Schauf (141).
4883*	G. C. McKnight (141).
	Alan McKnight (141).
4884*	L. A. Snyder (212).
4885*	William M. Lehmberg (7)
4886*	Miss Jeanne F. Cairne (98).
	Donald J. Cairns (98).
4887*	Joseph A. Daley (U).

Boat No.	Owner-Fleet
4888*	John W. Lay (136).
	Harvey Snider (136).
4889*	Mrs. Robert J. Stave (37)
4890*	Peter Dunkle (43)
4891	Dallas Sailing Club, Inc.
4892	Dallas Sailing Club, Inc.
4893	Dallas Sailing Club, Inc.
4894	Dallas Sailing Club, Inc.
4895	Dallas Sailing Club, Inc.
4896	Dallas Sailing Club, Inc.
4897*	Bernard Quie (U).
4898*	Samuel J. C. Tonwsend (35).
4899*	Samuel Zorovich (226).
4900*	John W. Orelup (3).
4900*	John Spencer Orelup.
4901*	Charles Allaire (70).
	Pete Cubbage (70).
4902*	Mrs. W. H. Lamb (U).
4903*	Richard Moorehouse (125).
4904*	William Ottemiller, Jr. (125).
4905*	Builder.
4906*	Edwin R. Smith, Jr. (125).
4907*	Carlo Corsi (235)
4908*	Pasquale Roselli (235)
4909	Duilio Baldasarri (U).
4910*	Builder
4911*	Dr. Fred W. Coggan (137).
4912*	Jules Dahlman (U).
4913	Ray DeBlaere (U).
4914*	Joseph Farrell (189).
4915*	A. W. Stompe (96).
	Brian Stompe (96).
	Barry Stompe (96).
4916*	William F. Gallagher (133)
	John M. Gallagher (133)
4917*	W. H. Klarner (128).
4918*	Edward G. Waters (70).
4919*	Walden I. Monte (38).
4920*	Lawrence A. Kenney (213).
	Thomas McCloskey (213).
4921	Theodore Lande (U).
4921	Seymour Cohen (U).
4922	William Early (U).
4923*	Jack Leverenz (51).
4924*	H. J. Cawthra (51).
4925	Graham Baker (U).
4926	William Gallinger (U).
4927	Dr. David Burnford (U).
4928	R. J. Prettie (U).
4929	L. B. Walker (U)
4930	John Gabriel Wynne-Williams (14
4931	Jorge da Silva Prado (147).
4932	Neil Phillips (U).
	Gerald Benjamin (U).
4933*	W. R. Towse (6)
	Ira R. Peterson (6)
4934	Horst Peter Hirschel (147).
	Geraldo Croner (147).
4935*	Builder
4936*	Builder
4937*	Builder
4938*	R. E. Chenhall (114).
4939*	Linda Cagle (226).
4940*	Victor Horst (U)
4941*	Arnold Andrews (25).
4942*	Noroton Junior Yacht Club (134)
4943*	E. C. Harper (230).
4944*	W. H. Johnston (U).
4945*	George Copeland (204).
4946*	Wayne E. Dymand (74).
4947*	Allen Oberson (54).
4948	J. A. Parlin (U).
4949	Walter Vogel (U).
4950*	Charles L. Gambel (62).
4951	R. S. Green (U).
4952	Roval Yacht Club of Greece (U).
4953	Piraeus Sailing Club (U).
4954	Cornilios Piitides (U).
4955	Stylianos Restis (U).
4956	Sportsmen Union of National Bank- Greece (U).
4957	Pedro Estevez (U).
	Luis Pouiller (U).
4958	D. R. Smith (215)
4959	Franklin Kershner (U).
4960	Wm. L. McPherson (U).
4961*	William Hayes (173)
4962*	Paolo Mainini (235)
4963*	Sport Belico Marina Militare (U).
4964*	Cav. Enrico Pennisi (U).
4965*	Cesare Ratti (223)
4966*	Mario & Franco Cavallo (223)
	Maurizio Piscicelli (223)
	Enzo di Lorenzo (223)
4967*	Donatello & Francesco Bertera (U).
4968*	William C. Mills (U).
4969*	Edwin Winkle (16).
4970	W. S. Kinkead (U).
4971*	Allan Kass (51)
4972	Gerhard C. Miller (U).
4973*	P. L. Orr (U).
4974*	Howard Compson (78).
4975*	Allen H. Poole (1).
4976*	Robert T. Brunton (78).
4977*	Sam Stearns (137).
4978*	Builder
4979*	Dr. Roger Zahnd (U).
	Bruno Miller (U).
4980	Dr. Ing. Eusebio Cruciani (U).
4981	Dr. Ing. Eusebio Cruciani (U).
4982	Dr. Ing. Eusebio Cruciani (U).
4983*	Alden Dow (110).

Boat No.	Owner-Fleet
4984	Builder
4985*	Cleveland Yachting Club (71)
4986*	Basil W. Stetson (3).
4987*	J. M Taylor (5).
4988	Piraeus Sailing Club (U).
4989	Piraeus Sailing Club (U).
4990	Piraeus Sailing Club (U).
4991	Piraeus Sailing Club (U).
4992	Piraeus Sailing Club (U).
4993	Enrique Buhler (U).
4994	Newton Lockhart (6).
4995	Larry Hattwick (136).
	Mrs. Larry Hattiwck (136).
4996*	Walter A. Heiman (175).
4997	Raymond A. Runyan (U).
4998	James Bonner Hasty, Sr. (U).
4999	Robert D. Tilleman (112)
5000*	Karl Smither (12)
5001	Builder.
5002*	Joan Weigold (133)
5002*	Jeffrey McKay (U).
5003*	Fred Hibberd, Jr. (96).
	Mrs. Fred Hibberd (96).
5004	Lt. John R. Grenschan (U).
5005	Miss Susan Smith (141).
5006	United States Coast Guard (213).
5007*	Builder.
5008*	Fritz Frey.
5009	Alan Hibberd (U).
5010*	Robert McClaran (36).
5011*	Edwin S. Ladley (U).
5012*	Alberto Canepa V. (U).
5013	David B. Enbody (U).
5014	Wm. B. Wingert (U).
5015	Builder
5016*	Sr. Pablo Rossello
5017*	Antonio D'Ornellas (U)
5018*	Malcolm W. Bennett (1)
	P. K. Bennett (1)
5019*	Dr. Donald B. Slocum (229).
5020	Frederick P. Boynton, Jr. (147)
5021	John G. Walton (217).
5022*	H. F. Heineman (180).
5022*	Elizabeth J. Meyer (180).
5023*	Avery Lynn Kimerly (184)
5024	Kenzie A. Smith (U).
5025*	Henry Ashley (189).
5026	Rev. James C. Wilhelm (U).
5027*	Juan Baader (U).
5028	Walter Klinkerfus (U).
5029*	Neil G. Clifton (70)
5030	Arthur R. Kunkle (31).
	Joseph Mayer (31).
5031	W. A. Stevenson (U).
5032*	J. Darrell Chase (36)
5033	Norman P. Brooks (U).
5034	Jack H. Brouse (U).
5035	Col. Jefferson D. Childs (U).
5036	D. J. Camille (U).
5037	Gordon L. Joseph (U).
5038*	Builder.
5039*	Builder.
5040*	Joseph Stueland (113).
5041*	L. T. Campbell (229).
5042	Arthur R. Bowdon (U).
5043*	Wm. Scott Piper (226).
5044*	James Harrison (226).
5045	David R. Wagner (U).
5046*	John M. Mathiesen (196).
5047*	James Doty (5)
5048*	Paul R. Knapp (180).
5049*	Glenn Osgood (110).
5050*	Clarence L. Holman (53).
5051	Arnold Goldbeck.
5052	Pentti Salmikallio (U).
5053	Arvo Sundelin (U).
5054	Matti Oja (U).
5055	Merivoimien Esikunta (U).
5056	Ole Knudsen (U).
5057	Keijo Lyly (U).
5058	Urpo Hiltunen (U).
5059	Raimo Aromaa (U).
5060	Esko Tammero (U).
5061	Kai Nuortila (U).
5062	Eddi Martensen (U).
5063*	Kenneth W. Shafe (53)
5064	William F. Radcliffe (194)
5065	Sr. Memmo Guidici (U).
5066	J. E. Evans (188).
5067	William F. Funk (U).
5068	D. C. White (U).
5069*	Larry Hattwick (136)
5070*	R. P. Holister (180).
	L. P. Terezona (180).
5071*	Richard Krolicki (119)
5072*	John A. Kenney (213).
5073*	K. C. Meikian (U).
5074*	John G. Walton (217).
5075*	Robert B. Morris (213).
5076	Ritner Walling (U).
5077*	William M. Webb (26).
	Catherine Webb (26).
5078*	Fred L. Bradfute (32)
	Jack W. Bradfute (32)
5079*	Nelen Noble (U)
5080*	Oscar Nelson (226).
5081*	Dr. Eugene H. Carpenter (93).
	Eugene H. Carpenter (93).
5082*	Eugene H. Walet (62).
5083*	Horace Jackson, Jr. (92)
5084	George Humeston (U).
5085*	John Holmes (U).
5086*	Edward J. Blaise (216).
	Albert Daeschlein (216).
5087	W. Brandli (219).
5088	Yacht Club Boliviano (U).
5089*	H. Schmitter (U).
5090*	Wesley Wiedrick (83).
5091	Raymond Norbert Kegel (U).
5092*	Chauncey E. Stoneback, Jr. (196).
	Alan C. Stoneback (196).
5093*	Dr. H. P. Harms (204).
5094	Builder.
5095	James W. Ward, M.D. (U).
5096*	Oliver C. Filippi (75)
5097*	Special Services Supply Office (U).
5098*	John McIntosh (127).
5099	Dr. David Friedman (53).
5100*	Thomas D. Fallon (12).
5101	Francis Gray (196).
5102	Abelardo Rodriguez (U).
5103	Charles G. Lutes (U).
5104	Sr. Luis Peschiers (U).
5105	Sr. Carlos Peschiera (U).
5106*	Harold S. Glander (226).
5107	Joseph L'Heureux (227)
5108	Dr. Warren E. Andrews (101)
5109	James Brown Roberts (62).
5110*	Francis Wick (36)
5111	W. R. Hull (U).
5112	Edouard Binden, Jr. (U).
5113*	1505th Air Base Group (U).
5114*	1505th Air Base Group (U).
5115	H. Burton Jones (U).
5116	Trajano Reis (U).
5117	Albano Drummond (U).
5118	Olaia Silveira Reis (U).
5119	Jose Rego Cavalcante (U).
5120	Luiz Carlos Reis (U).
5121	Robert Brooks (229).
5122	Bernard von der Weid (U).
5123	P. C. McNulty (69).
	Patty & Tom Bathke (69).
5124*	Leo Mauerer (5)
5125	Wm. R. Brown (36).
5126	Raymond Hartjen (U).
5127*	J. Forster Abeel (129).
5128	Herbert C. Watson (U).
5129	C. J. Kerscher (U).
5130*	Philip M. Patterson (216).
5131*	Arthur Rautenberg (51).
5132*	John I. Snyder, Jr. (U).
5133	John J. Burke (5)
5134*	Dr. Alfred S. Moscarella (95).
5135*	Harry E. Leckemby (36)
5136*	Gerald Gould (U).
5137*	Louis Clifford Schroeder (138).
5138	Dorothy Lord (U)
5139	Leon J. Stone (148)
5140	Robert F. White (U).
5141	I. Schneider (U).
5142	R. R. Nolan (232).
5143	Joseph LeDonne (197)
5144*	Carter Ford (7)
5145*	Edward Overton (135).
5146	W. P. Wallace (U).
	L. D. M. Ades (U).
5147*	Charles J. Haupt (U)
	Kenneth Haupt (U)
5148*	Thomas Ray (12)
5149*	Dr. Thomas S. Hershey (224).
5150*	Conrad Lau (35)
	H. C. Nissen (35)
5151*	W. L. Somner (175).
5152*	Ed Reagor (35).
	Trueheart Brown (35).
5153*	Walter A. Stanley (224).
5154*	Robert T. Crane (25).
5155*	Ernest J. A. Greenwood, Jr. (6)
	Peter Greenwood (6)
5156*	E. M. Socola (211)
5157	C. G. Ellis
5158	Frank Piedad, Jr. (U).
5159	B. H. Wardrope (U).
5160*	Donald S. Booth, M.D. (42).
5161*	1505th Air Base Group (U).
5162*	1505th Air Base Group (U).
5163*	1505th Air Base Group (U).
5164*	1505th Air Base Group (U).
5165	Charles Edwards (229)
5166*	L. E. O'Dell (54).
5167*	Mabel Emery Huston (150).
	Henry P. Huston (150).
5168	P. Nussbaumer (U).
5169	Dr. Schuyler P. Brown (U).
5170	Dr. Jose Stanchi Correa (U).
5171	Charles D. Johnson, U.S. Army (U)
5172*	F. K. Schanche (91).
5173	Edwin L. Pearson (U).
5174	Kermit R. Westerfeld, M.D. (231).
5175	Paul E. Hess (154).
5176	Joseph J. Seglets (U).
5177	Susan O'Bolgar (44)
	Mr. & Mrs. R. E. O'Bolger (44)
5178	J. D. Kilkenny (U).
5179	Walter B. Grenell, M.D. (U).
5180*	Edward G. McKinley (152)
	William F. McKinley (152)
5181*	Hans Luthy (U)
5182*	Virgil & Jim Gowdy (229)
5183	Heinz Pohl (219)
5184*	Cucolo del Remo E. Della Vela Italia (223)
	Ugo di Marzo (223)
	Augusto Masciocchi (223)
	Ennio Magri (223)
5185	Builder.
5186	Wesley Ohlson (U).
5187*	Thomas James Butcher (137).
	Edward Vincent Butcher (137).
5188	Builder.
5189	B. F. Smotherman (U).
5190	Kenneth Malm (U).
5191	Lt. James J. Hastings
5192*	Marine Corps Schools (U)
5193*	Dr. Robert J. Williams (U)
5194*	William V. M. Fawcett (151)
	Frederick J. Fawcett 2nd (151)
	F. Conger Fawcett (151)
5195	Anthony Calderone (98)
5196*	Oscar M. Mitchell (239)
	Oscar L. Mitchell (239)
5197*	Dr. H. C. Hale (U)
5198*	Jim Cunningham (143)
5199*	R. M. Wieting (143).
5200*	Don Fairchild (51)
5201*	Clifford O'Kane (148).
5202*	Clifford J. Prados (175)
5203*	Paul G. Auer (71).
5204*	O. L. Pitts (232)
5205*	R. B. Hardin (240)
5206	A. E. Eckels (U).
5207*	James D. McKinnon (U)
5208*	Robert B. Haynes (U)
5209	June Perl (U).
5210*	William R. Riedle, Jr. (U)
5211	James F. Ewart (U).
5212*	Warren Andrews (101)
5213	Thomas Nelson (U).
5214*	Mrs. Hayden Smith (129)
5215*	Stamford Jr. Yacht Club (U)
5216	Bill B. Lambert (U).
5217	Theodore B. East (U).
5218	Richard E. Amidon (U).
5219	James Stratton (232).
5220	W. H. Neal (U).
5221	R. C. Styx (U).
5222*	Oliver P. Bardes (57)
5223*	E. G. Hearn (146)
5224	Carl J. Cooperrider (U).
5225*	David C. Langworthy (26).
5226*	William Jackson (57)
5227	Biff Thomsen (184)
5228	Robert A. Grohne (74).
5229*	Luis Ostner (206)
5230	Edward E. Bishop (77).
5231	Hubert Pickup (U).
5232	Lt. W.M.B. Burroughs (U).
5233*	Vernon Fairley (U)
5234	John R. G. Bleasby (146).
	Mrs. John R. G. Bleasby (146).
5235	Thomas J. Higgins, Jr. (U).
5236	Mrs. Madue Kirby (138).
	Jay Kirby (138).
5237	Richard W. Smith (U).
5238	Ray Ciacia (U).
5239	Dott. Ing. Dusi Giovanni (U)
5240	Lars Olsen (U).
5241*	Royden Knapp (185).
5242	Eugenio Isola, Jr. (U).
5243	Guillermo Payet (U).
5244	Marco Canepa (U).
5245	James B. Eby (U).
5246	H. J. Davies (U).
5247	Arthur L. Murray (U).
5248	Armondo Begossi (U).
5249*	Roy Loveless, Jr. (240)
5250	Louis Nelms (U).
5251	William John Matheson, Jr. (U).
5252	Arnold O. Sue (U).
5253*	Alex Carlin (110)
5254*	Dr. Edwin Vary (110).
5255	W. B. Gottschalk (U).
5256*	Kendra Isbey (184)
5257	Hoernke Boat Company.
5258	Ann & Margaret Balter (239)
	Jacinto Balter (239)
5259*	Dr. J. S. Wellington (154)
5260*	Victor J. Schneider (51)
5261	Alberto Biere (U).
5262	L. A. Hopkins (U).
5263	John Robeck (U).
5264	Warren P. Manger (U).
5265*	Harry C. Wirls (71)
	William V. Hoeffler (71)
5266	Lt. S. Kaufman (U).
5267	Gerald Myers (U).
	Robert G. Wassink (U).
5268	Gordon M. Henry (U).
5269	J. W. Wilson (146)
5270	Frank K. Bell (U).
5271	Russell M. Timmons (U).
5272	Franz Furrer (U).
5273	Wally Breuner (U).
5274	Armando Peireira da Gama (U).
5275*	Hasn Notzli (U)
5276*	Fridolin Heer (U)
5277*	J. Haffey (65)
5278	John Hollingsworth (U).
5279	William B. Clarke, Jr. (U).
5280	Blin W. Lumsden (U).
5281*	Dr. Earle B. Hoyt (70)
5282	Donald H. Peach (189).

Boat No.	Owner-Fleet
5283	Frank C. White (U).
5284*	James G. Carson (34)
5285	Gilbert Mann (U).
5286	Harold E. Manner, Jr. (U).
5287	Gerber's Boat Works (U).
5288	Georges de Braux (U).
5289	G. R. Poirier (U).
5290	Kingman W. Page (U).
5291	Neil Carrigan (U).
5292	Bootswerft Burmester (U).
5293	Vincent F. Hlavin (71)
5294	De Cesari & Sartini (U).
5295	Robert G. Orr (U).
5296	W. E. Prosser (U).
5297	Dr. H. W. Virgin (226).
5298	Ralph H. Donges (43).
5299*	F. Leslie Huntwork (54)
5300*	H. Van Phipps (54)
5301*	L. A. Watters (215)
	E. F. Botterell (215)
5302	Frederick Pilcher (U).
5303*	A. W. Davis (146)
5304	James A. Forbes (U).
5305	Dr. Carlos Enrique Speroni (U)
5306*	George V. DiCesare (U)
5307	R. M. Wieting (U).
5308	Hugo Enrico (U).
5309	Art Hosack (U)
5310	George H. Widener (U).
5311*	David F. Van Harlingen (36)
5312*	J. Darrell Chase (36)
5313*	Harold D. McClure (36)
5314*	Mrs. L. K. Firth (212)
5315*	George C. Maludy (42)
5316	Ted C. Fischer (U).
5317	Dr. W. Johnston (U).
5318	Joanne M. Gits (184)
5319*	Joseph F. Jirousek (56)
5321	J. Brewster Gere, M.D. (U).
5322	W. Adriance Kipp, Jr. (230)
5323	Frederick R. Lange (36).
	Frank E. Lange (36).
5324	Bruce W. Stark (133)
5325	R. Wayne Deaves (U).
5326	James M. Holcomb (U).
5327	Peter Konrad Oehrling (U).
5328	Robert Cope (U).
5329	Y. Fitzhugh Hardcastle (U).
5330	J. J. McDonald (U).
5331*	W. Howell Finn (213)
5332	Simeon O. Coxe, Jr. (U)
5333*	Donna Riley (184)
5334	Thomas J. Newman (212).
5335*	Dr. A. H. Bellerose (227)
	Gertrude Bellerose (227)
5336	Nicholas F. Hill (U).
5337*	A. D. Swierstra (95)
5338*	F. R. Mathews (U)
5339*	Bob & Mary Crane (134)
5340*	R. A. Roy (175)
5341	John T. Reeve (U).
5342	Vanildo Antunes (245)
5343*	Jimmy Jones (236)
5344*	Paul Suter (141)
5345*	Cal Yaudas (42)
4346*	Sherman V. Allen (26)
5347*	Irving Peterson (5)
5348	Weiting Boat Co.
5349	Weiting Boat Co.
5350	Wieting Boat Co.
5351	George A. Maggs (U)
5352	Edward R. Close (U)
5353*	Charles Dore III (26)
5354*	Arlington Pond (227)
5355*	Irving R. Carter (U)
5356*	Frank H. Neher (U)
5357*	Pequot Jr. Yacht Club (153)
5358*	T. J. Ross (134)
5359	Leo G. Wilkie (U)
5360	H. Hewitt Schlereth (32)
5361	Joseph Leggiardo (55)
5362*	Frederick W. Roberts (153)
5363*	Grant B. Holt (145)
5364*	Russell W. Sarles (U)
5365	H. T. Martin (U)
5366	Walter S. Hannan
5367*	Frank Ball (184)
5368*	Lionel & Charles Berc (56)
5369*	Hoenke Boat Co.
5370*	Robert E. Barrett (U)
5371*	Campbell Boat Co.
5372*	Campbell Boat Co.
5373	Susan & Kenneth Sadler (U)
5374	E. J. van Naerssen (U)
5375*	B. Schneider (219)
5376	Ottavio Puleo (U)
5377*	Bruno Muller (U)
5378	John E. M. Kenny (U)
5379	Valentin Mayor (U)
5380*	June Methot (70)
5381	G. W. Hampson (118)
5382	Justan Goncalves (245)
5383	Harry E. Robertson (U)
5384*	Willy Tobler (U)
5385	Cantiere Navale Di Donoratico
5386	Bonnie Moore (195)
5387	David Hakewessell (U)
5388	John L. Pottle (U)
5389*	George Layton (215)
5390	Richard J. Doherty (U)
5391*	Peter E. Frankenburg (192)
5392*	A. R. True, Inc.
5393*	A. R. True, Inc.
5394*	A. R. True, Inc.
5395*	A. R. True, Inc.
5396*	Paul Dresco (U)
5397	Dallas Sailing Club (35)
5398	Dallas Sailing Club (35)
5399	Dallas Sailing Club (35)
5400*	Magnus Pedersen (75)
5401	Ronald L. Larson
5402	Seaman Seacraft Co.
5403	Jules Walter (U)
5404	Manhasset Bay Y.C. (U)
5405	James W. Safford (U)
5406	Hoyt Ammidon (89)
5407	Carlos R. Lopez (U)
5408*	Samuel D. Know (183)
5409*	Marjorie Jane Adams (34)
5410*	Harold S. Glander
5411	Robert A. Kahn (U)
5412	John J. McNulty (U)
5413	O. W. Sherlock (U)
5414	William H. Varney, M.D., (U)
5415	Mario Pacheco E. Chaves (U)
5416	Lt. John Bruce Murray (U)
5417	M. F. Dunton
5418*	Giacomo Garoni (U)
5419*	Luigi Esposito (237)
5420*	Catello Russo (237)
5421	Julius M. Malk (U)
5422	Richard Frederick Boyer (194)
5423	Andrew Barr (U)
5424*	John Teigland, Jr. (26)
5425	John P. Eugene & Wm. Kelly (U)
5426*	Walter A. Roney (51)
5427	Paul Schonwandt (U)
5428	Lt. G. W. Schneider (U)
5429*	A. H. Sibley (U)
5430	Nadine Coffinberry (32)
	Penny Meighan (32)
	Jennifer Newsom (32)
5431	Dr. R. F. Deetz (212)
5432*	Carleton J. & Ethel Allan (136)
5433	Frank H. Adolf (U)
5434	Henry M. Swan (U)
5435*	Circolo Canottiere Savoia (191)
	Alfredo Vitelli (191)
	Adriano Cosentino (191)
5436*	William H. Delavan (U)
5437*	R. B. Kropp (30)
5438	James B. Fitch (6)
5439	J. W. Warburton (U)
5440	Roger E. Seaward (U)
5441	William S. Gall (249)
5442*	Marine Corps Schools (U)
5443*	Marine Corps Schools (U)
5444*	Marine Corps Schools (U)
5445	George J. Brower (U)
5446	Myron Stylianides (U)
5447	Ensign J. C. Coleman (U)
5448	H. L. Campbell (U)
5449*	D. E. Owens (U)
5450	Kenneth Swanstrom (196)
5451*	George Britton (229)
5452	R. G. Genzlinger (16)
5453*	Bruce Biddle (183)
5454*	John Gard (117)
5455	George L. Dines, M.D. (U)
5456	Edward Stevens (150)
5457	Duncan A. McLauchland, M.D. (U)
5458*	Robert Adams (34)
5459*	Cleveland Yachting Club (71)
5460*	Cleveland Yachting Club (71)
5461*	Cleveland Yachting Club (71)
5462	J. E. Makeever (U)
5463	Lester E. Houston (U)
5464	George Hinterhoeller (U)
5465	Eugene Cecil (U)
5466	Linton F. Smith (U)
5467	Bill Wood (U)
5468*	Fritz W. Glitsch (U)
5469	Ralph E. Burch (U)
5470	C. A. Wilde (U)
5471	L. W. Crocker (U)
5472	J. P. Grigsby (U)
5473	Rev. Lawrence E. Jaekle (U)
5474	Lloyd E. Munson (U)
5475	Julian P. Ross, Jr. (U)
5476	R. Halgin Greene (U)
5477*	Samuel Tula & David Stowell (227)
5478	Frank O. Miller (U)
5479	Hoernke Boat Co.
5480	Hoernke Boat Co.
5481	Harry G. Brault (U)
5482	Tom Taylor (U)
5483	H. E. Junker, Jr. (U)
5484	Margaret & Stanley Butte (239)
5485	C. P. Siegenthaler (150)
	Sally & Peter Siegenthaler (150)
5486	Charles Wallace, Jr., (U)
5487	R. L. Thacker (U)
5488	R. W. Steadman (U)
5489	R. J. Healy (U)
5490	F. Stucki (U)
5491*	Dr. E. Walther (219)
5492	Bruno Beurer (U)
5493	Louis Walsh (U)
5494	Robert D. Vance (U)
5495	R. St. C. Walmisley (U)
5496	Fritz Rohn (U)
5497	John E. Uppinghouse (U)
5498	W. William Harting (U)
5499	David Herriod (U)
5500	Seman Seacraft Co.
5501	John S. Croucher (U)
5502	Stanley C. Sterling (U)
5503	N. J. Laskey (U)
5504	George W. Leugers (U)
5505	David P. Wright (114)
5506*	W. V. Wagner (U)
5507*	W. F. McGovern (U)
	S. M. Weiland, Jr., (U)
5508	Hugh W. Smith (U)
5509	N. C. Goodridge (U)
5510	W. H. Dixon (U)
5511	John Kintz (U)
5512	Paul R. Schultz (U)
5513	Geofrey W. Ince (U)
5514	W. R. Magruder (U)
5515	J. T. Foley (U)
5516	Charles F. Jameson (U)
5517	P. W. Klintworth, Jr. (U)
5518	A. J. Roualet, Jr. (U)
5519	Robert B. Parmelee (U)
5520*	Hoernke Boat Co.
5521	E. Stuart Laurie (U)
5522	Frank Gray (196)
5523	Hoy Johnson (U)
5524	Charles G. Schmitt (U)
	Charles E. Jessup (U)
5525	Ricardo Stocklin (U)
5526	Eduardo Siniscalco (U)
5527	H. Paul McFall (U)
5528	Skaneateles Boats, Inc.
5529	Antonio Sobral de Almade Negreiros (U)
5530	A. H. Altvater (U)
5531	Laird Slade (U)
5532	A. C. Lagow (U)
5533	Herman O. Nickels, Jr., (53)
5534	A. B. Patterson (35)
5535	Frank E. Lewellen (U)
5536	C. A. MacKenzie (U)
5537	Graham von Dohln (U)
5538	Henry Mayr (U)
5539	Fred von Dohln (U)
5540	P. Harding (U)
5541	Matti Hamalainen (U)
5542	Esko Niemi (U)
5543	Unto Koskinen (U)
5544	Veikko Nummela (U)
5545	Antti Nuutinen (U)
5546	Eero Suonpaa (U)
5547	Jarmo Honkanen (U)
5548	Eino Stilanen (U)
5549	G. E. Clayton (U)
5550	Gardner L. Brown (101)
5551	Aare Teittinen (U)
5552	Matti Eerola (U)
5553	Ritner Walling (3)
5554	A. C. Doyle (U)
5555	William P. Fuchs (56)
5556	J. P. Mullally (62)
5557	Herhard E. E. Kugge (U)
5558	Charles H. Judd (71)
5559	Edwin A. Kennedy (71)
5560	E. W. Benjamin (U)
5561*	A. Grobety (U)
5562*	G. Bovet (U)
5563*	Mrs. Ch. Meier (U)
5564	Robert G. Ames (U)
5565	Lep F. Popell, Jr., (U)
5566	U. S. Naval Station (U)
5567	G. D. Baynes (U)
5568	Charles L. McLaughlin (U)
5569	R. C. Rogers (U)
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	H. Lyman Sindle (104)
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5572	F. Huber (U)
5573	Roy C. Blaney (U)
5574	Earl Ross (5)
5575	Nickels & Holman
5576	Ralph Miller (155)
5577	Richard Crandall (51)
	James Northmore (51)
5578	James J. Curtin (U)
5579	J. P. Jones (I)
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5582	Frederick Seaman (U)
5583*	William A. Diament (U)
5584	Fred C. Ernst (U)
5585	John G. Alexander (U)
5586	Tomaso Fazio
5587	Tomaso Fazio
5588	Tomaso Fazio
5589	Tomaso Fazio
5590	Hamilton G. Ford (7)
5591	Associazione Nautica Sebina
5592	Major Donald L. Brooks (U)
5593	W. T. Simmons (U)
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5602	Nickels & Holman
5603	Lucy Schultz (110)
5604	J. R. Bradshaw (U)
5605	Arnold C. Ott (U)
5606	Alton A. Berg (5)
5607	Seaman Seacraft Co.
5608	Seaman Seacraft Co.
5609	Seaman Seacraft Co.

Boat No.	Owner-Fleet
5610	Munro & Margaret Leaf (7)
5611	Michael & George Flynn (U)
5612	Lanta & Peter Montague (153)
5613	E. M. Gordon (U)
5614	Allen H. Poole (1)
5615	Henry S. Fretz (U)
5616	Mary Ellen Cooney (U)
5617	John C. Klinger (25)
5618	Trevor M. Lewis (U)
5619	George Giapapas (U)
5620	Dair Shipbuilding Corp.
5621	Dr. Alfredo Gardini (U)
5622	Hoernke Boat Co.

Boat No.	Owner-Fleet
5623	Donald B. Ruiz (U)
5624	A. R. True Co.
5625	A. R. True Co.
5626	A. R. True Co.
5627	A. R. True Co.
5628	A. R. True Co.
5629	Philip Cox (U)
5630	A. G. Leaper (U)
5631	K. W. Campbell (U)
5632	A. W. Moss (U)
5633	R. D. Leaper (U)
5634	Everett K. Ames (U)

Boat No.	Owner-Fleet
5635	R. B. Hardin (240)
5636	A. van Breems (U)
5637	Seaman Seacraft Co.
5638	Seaman Seacraft Co.
5639	Seaman Seacraft Co.
5640	Seaman Seacraft Co.
5641	Seaman Seacraft Co.
5642	Leonard W. Baily (U)
5643	R. J. Snyder (U)
5644	Allen E. Tucker (U)
5645	Linda Sutton (184)
5646	Ernest A. Reynolds (U)

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 apprciation 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, because the dealer or builder has not reported the name of the purchaser. The great majority of builders and dealers are very helpful.

Boat No.

11 W. L. Gittings, Racine, Wisconsin.

44 Rosalie Walton, Royal Victoria College, Montreal, Que., Canada (Mail returned)

47 Roy Griffin, South Haven, Mich. (Sold to unknown owner).

58 Norment Alden, 504 Bashford Lane, Alexandria, Va. (Mail returned)

71 E. L. Hoiles, 192 Rockingstone Rd., Larchmont, New York (Sold to unknown owner)

101 C. B. Young, 38 Pearl Street, New York, N. Y. (Moved left no address)

106 Rex O'Malley, 180 W. Washington St., Chicago, Ill. (Mail returned)

110 Harle B. Long, Kirkland Lake, Can. (Mail returned)

118 Frank M. Cowper, Lindesfarne, 29, The Downsway, Sutton, Surrey, Eng. (Mail returned)

138 F. B. Beasley, Miami, Fla. (Sold to unknown owner)

186 F. H. Whittier, Jr., Norfolk, Va. (Mail returned)

216 Arthur E. Fogelstad, 3745 Palmer St., Chicago, Ill. (Mail returned)

233 Sigournay B. Olney and S. David Robbins, St. James, L. I., N. Y.

293 J. E. Catlin, The Virginia Craftsman, Inc., 50 E. 53rd St., New York, N. Y. (Mail returned)

310 Lt. Geo. E. Hobbie, USNR, 31 Howard St., Petaluma, Calif. (Sold to unknown owner)

325 P. R. Braddon, 629 Colborne St., London, Ontario, Canada (Moved left no address)

327 Presley D. Bowen, 5108 St. Albans Way, Baltimore, Md. (Mail returned)

331 Dr. S. G. Kietoch, 809 Buena, Chicago, Ill. (Mail returned)

353 Mr. & Mrs. J. H. Morey, Jr., 28 Dalecordia Dr., via Friendship station, West Moreland Hills, Md. (Mail returned)

371 Lt. Francis H. Brennan, USNR, 1908 One St., N.W., Washington, D. C. (Mail returned)

445 Capt. C. A. Pedersen, 1923 Main, Apt. 9, Little Rock, Ark. (Mail returned)

479 Davis W. Shoemaker, Box 44, RFD 2, Orlando, Fla. (Mail returned)

493 Merrill W. Tilghman, 1608 32nd St., Washington, D. C.

531 Uberto Giovannelli, 5 de Mayo 16, c/o Italian Line, Mexico City, D. F., Mex. (Mail returned)

536 Pvt. Wm. G. Bailey, Hq. Co. 414 QM Br., 89th Div., Camp Carson, Colo. (Mail returned)

583 Wm. Guier, 2308 S. Cincinnati St., Tulsa, Oklahoma. (Mail returned).

636 Sam Peters, P. O. Box 270, Brownsville, Tex. (Mail returned)

642 Lt. Gordon Keyworth, 151 Thornton St., Camden, Conn. (Mail returned)

648 R. H. Wattson, 127 N. Bay Front, Balboa Island, Calif. (Mail returned)

648 S. A. Wattson, 2320 Grand Ave., Phoenix, Ariz. (Mail returned)

650 Robert Taylor, Chester, Pa. (Mail returned)

709 Frederick R. Wiedeke, Pine Beach, N. J., (Boat sold to unknown owner)

734 Donald B. Boyce, 875 Borden St., Prince Rupert, B. C., Can. (Mail returned)

742 Franklin H. Bartlett, 133 Cascadilla Park, Ithaca, N. Y.

766 Richard Schneer, 1035 Dickens Ave., Far Rockaway, N. Y.

781 Harell Dial—CRT, U.S.S. Protena, (AS-19) Div. 12-E c/o F.P.O., San Francisco, Calif. (Mail returned)

789 Col. Wm. Legat, Brome Lake, Knowlton, Que., (Mail returned)

847 Kenneth Knudsen, 967 Wells Place, Stratford, Conn. (Mail returned)

852 James W. Bowser, Jr., 436 Main St., So. Weymouth 90, Mass. (Moved left no address)

853 David R. Sloan, Harbor Hills, Rt. #1, Hebron, Ohio (Sold to unknown owner)

943 W. W. Davenport, 2402 Locke Lane, Houston, Tex. (Mail returned)

951 Greydon Wellman, 296 Sunnyvale Ave., Sunnyvale, Calif. (Moved left no address)

955 Albert Meadows, 499 E. 46th St., Brooklyn, N. Y. (Mail returned)

988 Frank W. Auchmoody, Box 414 R. R. #1, Perth Amboy, N. J. (Present address unknown)

996 Jack Conrad, 1414 Sunset Ave., Seattle 6, Washington (Moved left no address)

1002 Frank Pearson, Ensign USNR, Optical Shop Z-37, 280 Bldg. 8th Floor, Navy Yard, Brooklyn, N. Y. (Mail returned)

1005 Lt. J. G. Anthony, USNR, U. S. Naval Station, Key West, Fla. (Mail returned)

1017 John A. Lewin, 2338 West Cullerton St., Chicago, Ill. (Mail returned)

1019 George G. Schorr, 823 Newington Ave., Baltimore 17, Md. (Mail returned)

1028 Lloyd C. Johnson, 6349 North Clark St., Chicago, Ill. (Mail returned)

1036 Lt. Wm. H. Sypher, Officers Mail Section, GIAAF, Grand Island, Neb. (Mail returned)

1039 Ensign Clayton H. Crawford, USS Pathfinder, c/o Fleet P.O., San Francisco, Calif. (Mail returned)

1051 Frank E. Wildey, c/o Century Aircraft Products, 247-255 Sherman Ave., Newark, N. J.

1080 Karl Kaiser, 941 Florida, Vallejo, Calif. (Mail returned)

1103 Leo Kutrubes, 14 Park Ave., Brighton, Mass. (Mail returned)

1104 Pvt. Francis C. W. Greenhill, Jr., A.P.O. 7820, c/o Postmaster, San Francisco, Calif. (Mail returned)

1135 Clarence O. Switzer, Waterloo, N. Y. (Moved, left no address)

1172 W. K. Kellogg Annex, c/o Capt. Clelon M. Surratt, Percy Jones General Hosp., Battle Creek, Mich. (Mail returned)

1190 Wm. K. Stockdale, Hdq. Co. 76th Coast Bat., c/o Fleet P. O., San Francisco, Calif. (Mail returned)

1252 Ens. S. Bradley Krochmal, Utility Squadron Twelve, c/o Fleet P. O., San Francisco, Calif. (Mail returned)

1254 Arthur Abrams, 39 Broadway, New York 6, N. Y. (Mail returned)

1371 Lt. Comdr. James V. Ryan, U. S. Naval Base, Port Hueneme, Calif. (Mail returned)

1373 Edwin H. Mullen, 947 Cortez St., Coral Gables, Fla. (Mail returned)

1391 James D. Grant, 419 Division St., West Palm Beach, Florida (Mail returned)

1463 Robert G. Fouse, P. O. Box 699, Panama City, Fla. (Mail returned)

1465 Phillip Taber, Taber Associates, 401 North Broad St., Philadelphia 8, Pa.

1511 Fred M. Ellis, Cpl. VMF 911 MAC 91, Camp Pendleton, Calif. (Mail returned)
2231 Stanley Warsha, Lake Mahopac, N. Y. (Mail returned)
2233 Simon, 113 Hillside Ave., Woodmont, Conn. (Mail returned)
2238 George Liesegang, Jr., 25 Clinton Walk, Rockaway Beach, N. Y. (Sold to unknown owner)
2242 Dr. Frank Darling, Jr., Route 2, Thiensville, Wisconsin (Sold to unknown owner)
2246 Herbert H. Upton, 1115 Fordon Rd., Ann Arbor, Mich., (Mail returned)
2281 Richard N. Stuhley, 5011 17th Ave. N.E., Seattle, Wash. (Mail returned)
2304 Joel B. Coolidge, 2004 Wichita St., Austin, Texas (Mail returned)
2311 Julian Peterson, New York, N. Y. (Address unknown)
2314 W. H. Molson, 1663 Rockaldn Ave., Victoria, B. C. (Mail returned)
2340 G. G. Pitts, 11 West 42nd Street, New York, N. Y. (Mail returned)
2344 Wallace E. Brimer (no address)
2376 James F. McRee,, Jr., 207 Lincoln Place, Eastchester, N. Y. (Mail returned).
2418 Comdr. R. P. Beebe, Naval Air Technical Training Center, Jacksonville, Fla. (Mail returned)
2484 Edward J. Easton, St. Paul, Minn. (Moved, left no address)
2613 C. E. Walker, 17-18th Ave., N., Texas City, Texas (Moved left no address)
2640 E. A. Gaiger, 3015 Quadra St., Victoria, B. C., Canada (Sold to unknown owner)
2749 S. W. Anderson, Washington, D. C. (Mail returned)
2991 A. J. Sullivan, Providence, R. I. (Mail returned)
3010 Franklin T. Potter, Brooklyn, N. Y. (Mail returned)
3097 Max Myover, 232 N. Oak Park Ave., Oak Park, Ill. (Mail returned).
3122 William M. Vaughan, Honolulu, T. H. (Mail returned)
3139 Richard Haas, 332 Maple Ave., Hartford 6, Conn.
3148 Herman Feldman. (Moved left no address).
3183 John R. Turner, R. R. #1, Glen Falls, Pa. (Mail returned)
3211 Anthony C. Charewic, 50 Broadway, New York (Mail returned)
3237 Edward Nelson, Maplewood, N. J. (Moved, left no address)
3285 Captain Phillip China, Stepping Stones, Hawkes Hill, Leatherhead, Surrey, Eng. (Mail returned)
3377 Alger B. Doland, M.D., 3130 Wisconsin Ave., N.W., Washington 16, D.C. (Sold to unknown owner)
3486 J. H. C. Hughes, Jr., 577 North Christina, Sarnia, Ontario, Canada (Mail returned)
3537 Jack Greyerbiehl, 107.12 Dayton Avenue, Seattle 33, Washington
3603 M/Sgt. George A. Leach, Jr., USAF, Quarter T-15-D, Fort Slocum, New York (Moved left no address)
3638 H. Steinberg, 14 Broadman Parkway, Jersey City, N.J.
3685 Horace E. Hoffman, 52 William St., New York, N. Y. (Mail returned)
3739 Earl Heldt, Allen Park, Mich. (Mail returned)
3822 Capt. Daan Hubbrecht, Klandis, Denpasr, Bali, East Indonesia (Mail returned)
3832 George B. Cowan, Mt. View Hotel, Collingwood, Ontario, Canada. (Moved left no address).
3846 F. G. Crofton, 376 Spadina Road, Toronto, Ontario, Canada (Mail returned)
3853 Daniel G. Auer, 1121 Birk Ave., Ann Arbor, Mich. (Mail returned)
3878 Dr. S. V. Railton, Niagara Falls, N. Y. (Mail returned)
3906 Franklin P. Whitman, Grand Rapids, Mich. (Mail returned)
3926 D. L. Hayes, 440 S. Osprey Avenue, Sarasota, Florida (Mail returned)
3993 Alberto M. Vallafane Tapia, Buenos Aires, Argentina (Mail returned)
4041 Jorge M. Ithurbide, Argentina (Mail returned)
4102 B. McMinds, Montreal, Que. (Mail returned)
4202 Edwin R. Rencher, Jr., Washington, D. C. (Mail returned)
4245 Del Jordan, no address
4274 James F. Ryan, Waynesboro, Va. (Mail returned)
4276 H. E. Pankau, Portsmouth, Ohio (Mail returned)
4368 David W. Peebels, Lt., USNR Detroit, Mich. (Mail returned)
4378 K. M. Julian, 19165 Charleston, Detroit, Mich., (Mail returned)
4698 Don Nores, 818 Lowerline St., New Orleans, La. (Mail returned)
1513 Frank Vernon, 80 St. Marks Place, St. George, Staten Is., N. Y. (Mail returned)
1542 Roger J. Hughes, Millburn, N. J. (Moved, left no address)
1546 P. R. Braddon, 629 Colborne St., London, Ontario, Canada (Moved left no address)
1547 Kenneth Herrmann, BM 2/c USCG, Fort Trumbull, New London, Conn.
1550 J. B. Murray, 1450 Broadway, New York 18, N. Y.
1570 Sven T. Aberg, Sweden (Address in Sweden unknown)
1649 Col. Latham R. Reed, Southampton, Long Island, N. Y. (Deceased. New owner unknown)
1696 Herman Van Dyke, Royal Oak, B. C., Canada (Moved, left no address)
1717 Richard H. Cole, 4040 Bunker Lane, Wilmette, Illinois
1753 F. Didion, Port Clinton, Ohio
1770 Gastao Antonio Fontenelle Pereira de Souza, Rua Maria Quiteria 60, Ipanema, Rio de Janeiro, Brazil (Mail returned)
1779 R. H. Drean, 514 19th Ave., Seattle 22, Wash. (Mail returned)
1808 Margaret Norris, Fineview, N. Y. (Mail returned)
1855 Seymour H. Gartner, 102 Bard Ave., Staten Island 10, N. Y. (Mail returned)
1966 Albert Andre Capper, Rua Joaquim Nabuco 11, Apt. 306, Rio de Janeiro, Brazil (Mail returned)
1971 William M. Wells, 209 Hunter Bldg., Shreveport 23, La. (Mail returned)
2055 William Bennett III, Mt. Airy, Pa. (Moved, left no address)
2039 Robert M. Cox, 5026 110th Ave., N.E., Kirkland, Wash. (Mail returned)
2044 J. A. Fortunoff, Shady Knolls, Lake Candlewood, Conn. (Mail returned)
2075 C. W. Handlin, New Orleans, La. (Mail returned)
2088 Robert C. Wheeler, Foot of 154th St., Whitestone, L. I., N. Y. (Mail returned)
2111 Marcus Daly, 1134 Comstock Dr., Bonanza Village, Las Vega, Nevada (Sold to unknown owner)

Secretaries

The Year Book Staff Cannot Make a Deadline Without Better Cooperation.

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To each of our Advertisers, who have so graciously cooperated in making this yearbook a success we can only say—"Thank You"—

We wish to assure you that your Ad will create many new customers among our association.

To the Fleets, Clubs and Districts who have also cooperated—you know how much this is appreciated.

To each and every one, we say,

Thank You,

"The Staff"

Boy! Am I Glad I Finally Finished This Book

Worn Out Editor

Cresent Sail Yacht Club–Lightning Fleet No. 51

welcomes you to the

1954 Lightning International and Presidents Cup Regatta

September 1, 2, 3

Grosse Pointe Farms, Mich.