

KARL SMITHER

LIGHTNING CLASS
Association

*Official
Yearbook*



1943



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 suit of sails made, amounting to 40 cents on jibs, 60 cents on mainsails and 60 cents on spinnakers.

PROTECTION OF NAME AND EMBLEM

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

Lightning Class Association



"We Two"—
Bay Head Y.C.
Champion,
1940, 1941
and 1942—
owned and
skippered by
Judge I. S.
Oliver.

GENERAL SPECIFICATIONS—19 ft. overall—6 ft. 6 in. beam—15 ft. 10 in. water line length—carries 177 sq. ft. working canvas—also a parachute spinnaker.

LIGHTNING... *"A small yacht that serves both as a fine class racer and a comfortable day-sailer"*

The idea that a small yacht could be designed to serve both as a safe, comfortable day-sailer with plenty of room for guests, and as a lively racer with big boat performance, was inspired by the suggestions of experienced small boat sailors over a wide area. Early in 1938 the idea took form on the designing boards of Sparkman & Stephens, who incorporated many unusual features in this 19-foot sloop. The name "Lightning" was adopted, and the first boat was launched in October, 1938. A one-design class organization was formed in January, 1939, and the first National Regatta was held in the fall of that year while more than 400 boats were registered. To date more than 1,000 boats have been registered and are being sailed in the United States, Canada, Bermuda, Canal Zone, England, Haiti, Hawaii, Mexico, South America and Switzerland—a truly International Class.



For Newcomers . . .

This page and the next are written especially for those who have never sailed a Lightning and know nothing of her fine performance and distinctive construction features.

Even those who know little about small racing yachts get the immediate impression that the Lightning is a big boat and thoroughly capable under all sailing conditions. The Lightning is especially roomy, although classified among the "small one-designs," and her capabilities have been proven beyond question, under all kinds of sailing conditions and all types of handling.

For a boat so large and so closely held to one-design specifications, the construction of a Lightning is remarkably simple, and well within the range of the average amateur builder. This, perhaps, accounts for the fact that more than 25% of the boats now in use have been built by non-professionals, many with absolutely no previous boat-building experience. The blueprints of lines and offsets, available exclusively through the Lightning Class Association, are easily followed by the amateur. A construction manual written by Rufus Smith of Yachting Magazine is given free with each set of plans issued to non-professionals. Excellent frame kits are also available at modest cost to further simplify the construction work.

The boat herself is characterized by good freeboard and unusual stability. This permits a wide cockpit—designed for real comfort—and a side deck which is ample. The normal racing crew of three has plenty of leg room, and there are wide comfortable seats extending almost completely around the cockpit which accommodate a day-sailing party of six adults without overcrowding.

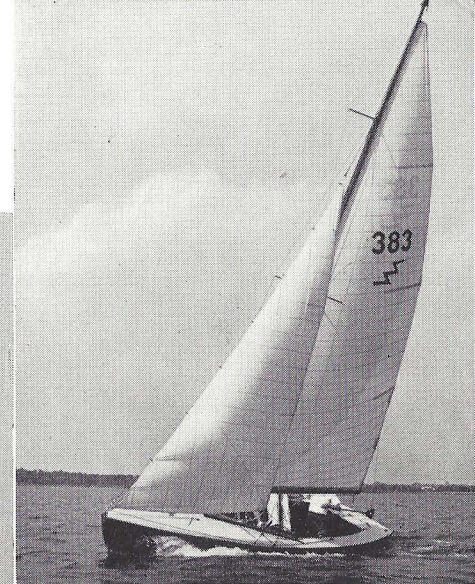
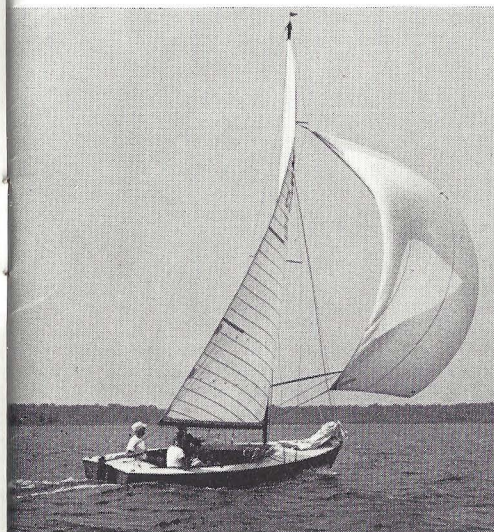
A long V-coaming extends from the cockpit sides forward of the spar, enclosing that part of the deck through which the spar passes. The after end of this deck is finished off to form a handy pin rail for belaying halliards. A thwart runs from the centerboard case to the sides of the boat at a point two feet abaft the forward end of the cockpit. Forward of the thwart and abaft the pin rail is a convenient and wholly unobstructed space—really a separate cockpit—in which to stand and work while making sail, handling light sails or doing other jobs forward.

Aloft, the rig is simple and well proportioned. Upper shrouds lead over spreaders that attach to the mast well down from the head. The jumper stays lead from the spreaders to the masthead, giving something of the appearance and much of the staying effect of a double diamond rig. There is a permanent backstay from the masthead to a chain plate just off center at the transom where it clears the tiller nicely and avoids the necessity of a boomkin. The staying plan permits a spar of very light proportions. With a length of 26 feet above deck, it has a maximum section only 2 by 3 $\frac{1}{8}$ inches. It is a box section with $\frac{1}{2}$ -inch walls. Through strenuous sailing in near gales it has stood straight with no buckling tendencies.

The long, narrow pivoted centerboard is efficient and can be raised a considerable amount from the extreme lowered position before the effective area is materially decreased. In this way, the center of the lateral plane is moved aft, making balance a matter of nice adjustment, no matter what crew is aboard or the position of their weight. In fact, the remarkable stability and perfect balance is noted immediately upon stepping aboard and getting under way. Two or three persons walking freely around the deck, fore or aft, or all on one side, have no occasion to catch hold of any support to keep their balance.

Balance is again apparent when one takes the tiller. In light air there is no helm at all. The boat seems to sail herself. As the breeze increases, she noses up into it, as a real boat should. In a stiff breeze

At Right — Notice the big boat effect produced by well-designed standing rigging.



At Left — Spinnaker filled, stepping along with well-balanced helm.

she comes up nicely when the tiller is let go. At no time in the winds in which she has been sailed has she shown any tendency to be hard bitted. She responds sensitively to the slightest pressure on the stick.

The parachute spinnaker has been a feature of the Lightning design from the very beginning. Like all parachutes, it must be set and handled properly, but the size of the foredeck and the great stability of the boat facilitate proper handling. It offers every opportunity to express the skipper's racing skill, and makes the Lightning an ideal trainer for handling the big kites of much larger racing boats.

HONORARY OFFICERS OF THE LIGHTNING CLASS

Two Lightning sailors whose names are familiar to practically every member of the Class are C. L. Nicholson II, first president of the Class, and E. Gordon Cronk, first secretary-treasurer. Both members of the Skaneateles Country Club Fleet No. 1 and both serving from the organization of the Class until the annual meeting of 1941, their loyal and invaluable service was largely responsible for the early and continued success of Lightnings as a one-design

Class. Upon their retirement from active service, Messrs. Nicholson and Cronk were unanimously elected to the honorary offices of Commodore and Vice-Commodore, respectively, with lifetime membership in the Association.

C. L. Nicholson, II.

E. Gordon Cronk





Judge L. Stauffer Oliver

1942-43 Class Officers

PRESIDENT — Judge L. Stauffer Oliver,
Rm. 487, City Hall, Philadelphia, Pa.

First Chief Measurer of the Class. Elected to the presidency in 1941. He is a keen student of yachting and author of outstanding articles on small yacht handling.



Henry L. Schimpf, Jr.

SECRETARY-TREASURER — Henry L. Schimpf, Jr.,
1113 N. American Bldg., Philadelphia, Pa.

His legal training, knowledge of sailing and popularity with all who know him qualifies him for this active, important post in Class affairs. He is a charter member of the Little Egg Harbor Fleet, where he has held responsible offices.

VICE-PRESIDENT — George R. Joslyn, Route 2, South Haven, Mich.

Serving his second year as representative of the Class in the rapidly growing Mid-Western area, George Joslyn combines sailing skill, organization ability and personal popularity in unusually large measures. He is a member of the strong and active South Haven Fleet.

VICE-PRESIDENT — James M. Trenary, 81 Brookside Dr., Riverside, Conn.

The popular skipper of "Tam" and member of the Riverside Y. C., where he sails with the Western Connecticut Fleet, becomes an Association officer for the first time this year. He has served as secretary of his club and fleet, and last year served as temporary secretary of the Western Connecticut District, where he organized and conducted a successful District Regatta.

VICE-PRESIDENT — Ted Siferd, 712 S. Main St., Lima, Ohio.

Sailing with his wife and son as crew, Ted Siferd took the Jean S. to a District Championship and first place last year. It was his second try in that event, and he has been a competitor in the past two National Regattas. He is a charter member of the Indian Lake Fleet and is just as enthusiastic in promoting the interests of the Class in the Mid-West as he has been in sailing.



James M. Trenary



George R. Joslyn



Ted Siferd

VICE-PRESIDENT & CHIEF MEASURER — A. J. Webb,
Terrace Ave., Riverside, Conn.

Appointed by the Executive Committee this year to fill the vacancy created when Mortimer E. Graham left for service with the Naval Air Force, this experienced sailor and member of the Riverside Y. C. is doing a splendid job in maintaining the strictly one-design characteristics of the Class. Write to him direct on all questions concerning measurers, measurement and construction details, or eligibility for Class competition.



A. J. Webb

Official Measurers

CALIFORNIA.....JOHN DE POLO, 627 Eff St., Petaluma
or 56 Alameda de Las Pulgas, Redwood City

CANADA.....MALCOLM ELLIOTT, Herd Road, Maple Bay, B. C.

CONNECTICUTFRERERICK MCK. SCOTT, Riverside
J. STANLEY SECORA, 92 School St., New London

FLORIDAPEMBROKE HUCKINS, Fr. Forest St., Jacksonville
WIRTH M. MUNROE, Main Highway, Coconut Grove
G. A. STILLSON, 2229 20th Ave., S., St. Petersburg

LOUISIANA.....EDWARD POLASEK, 127 Camp St., New Orleans

MAINE.....JOHN ROSS CAMERON, P. O. Box 125, Portland

MICHIGAN.....FLOYD M. BEVINS, 314 Odette St., Flint

MISSOURI.....HAROLD E. EILERMANN, 111 Chestnut St., St. Louis

NEW JERSEYFLOYD P. AYRES, Bay Head
NICHOLAS FERRARO, 79 Central Ave., Red Bank

NEW YORK—
OSCAR MARTH, 768 Grand Ave., Rochester
HORACE C. MONTGOMERY, JR., 1291 Arsenal St., Watertown
WARREN PERKINS, Skaneateles
DUNCAN C. ARNOLD, Montauk Highway, West Islip

OHIO.....RUSS SCHUYLER, Russell Point

PENNSYLVANIA—
CLAYTON E. JENKINS, 913 E. Girard Ave., Philadelphia

RHODE ISLAND.....E. L. ARNOLD, 66 Lincoln Ave., Riverside

TEXASEDWARD B. HINKLEY, Port Isabel
J. LEWIS FOSTER, P. O. Box 1005, Wichita Falls

WISCONSIN.....EDWARD BRISMASTER, Oshkosh Y. C., Oshkosh

WASHINGTON, D. C.—
LESTER WRIGHT, c/o Reconstruction Finance Corp, 903 Hill Bldg.

The procedure for having your boat measured is to contact the measurer nearest to the location of your boat. If there is none nearby, write to the Chief Measurer, telling him where your boat will be available for measurement and how many other Lightnings, awaiting measurement, are in or close to that immediate location.

New 1943-1944 Officers

NOTE

After our printer had this book partially completed, he had to convert practically his entire capacity to essential war printing. Our original schedule date of publication this summer was consequently broken and the book could not be produced until this fall. We therefore present the new Association Officers, elected at the 1943 Annual Meeting.

PRESIDENT

Ted Siferd

712 S. Main St., Lima, Ohio

VICE PRESIDENT

Leonard Ladenburger

Cass St., South Haven, Mich.

VICE PRESIDENT

George R. Barnes

1408 Sheridan Drive, Kenmore, N. Y.

VICE PRESIDENT

John W. Orelup

1 Crossgates, Short Hills, N. J.

VICE PRESIDENT & CHIEF MEASURER

A. J. Webb

Terrace Ave., Riverside, Conn.

SECRETARY-TREASURER

James M. Trenary

45 Wall St., New York, N. Y.

Address all inquiries, requests for plans, fleet applications, reports and memberships to the Secretary-Treasurer, whose address appears above. All Lightning Class Association Officers serve without pay and the Association is strictly a non-profit organization devoted solely to the promotion of interest and activity in Lightning Class sailing, and to the continuance of a strictly one-design class.

National Regattas

In the four-year history of the Lightning Class, four eminently successful National Regattas have been held. Three of these were known as National Championship Regattas. The fourth, held in September, 1942, at South Haven, Michigan, was known as the National Championships Special War-time Regatta in deference to the large number of top performers of the Class who were unable to compete because of war service or war conditions.

The first National Regatta, held at Bay Head Y. C. on Barnegat Bay, N. J., in 1939, showed an entry list of 14 boats out of a total eligible number of less than 300 sailors. In the following year, the national races were held at Riverside, Connecticut, and again 14 boats participated. The 1941 Regatta was sailed at Skaneateles Lake, N. Y., under very nearly ideal conditions and with a record entry list of 25 boats representing a majority of the organized fleets. In accordance with custom which decrees that the regatta winner shall have the privilege of entertaining the next national races, the 1942 regatta was scheduled for Buffalo Canoe Club on Lake Erie. Due to war conditions, the location had to be shifted, and the generous invitation of South Haven Yacht Club was accepted. The South Haven Club, under the capable leadership of Commodore Russell Overton, himself an enthusiastic Lightning sailor, is only three years old, and Lightnings constitute its only organized Class.

Eighteen skippers and crews, representing fourteen organized fleets, were entered in the 1942 races. Two entries were "isolated" boats. Two fleets had two representatives. The majority of skippers used boats from the South Haven fleet, but the representation was considered excellent in view of war-time work, military service and transportation restrictions.

The 1942 Championship was captured by David G. Cluett, the 16-year-old skipper from Cedarhurst Y. C., Lawrence, Long Island, who was runner-up in the 1941 National races at Skaneateles. This feat was accomplished by young Cluett in a borrowed boat, without his faithful "Linnet," and against the stiffest competition which the strong Mid-Western section of the Class could offer.



Presenting
Winners Trophies
at South Haven
Wartime Regatta:
(Left to right)
S. R. Overton,
South Haven Y. C.
Commodore;
Wm. Chisolm,
crew member
for Cluett; David
G. Cluett of
Cedarhurst Y. C.,
the champion;
Wolcott Roosevelt,
second crew
member for
Cluett.



**South Haven
Wartime Regatta Race
Committee: (Left to right
—back row) E. Gordon
Cronk, National Vice-
Commodore, L.C.A.;
S. R. Overton, Commo-
dore South Haven Y. C.;
Henry Williams, S.H.Y.C.;
(Front row) Leonard
Ladenburger, Regatta
Chairman; Mortimer E.
Graham, Chief Measurer
L.C.A.; Harold Pringle,
S.H.Y.C.**

Second place was won by Walt Swindeman, Jr., representing the Interlake Yachting Association of Toledo, Ohio. The newcomer, with no racing experience previous to last season, gave Cluett a battle all the way in a boat constructed by himself. Third place laurels were won by Karl Smither of the Buffalo Canoe Club Fleet.

The three races were spread over a two-day period, with perfect sailing weather prevailing on Sunday when the two final races were held. Less should be said about Saturday's weather, although it is no naval secret now that the open waters of Lake Michigan, which is the South Haven Club sailing course, churned under a strong southwest wind and gave the starters of the first race plenty to think about. Three less adventurous skippers turned back before reaching the starting line, after a brief set-to with the 35-mile wind which had rolled up waves eight to ten feet high, and which was becoming more hazardous due to a shift in direction and a cross chop. Three more boats did not finish, but the twelve hardy skippers and their crews who worked knee-deep in water and absorbed bone-chilling spray for half of the six-mile course proved once more just how seaworthy a 19-foot Lightning can be.

After the first time around the triangular three-mile course, the race committee decided that further punishment was unnecessary and officially called it a once-around race, leaving Karl Smither of Buffalo holding first place, followed by Walt Swindeman, Jr., of Toledo's Interlake Y. A., and Bill Girkins of Bayview Y. C., Toledo, in second and third places, respectively. The champion-to-be, David Cluett, qualified for the seamanship medal in this canto, though it cost him a fifth place. Turning the first mark, and well in the lead, young Cluett saw his main stay jump out of a spreader and hang loose against the mast. He sent one of his crew forward to hold it, and thus finished the race without mishap to anybody or the boat, in spite of the fact that the entire second leg was to windward. The crewmen were Wollcott Roosevelt of Woodmere, Long Island, and William Chisholm of New York.

The second race, held Sunday morning at 9:30, was sailed by all eighteen entries under clear skies and moderate southwest breezes. It was the closest race of the series, with David Cluett nosing out Walt Swindeman, Jr., in a photo finish, while Karl Smither of Buffalo placed third.

At 12 noon, the starting time advanced to enable visiting skippers to get their boats out and on the way home, the third race was held under equally ideal conditions, although the wind had freshened and shifted more to the west. In this race, Cluett, in his borrowed boat, really stepped out in front of the Class, was never headed, and had a wide lead to the finish mark. In spite of Cluett's demonstration of skill, which left older, more experienced skippers a little breathless, it remained for Ted Siferd of Lima, Ohio, in "Jean S.," to settle the

issue of the championship. The outstanding Ohio skipper, who practically forfeited his championship bid when he turned back on Saturday, made a strong finish on the last lap, nosing out Walt Swindeman for second place. A second for Swindeman would have given him the trophy, and though his third place score tied the champion in total points, he was declared the runner-up under the Class rule which breaks a point tie in favor of the skipper with two firsts.

The Barnegat Bay Fleet, which is the largest and one of the oldest in the Class, was represented by the youngest skipper of the regatta, 14-year-old J. Carl Behler. Young Behler, also sailing a borrowed local boat, was one of the twelve finishers in the hectic Saturday race. Although he was nearly exhausted by the strenuous battle with Lake Michigan on Saturday, he was a threat in each of the Sunday races, finishing the series with a creditable ninth.

A precedent, or at least something of an innovation in Lightning Class championship regattas, was established when a 16-year-old girl, Harriet Kidney from Lake Pewaukee, Wisconsin, lined up with the starters as the first lady skipper to participate in Lightning nationals. In spite of the fact that she did not finish the Saturday morning race, she proved her mettle by placing 15th in the series.

More than 100 out-of-town visitors, skippers and crews joined the local club members in a banquet on Saturday evening, presided over by Commodore Russell Overton. Entertainment features were enjoyed along with talks by Leonard Ladenburger, George Joslyn and Mortimer Graham. Following the banquet, a dancing party was held in the South Haven clubhouse lounge, which was attractively decorated with Lightning Class championship flags and trophies later awarded the regatta winners. Ward Webster of the South Haven Club headed the committee arranging the social events, assisted by Mrs. Stanley Johnston.

In addition to the banquet and dance, other social events during the regatta included a bridge party on Friday, a shore dinner Friday evening, and a buffet luncheon at the club Saturday afternoon following the first race.

A special trophy, donated by Henry Williams of South Haven, was awarded to David Cluett for the best showing made by a visiting skipper in a borrowed local boat. This was in addition to the silver bowl replica of the National Perpetual Trophy and the championship flag which the Long Island youth took back to his home club. The champion also has custody of the big Perpetual Trophy, won by James Stern of Buffalo Canoe Club in 1941, until the next national regatta. Second and third place winners received flags signaling their honor in the national races.

OUR CHAMPIONS

1939 — Barnegat Bay, New Jersey

John S. Barnes, "Ay-Ay-Ay," Skaneateles C. C., N. Y.

1940 — Long Island Sound, Riverside, Conn.

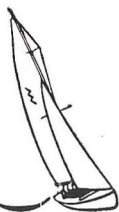
John S. Barnes, "Ay-Ay-Ay," Skaneateles C. C., N. Y.

1941 — Skaneateles Lake, N. Y.

John M. Stern, "Thunderbolt," Buffalo Canoe Club, N. Y.

1942 — South Haven, Michigan

David G. Cluett, in a local boat, Cedarhurst Y. C., N. Y.



Some Tips on Sailing and Tuning a Lightning

By DAVE G. CLUETT,
National Champion, Lightning Class, 1942

A bird's wing is probably the most perfect airfoil that exists, and in flight a bird is a picture of perfect balance. The wing cuts the air with a minimum of resistance and a maximum of lift, because of the exact tuning of this wing by nature. The sail of a boat, of course, corresponds to a bird's wing, and the Lightning's hollow mast compares directly to the hollow flexible bones in the wing of a bird. Therefore, if nature can tune a bird's wing so well, why can't the mast and sail of a Lightning be tuned and set as well by man?

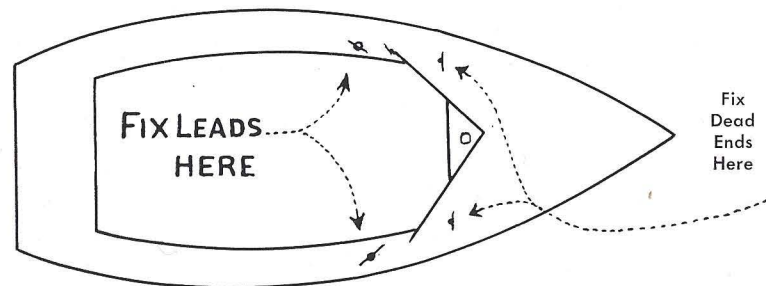
Some of the characteristics of a bird's wing in flight can be copied and applied to the motion of a sail and mast through the air. One important thing noticeable about the bird in flight is that its wings when going through the air have a certain amount of flexibility which, if copied properly in "setting up" the Lightning mast, can be used to advantage in getting a boat to point higher and to generally balance better.

The stays should never be so tight that the mast has no give to it. A tightly stayed mast will get out of shape and tend to warp, especially on damp nights. In heavy winds it is the same way. The mast will tend to buckle and get out of shape much more easily than a mast that is loosely stayed. A warped or crooked mast is, of course, very bad for a sail and can be even more harmful to a new sail, which should be broken in with a perfectly tuned mast. Therefore, while doing any sort of tuning, no stay should be made overtaut or else a well-tuned mast might become untuned on the first rainy night.

The Lightning mast should be tuned in relation to the sail, since the only possible way a sail can be made a good airfoil is by using the mast to make it so. The thing of probably greatest importance in the process of tuning the mast to effect the sail in the best way, is getting the contour of the whole mainsail even, from the head of the sail to its foot. In other words, the curve of the sail should be consistent throughout. If, for instance, the pocket in the top of the mainsail were deeper or more full than that of the rest of the mainsail, as is usually the case, the boat would not be able to point as high or foot as fast as a boat which has a perfect and consistent aerodynamic curve in its sail.

This perhaps is one reason for the seemingly great differences between some Lightnings. In many cases it seems that the upper third of a Lightning mainsail does break in too full. This is natural, since the lower two-thirds of the mainsail tends to be more held in place by the boom than the upper third, which tends to reach more easily and become fuller. It's not very hard to spot this fullness when you're out sailing, if you slowly point the boat up into the wind, noticing if the upper third of the mainsail starts luffing before the lower two-thirds of the mainsail. If it does, it means that the sail is too full or has become over-roached at this particular point.

This can be corrected by slacking off the jumper strut stays enough so that the top of the mast can be hooked back by tightening the backstay or the forestay. Preferably the latter should be tightened, since a taut forestay is desirable going to windward. This hook back should start at the spreaders and follow through to the top of the mast. The hook should be only enough to take in the excess cloth which gives the excess pocket to the sail. However, be sure that the hook is confined only to the part of the mast above the



spreaders. This hooking the mast not only helps the sail, but possibly helps the balance of the boat in the same way that the curve back at the end of a bird's wing helps in giving a bird lateral balance. It is also possible that it may strengthen the upper part of the sail against further excess roaching out.

Another thing which seems to help get the mast up better is pushing the mast further forward in the mast hole in the deck. After slacking all the stays somewhat so that the mast is free to move, take out the forward dick block and, after pushing the mast all the way forward against the deck, put this block in behind the mast so that you'll have two blocks aft and no blocking forward. This is experimental, of course, but it seems to simplify tuning, since the mast can be influenced a great deal at this point. Some makes of Lightnings do not have deck blocks, therefore this can not be done.

Another thing that can be done to improve your boat's balance and pointing ability going to windward in a fair breeze is slacking the forward sidestays enough turns so that when you're underway the mast bends slightly off to leeward. In this way the pocket of the sail is flattened, and the flattened sail allows the boat to point higher and still foot as fast. This tuning should be done when underway, so that the mast can be sighted when it is actually taking strain and stress. The satisfactory amount of bend can then be put in. This bend should be even, and the mast should "fall off" to leeward consistently, starting just above the deck and following through to the top of the mast. Only in steady winds from eight miles per hour and up will this be effective, however. In light winds and choppy waves the mast will whip around too much. On reaches and runs this will not hurt the boat's effectiveness, but seems to give it a better feel and sense of balance.

The question most frequently asked is how much rake should there be in the Lightning mast. There is probably no exact answer to this question, but there are many different good opinions as to how the mast should be raked. At forward so that when the weight of the crew was in the boat, the mast would be straight up and down. Others prefer to have the mast raking aft and the majority have them straight. It depends how your boat handles and balances more than anything else.

If you have tuned your boat well and have done all that is possible "setting up" the mainsail, and you still find that your boat doesn't seem to do well against other boats (even when your tactics and sailing are as good, if not better than, the next skipper's), perhaps you are pointing too high or the jib is trimmed too tight or vice versa.

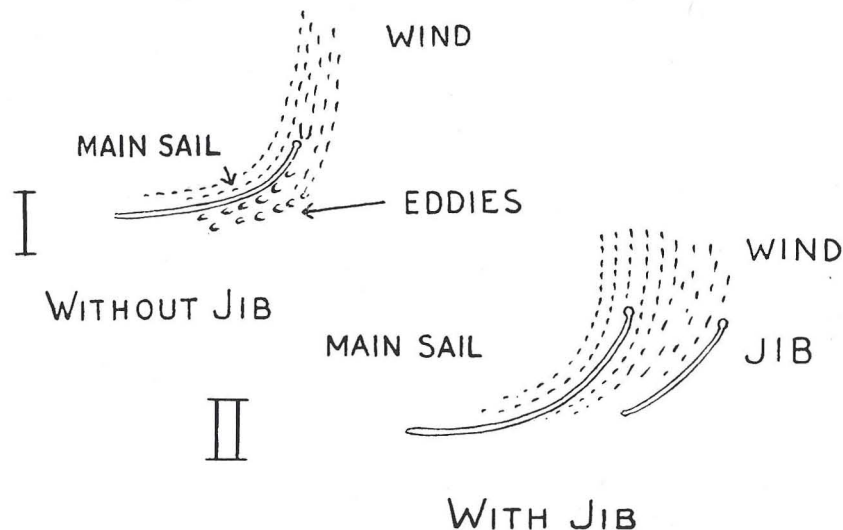
There are many such things that will slow a boat down. Even a well-tuned boat will be ineffective if its effectiveness is destroyed by many small defects. Very important is the perfect relationship between mainsail and jib. This can be had only if the jib is led right and is trimmed properly when underway. Most skippers seem to find that the best permanent position for the jib dead end and fair leader is that shown in the diagram above.



The jib leads can be experimented with a great deal, when underway, if the above positions are not satisfactory for your boat and sail. Some of the ideas stated below might help you to determine where your jib dead ends and leads should be placed to do the most good.

The main purpose of the jib is to send a flow of air in behind the mainsail to increase the speed of the airflow at this point and thus break up eddies which tend to form behind the mainsail.

The airspeed behind the mainsail of a boat with a jib, when going to windward, is known to be three times the speed of the wind the boat is sailing through. The eddies, if allowed to form, cause a great deal of resistance, and can only be cut down by the airflow which the jib shoots in behind the mainsail. Diagrams below:



If the jib is trimmed too tight, its airflow will harm rather than benefit the suction behind the sail, because of backwind. On the other hand, if the jib is not trimmed tight enough the suction behind the mainsail will be greatly diminished and drag or resistance from eddies will be increased, because the airflow will not conform with the lee side of the mainsail, but will shoot off too far away from the mainsail to do it any good, and the eddies will not be broken up. When trimming the jib, remember that the wider the gap between mainsail and jib the less is the speed of the airflow behind the mainsail, and consequently the less suction or drive power is generated. The smaller the gap can be made, by use of the jib leads and trimming (without backwinding the mainsail with the jib), the more concentrated is the airflow coming from the jib and therefore the faster is the flow when it passes behind the mainsail. The importance of a perfect airflow between and around the jib and mainsail is great and should always be considered whenever trimming or leading the jib. This perfect airflow can be had if the boat is not pointed too high (pinched) and the sails are set and trimmed to the finest point in relation to the wind.

On reaches and runs the boat should be balanced correctly and the sails should be constantly trimmed in perfect relation to each other, as well as to the wind.

To conclude, if your boat is tuned well and the sails are set up right, it should stand up against any other Lightning, providing your sailing in general, your sail trimming, and your tactics are as good as the next man's.



Chartered Fleets...

NEW JERSEY DISTRICT

BARNEGAT BAY, (3) New Jersey. *Captain*—John W. Orelup, 1 Crossgates, Short Hills, N. J. *Secretary*—William W. Sproul, 375 Berkeley Rd., Orange, N. J. *Membership* (42)—Louis Tranger (19), Paul Coble (94), William W. Sproul (100), Peter Morton (102), Philip R. Van Duyn (177), Allen M. K. Stephens (220), John Orchard and family (270), George M. Nelson (290), C. F. Lewis (308), W. V. Scott (322), Vincent G. Bush (351), Hubert Johnson (355), William P. Norris, Jr. (381), L. Stauffer Oliver (383), Harry F. O'Mealia (390), Lt. Col. Alfred A. LaFountain (446), Justus H. Schlichting (447), Frank Thatcher (454), Henry P. Bristol (455), Frederick G. Adams (477), Jack Wright, Jr., and Lois Daehnhardt (485), Chaunce M. Rogers (502), George Sampson (503), Mr. Hoffman (565), Harold B. Thomas (567), D. C. Prince, Jr. (576), Frank A. Cosgrove (578), Wm. R. Spofford (581), Howard Hoffman, Jr. (656), Dr. Carl Behler (671), Graham V. Wright (686), Slade Dale (000), Edwin J. Schoettle (702), Harry E. Hill, Jr. (724), F. J. Wiedeke (709), John J. Devlin (735), Edwin F. Whitehill (737), Wm. Dunnington (738), F. V. Young (786), Andrew Barr (833), Chas. L. Swem (855), John W. Orelup (882). *Champion*—Jack Wright (Island Heights Y. C.) 85.3%. *Runner-up*—Allen Stephens (Island Heights Y. C.) 83.4%. These were the first and second place winners in the series of six races held under the auspices of the Barnegat Bay Y. R. A. for the Bay Championship. *Other place winners*—3rd, B. M. Nelson (sailed by P. Freeman), 80.3%; 4th, J. Carl Behler (Shore Acres Y. C.), 39.3%; 5th, Robert Sampson (Shore Acres Y. C.), 33.3%; 6th, Wm. Dunnington (Bay Head Y. C.), 22.9%. Boats missing more than one race were not qualified. The total entries were sixteen boats, with the largest number, thirteen, in one race entered at Bay Head Y. C. Both of the cups awarded in the Lightning Class, the California Trophy and the Jack Wright Trophy, were won by Judge L. Stauffer Oliver of Bay Head Y. C. The Club series races for



NEW JERSEY . . . (Continued)

Lightning Championship of the separate clubs: *Bay Head*—Won by Judge Oliver; runner-up, Wm. Spofford. Six races were held. In addition, about eight "scratch" races were held, including some mixed races with G boats and Lightnings. Nine boats entered in the regular Bay Head series, while six were an average number in every race. *Shore Acres*—Won by Robert Sampson; runner-up, F. V. Young. *Lavallette*—Won by H. B. Thomas. No Club series for Lightnings was held at Island Heights, Seaside Park, Mantoloking, Toms River or Ocean Gate. *Activities*—In addition to the regular club and Barnegat Bay Y. R. A. championship races reported above, the fleet had one representative in the National Regatta at South Haven, Mich. This was J. Carl Behler of Shore Acres, who finished 9th in the field of 18. Considering the fact that he was the youngest skipper in the races, his showing was considered excellent. For the 1943 season the Regatta Committee of the Barnegat Bay Y. R. A. has set up a schedule of races at Bay Head, July 3; Mantoloking, July 4; Ocean Gate, July 18; Lavallette, August 8; Shore Acres, August 22; Island Heights, September 4; Seaside Park, September 5. In addition, open races are scheduled for Lightnings at Bay Head and Shore Acres. The usual Club series races are also planned.

DELAWARE RIVER at Torresdale, Pa., Delaware River Yacht Club (No. 8). *Captain*—J. E. Borton, 103 Heacock Lane, Wyncote, Pa. *Secretary*—Gertrude M. Borton, 103 Heacock Lane, Wyncote, Pa. *Membership* (3)—J. E. Borton (226), Frank H. Riepen (303), Gertrude M. Borton (318).

NORTH SHREWSBURY RIVER (11), Fair Haven Y. C., Red Bank, N. J. *Secretary*—Peter Bentley IV, 229 Broad St., Red Bank, N. J. *Membership* (9)—Robert and Peter Bentley IV, "Tarpot" (10), Edmond Bruce, "Technique" (41), W. C. Opferman (173), George M. Booth, "210" (210), Carlton H. Bunker, "Selo Maid" (213), J. W. Cutler (223), C. F. Lewis and Dr. F. T. Bell (308), Randall Keator (860), D. H. Wilson (883). *Champion*—David H. Wilson, Jr., "Helen W. Too." *Runner-up*—Robert and Peter Bentley IV, "Tarpot." The secretary reports that, due to war conditions, prospects for the current season do not look too bright.

LAKE WALLENPAUPACK at Scranton, Pa., Paupack Sailing Fleet (16). *Secretary*—H. Axford, 1105 Grandview St., Scranton, Pa. *Membership* (4)—Wm. T. Lindsay (341), W. A. Bissell (159), H. T. Axford (160), P. A. Hutchinson (391).

DELAWARE RIVER at Essington, Pa., Tri-State Y. C. (18). *Secretary*—H. E. Geissinger, 192 N. Lansdowne Ave., Lansdowne, Pa. *Membership* (7)—Dr. James Schell (314), John A. Walker (489), H. E. Geissinger (497), Charles T. Jones, Jr. (544), E. Baylie Tompkins (545), Aubrey G. Cummings (546), Lloyd P. Carman (628). Above membership as of 1941 season. Fleet was inactive in 1942, and will be inactive in 1943, due to war-time conditions.

LAKE MOHAWK, Lake Mohawk Y. C. (25), Lake Mohawk, N. J. *Captain*—E. W. Allen, 62 Sunset Ave., Montclair, N. J. *Secretary*—E. W. Allen. *Membership* (3)—E. W. Allen, "Kathwood II" (660), Girard B. Ruddick (221), Samuel M. Crusey (602). *Champion*—E. W. Allen. *Runner-up*—Girard Ruddick. *Activities*—A regular schedule of 16 races was sailed by the fleet in 1942 and considerable interest was shown in the Lightning Class at the club. It is probable that five boats will participate in the races of the 1943 season, although the season will be handicapped due to war-time conditions.

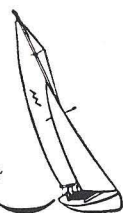
. . . NEW JERSEY

LITTLE EGG HARBOR BAY, Little Egg Harbor Y. C. (26), Beach Haven, N. J. *Secretary*—Henry L. Schimpf, Jr., 1113 North American Bldg., Philadelphia, Pa. *Membership* (7)—Valdemar Jacobsen, "Gud Hjem" (75), William Cooper Willits (375), Frederik K. Schanche, "Fram II" (386), Henry L. Schimpf, Jr., "Petrel" (580), Warren E. Webster, "Webby" (582), Nathan M. and Ralston B. Fidler, "Reddy" (590), Harry E. Stahl (741). *Champion*—Frederik Schanche. *Runner-up*—Warren Webster. *Activities*—Eleven races were held during the season over courses which averaged approximately six miles. Various skippers were unable to compete from time to time, due to Coast Guard duties or other war activities, although all of the boats in the Fleet competed at various times. The Fourth of July trophy was won by Frederik Schanche, and the Labor Day trophy was won by Valdemar Jacobsen. On August 16, three Lightnings competed against three Comets and three Perrines. With a 30-mile wind and large waves in the bay, the Lightnings won the race very handily. It is interesting to note that two juniors sailed the boats in a number of the senior races and on one occasion Warren Webster, Jr., 14 years old, was able to come in first against the older skippers, and on another occasion Joan L. Schimpf, 16 years old, was able to bring her boat across the line as the winner. War conditions, and especially the transportation problem, are expected to curtail seriously the activities of the fleet for the 1943 season. Three Lightnings are in the water as the season starts, and it is quite possible that they will be used to train regular Coast Guard personnel in the art of sailing. Interest in the Class has not diminished in any way, and a large fleet is expected just as soon as sailing enthusiasts are able to return to their normal pursuits.

LAKE HOPATCONG, N. J. (29). *Captain*—Chas. M. Nichols, 212 N. Main St., Pennington, N. J. *Secretary*—Harold W. Post, 103 Howard Avenue, Passaic, N. J. *Membership* (8)—Chas. M. Nichols (294), John E. Mosman, "Jo-Mo" (448), Jim Wallace (715), Harold W. Post, "Blondie" (62), Ralph R. Fleming (279), Edward P. Dungate (224). *Champion*—Chas. M. Nichols. *Runner-up*—J. Mosman. No details of 1942 races. No schedule for 1943, due to war-time conditions.

METEDECONK RIVER, Breton Woods Yacht Club (No. 34). *Secretary*—H. M. Eckert, 214 Brook Ave., N. Plainfield, N. J. *Membership* (5)—Joseph L. A. Crate (20), Stanley A. W. Okell (178), H. M. Eckert (395), J. A. Miller (396), P. W. Brown (552). *Fleet Champion* (1941)—Joseph L. A. Crate in 10 races. Above membership and officers are for 1941 season. No report received for 1942 season.

POTOMAC RIVER at Washington, D. C., Washington Fleet (50), affiliated with the Potomac River Sailing Association. *Secretary*—Arthur M. Godfrey, 808 Earle Bldg., Washington, D. C. *Membership* (4)—Sturgis Warner, "P-38" (133), Arthur M. Godfrey, "La Spouse" (185), Fred W. Shields, "Puddin' & Tame" (236), Newton Canter, "Morue II" (826). *Activities*—Plans include spring, summer and fall racing series under the auspices of the Potomac River Sailing Association.



WESTERN CONNECTICUT DISTRICT

Secretary for 1943 Season—Dr. A. C. Dumke, 403 Main St., Beacon, N. Y. Through the efforts of J. M. Trenary, 1942 District Secretary, the first Western Connecticut District Championship Regatta was held on August 30th at Riverside Yacht Club, Riverside, Conn., under the sponsorship of the Western Connecticut Fleet. Invitations were sent to all fleets in the District as well as to isolated sailors.

When the boats lined up for the start of the 5 1/2-mile course at 2:25 P. M. there were 15 starters, including five visiting crews. The winner was J. Henry Scholtz, Jr., of the Western Connecticut Fleet, sailing "Lord Jeff." Dr. Carver Dumke of Chelsea Y. C. in "Hope III" was runner-up. Dave Cluett of Cedarhurst Y. C., who was to win the National Lightning Championships at South Haven the following month, came with his crew to race one of the Riverside boats, but arrived too late to make the starting line.

The start took place in very light airs, which became lighter as the first mark was approached. At that point a good sailing breeze came up to finish the race in a hurry. Unfortunately, because of shifts of wind, there was no windward work and spinnakers were up for a good part of the afternoon. This was disastrous for O. L. Pengue and his crew from Stratford, Conn., who had no spinnaker, and as a result did not finish.

Following are the results, in order of finish:

- | | |
|--|-------------------|
| 1. J. Henry Scholtz, Jr., "Lord Jeff"..... | W. Connecticut |
| 2. Dr. Carver Dumke, "Hope III"..... | Chelsea Y. C. |
| 3. Edgar Benson, "Sabrina"..... | W. Connecticut |
| 4. Theodore Maher, "Slipper II"..... | W. Connecticut |
| 5. De Haven Ross, "Jebarbe"..... | W. Connecticut |
| 6. Jack Kunze, "Alfalfa"..... | Douglaston, L. I. |
| 7. Jack Hall, "Thunder"..... | W. Connecticut |
| 8. A. J. Webb, "Frolic"..... | W. Connecticut |
| 9. J. M. Trenary, "Tam"..... | W. Connecticut |
| 10. L. B. Beck, "Aye Aye"..... | Douglaston, L. I. |
| 11. Orin M. Ragsdale, "Rufus 2nd"..... | W. Connecticut |
| 12. Theodore D. Helprin, "Ajax"..... | W. Connecticut |
| 13. R. J. Nall, "Blue Wing"..... | W. Connecticut |
| 14. Dalton Myles, "Trubob"..... | W. Connecticut |
| 15. O. L. Pengue (did not finish)..... | Stratford, Conn. |

Left—Start of the first Western Connecticut District Regatta at Riverside Y. C., 1942, in practically a flat calm.

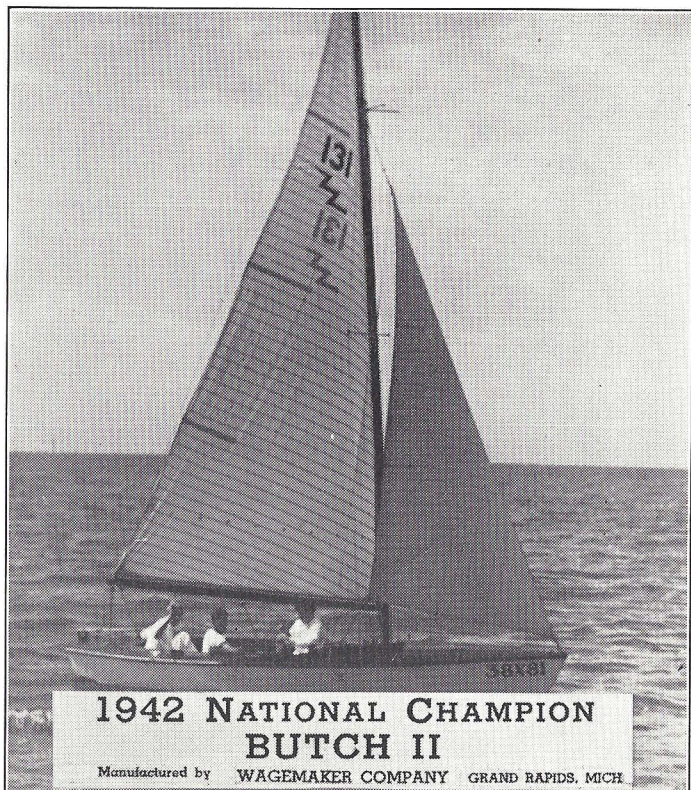
Right—Ten minutes after the start. Skipper are breaking out spinnakers which they kept up most of the afternoon.

Cedarhurst's outstanding skipper, David Cluett (on left) is shown with Crewmen Sam Robbins and Bill Chisholm shortly after capturing the runner-up spot in the 1941 National Championships. In 1942, Cluett became the new champion at the National Wartime Regatta.



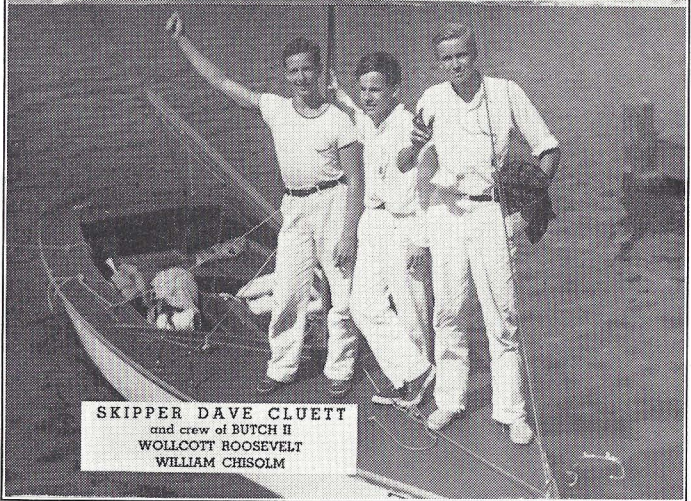
GREAT SOUTH BAY, South Shore of Long Island at Lawrence, Long Island, N. Y., Cedarhurst Y. C. (2). *Captain*—David Cluett, 1221 Lefferts Rd., Hewlett, L. I., N. Y. *Secretary*—John L. Koehne, Jr., 272 Victoria Place, Lawrence, L. I., N. Y. *Membership* (11)—Douglas Diamond, "Jack of Dimonds" (15), (Pvt.) Richard S. Koehne, "Saucy Sal II" (16), (Ensign) Howard O. Wood, III, "Vigilante" (17), J. J. Ryan, Jr. (18), David G. Cluett, "Linnet" (131), Horton Ijams and Dr. Harold Pardee, "Cuckoo" (135), Sigournay Olney (233), James F. Fogarty, Jr. (243), John L. Koehne, Jr. (A. E. R. C.), "Nereid" (275), Reginald Francklyn (375), (Ensign) Dick Davies (572). *Activities*—The Cedarhurst Club did not have as many boats in the water this year (1942) as in previous seasons because of the war and the reduced number of members who were able to put their boats in shape for racing. However, in spite of this situation, there were eight boats of the fleet in races for the season. In the home series of ten races, David Cluett won the series with almost all firsts. John L. Koehne, Jr., was second, coming down from college each week-end to race. John Ryan, Jr., was third in the series. Six boats were sent down to the annual Great South Bay Regatta; where Dave Cluett cleaned up again. As there were not enough experienced sailors or facilities, only one crew was sent to the Nationals. This was Dave Cluett, skipper, with Wm. Chisholm and Wolcott Roosevelt, crew members. In a boat borrowed from South Haven Y. C., Cluett won the championship. Other than this, there was no racing by the Cedarhurst Fleet members because of gasoline restrictions which ruled out the use of trailers. Plans for the 1943 season are indefinite, as most of the skippers will have been called into service and will be unable to sail.

LONG ISLAND SOUND at Riverside, Conn., Western Connecticut Fleet (7). *Captain*—Theodore D. Helprin, Cedar Cliff Road, Riverside, Conn. *Secretary*—J. Henry Scholtz, Jr., Spruce St., Riverside, Conn. *Treasurer*—De Haven Ross, Oval and Terrace Aves., Riverside, Conn. *Membership* (15)—A. D. A. Crawford (13), Orin M. Ragsdale, "Rufus Second" (21), A. J. Webb, "Frolic" (249), De Haven Ross, "Jebarbe" (250), R. J. Nall, "Blue Wing" (251), Arthur, Charlotte and Theodore Maher, "Slipper II" (252), George A. Round, "Sphere" (255), J. Henry Scholtz, Jr., "Lord Jeff" (256), D. M. Bellen, "Beb" (257), T. D. Helprin, "Ajax" (259), Jack Hall, "Thunder" (261), Truman Safford and Robert Norton, "Trubob" (262), Donald E. Tinkess (264), James M. Trenary, "Tam" (289), Richard S. and Edgar Benson, "Sabrina" (566), A. Raymond Rinke, "Ye-hudi" (675). (No. 254, "Zig Zag" formerly owned by Carroll Belnap, is now owned by Riverside Yacht Club and will be used for instructing members of the Junior Yacht Club.) Above officers and members are for the 1943 season. *Champion*—Jack Hall in "Thunder," .872%, highest average in three series and winner of the Welch Trophy. *Runner-up*—Ted Maher in "Slipper II," .691% average. *Activities*—Three series of races were held during the regular season, with each series consisting of five races. Nine boats qualified for each series. A highlight of the season was the "Western Connecticut District Championships," sponsored by Riverside Y. C. and the Western Connecticut Fleet, and under the personal supervision of J. M. Trenary, the 1942 District Secretary. A record of this event is found elsewhere in this year-



**1942 NATIONAL CHAMPION
BUTCH II**

Manufactured by **WAGEMAKER COMPANY** GRAND RAPIDS, MICH.



SKIPPER DAVE CLUETT
and crew of BUTCH II
WOLLCOTT ROOSEVELT
WILLIAM CHISOLM



"BUTCH II"

SKIPPED by DAVE CLUETT
WINS 1942 NATIONAL CHAMPIONSHIP
W. L. WALTON, Owner

Manufactured by
WAGEMAKER COMPANY
GRAND RAPIDS, MICHIGAN

WESTERN CONNECTICUT . . . (Continued)

book. In the early spring of this season, invitations were sent to all the fleets in the Western Connecticut District to send representatives to the Fourth Annual Dinner Meeting of the Western Connecticut Fleet at New York Athletic Club on March 5. An attempt was made to secure sufficient Lightning Class entries in weekly races to qualify the Class as one of the regular registered fleets in the Long Island Y. R. A. The Association Secretary-Treasurer, Henry L. Schimpf, Jr., of Philadelphia, made a special trip to attend the meeting. He made a short talk which was extremely interesting and was well received by all present. Plans for the fleet this season include races on the same basis as last year, and it is expected that there will be just as many participants in the regular National Elimination Series as last year. The fleet is anticipating that some sort of war-time national championships will be held.

LONG ISLAND SOUND at Stratford, Conn., Housatonic Boat Club (6). No races during 1942, and expect to be inactive for 1943, due to the fact that all owners and crews are busy with defense work.

LONG ISLAND SOUND at Black Rock Harbor, Black Rock Y. C. (17), Bridgeport, Conn. *Captain*—W. E. Neff, 178 Jackman Ave., Bridgeport, Conn. *Secretary*—M. W. Maughan, P. O. Box 215, Fairfield, Conn. *Membership* (4)—Paul Darby, Irving L. Lawton, Wm. Neff, "Bounty II" (258), E. T. Croasdale, "Soiled Dove" (376), Edwar Wemple, "V" (379), Wm. C. Schoolfield and Paul S. Baker, "Corsair" (516). *Champion*—"Corsair." *Runner-up*—"Bounty II."

LONG ISLAND SOUND from Rye, N. Y., to Bronx, Manhasset and Hempstead Harbors (32). *Secretary* (1941)—Mrs. Elinor E. Whittier, 3 East Ave., Larchmont, N. Y. Fleet was inactive in 1942 and charter has been withdrawn.

JAMAICA BAY, Brooklyn, N. Y., Sheepshead Bay Yacht Club (38). *Secretary*—Allen G. Studwell, 638 Lakeview Ave., Rockville Centre, Long Island, N. Y. *Membership* (3)—Solomon Youngerman (619), Henry Hartman (733), Allen G. Studwell (736). *Above membership and officers for 1941. No report on 1942 season.*

CHELSEA-ON-HUDSON, Chelsea Yacht Club (39), Chelsea, N. Y. *Captain*—Willis H. Thorn, Chelsea, N. Y. *Secretary*—W. F. Ritcheske, Jr., 46 Verplanck Avenue, Beacon, N. Y. *Membership* (9)—Edward H. Lasell, "Flo Flo" (282), Dr. A. C. Dumke, "Hope III" (568), Willis Thorn (569), Dr. D. A. Astone (744), Howard Secor, "Aloha" (818), Bruce Hegeman, "Jackie" (819), W. F. Ritcheske, E. A. Bergmann, L. P. Larson, "Tantivy" (821), B. Y. McCarty, "Mickey" (861), W. Menzler, "Garbo" (890). *Fleet Champion*—Carver Dumke. *Activities*—The 1942 season started on Memorial Day with 3 boats. Three more boats, 818, 819 and 821, were added to the fleet in July, and boats 861 and 890 were received at the end of the season. Races were held every Sunday and holiday through Labor Day. Carver Dumke, the fleet champion, took second place in the District Championship Race at Riverside, Connecticut. Two Lightnings from Grassy Point Yacht Club came to Chelsea for one of the Sunday races, and the following Sunday four Lightnings from Chelsea went to Grassy Point. Unfortunately, the race committee was forced to call off the latter race because of heavy rain squalls which started just before race time. *Prospects for 1943*—Races will be held on Sundays, and with boats in the water for the entire season, keen competition is being anticipated. Plans are being made to hold a few fleet meetings at the beginning of the 1943 season for the purpose of thoroughly familiarizing all fleet members with the racing rules governing Lightning races.



Lightning No. 2
Built and Owned
by Nelson Bearse,
Centerville, Mass.

Dear Mr. Larsen:

I enclose a small photo of my Lightning Class boat #2 showing you a fair picture of your sail you made for me.

I think that it is a fine setting sail and sets better now than when I had the picture taken. I thought perhaps you would be interested to have a photo.

Thanking you again for a fine piece of work, I am,

Very truly yours,
NELSON BEARSE

LOUIS J. LARSEN

50 WARREN STREET, NEW YORK

SAIL LOFT A CITY BLOCK LONG
ONE OF THE FINEST IN AMERICA

WESTERN CONNECTICUT . . . (Continued)

HUDSON RIVER at Grassy Point, N. Y., Minisceongo Boat Club, High Tor Fleet (41). *Captain*—Euclid Ganson, Haverstraw, N. Y. *Secretary*—Dalton Myles, Beach Road, Stony Point, N. Y. *Membership* (5)—Dalton "Doc" Myles, "P.D.Q." (806), Warren Basley, "Dal-Ola" (486), William Sutherland, "SSS" (667), Euclid Ganson and Thomas Reilly, "Irex" (631), Francis X. Sutherland, "Buzz" (668). *Champion*—Dalton Myles. Also won both free-for-all series and Minisceongo Trophy for 1942 season. *Runner-up*—Warren Basley. *Activities*—Races were held every Sunday during the entire season. Part of the fleet spent two very pleasant week-ends and enjoyed the gracious hospitality of the Chelsea Yacht Club. The fleet was also represented at Riverside at the District Regatta. The fleet attended races at the Nyack Yacht Club and had both Nyack and Chelsea clubs as guests at one of the Minisceongo regattas.

COLUMBIA LAKE, Columbia, Conn., Columbia Lake Association (49). *Secretary*—Weston M. Jenks, 768 Connecticut Blvd., East Hartford, Conn. *Membership* (7)—A. Lawrence Riker, Jr., (360), Fred C. Lessing (518), Dr. M. C. Wilson (562), Charles B. Miller (690), Kenneth M. Simpson (815), L. H. Williams (937), Weston M. Jenks (1000). Although this group raced together during the 1942 season, the fleet was not officially organized and chartered until the season was over. Eleven races were held in 1942, starting on the Fourth of July and continuing on each Sunday thereafter until Labor Day.

CENTRAL NEW YORK DISTRICT

Secretary—Floyd E. Reeves, 540 Cumberland Avenue, Syracuse, N. Y.

SKANEATELES LAKE, Skaneateles Country Club (1), Skaneateles, N. Y. *Secretary* (acting)—Burke Carson, Skaneateles, N. Y. *Membership* (8)—E. Gordon Cronk, "Blitzen" (1), C. L. Nicholson II (boat sailed by "Brud" Nicholson) (42), G. S. Blythe (boat sailed by Bob Kubasta) (101), J. A. Bentley (162), H. A. Monnoyer (176), Dr. H. W. Retan (356), Dr. W. R. Dolan (boat sailed by Bill Dolan) (453), Lt. A. S. Reynolds (556), Dr. O. J. McCormack (585), Burke N. Carson (245), James O'Hara (510), Donald McNerney (755), Robert Brow (717). *Champion*—Lt. A. S. Reynolds. *Runner-up*—James O'Hara. Dr. Retan and Robert Brow did not compete in the regular fleet series. E. Gordon Cronk, skipper of the No. 1 Lightning and Vice-Commodore of the Association, is Commodore of the Skaneateles Y. C. for the 1943 season. Plans have been made for a complete sailing program.

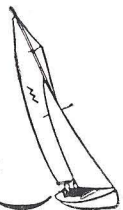
LAKE DELTA at Rome, N. Y., Lake Delta Y. C. (No. 4). *Captain*—Delos A. Humphrey, 824 Croton St., Rome, N. Y. *Secretary*—J. T. Goosetrey, Whitesboro, N. Y. *Membership*—(4)—Dr. John F. Box (82), Eskil Ringdahl, "Viking" (86), J. T. Goosetrey, "Bubbles II" (230), Delos A. Humphrey, "Ajax" (393). *Champion*—Delos A. Humphrey. *Runner-up*—Eskil Ringdahl. *Last report received is for 1941 season.*

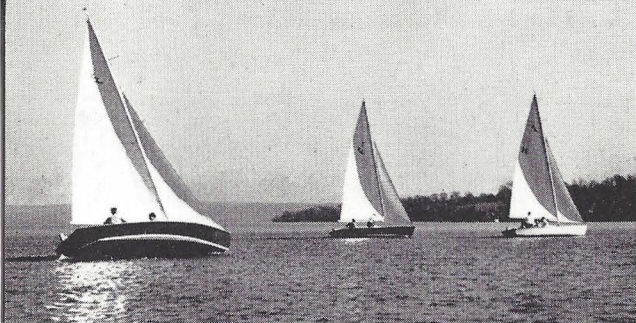
LAKE ONTARIO at Chaumont Bay, Crescent Y. C. (9) at Chaumont, N. Y. *No report received for 1941 or 1942 seasons. Fleet will be inactive in 1943.*

N O R G E SAILMAKERS INC.

Cor. 28th Street & 3rd Avenue
BROOKLYN, N. Y.

TELEPHONE South 8-7618





Three early Lightnings being tested on Skaneateles Lake in the spring of 1939. These were charter members of the first Lightning fleet.

ONONDAGA LAKE at Liverpool, N. Y., Onondaga Yacht Club (10). Captain—Floyd E. Reeves, 540 Cumberland Ave., Syracuse, N. Y. Secretary—L. M. Browne, 608 Vine Street, Liverpool, N. Y. Membership (3)—L. M. Browne (222), Floyd E. Reeves (400), Eldred J. Smith (555). Above is membership for 1940 season. No report for 1941 or 1942 seasons.

SACANDAGA RESERVOIR, Mayfield Y. C. (13), Mayfield, N. Y. Kendrick P. Coachman, 1074 Teviot Road, Schenectady, N. Y., skipper of No. 394 and former secretary of the fleet, reports that the fleet broke up last season and probably will not be active again until after the war.

LAKE ONTARIO at Fair Haven Bay, N. Y. (15), Fair Haven Y. C. Captain—Hon. D. P. Morehouse, Jr., Oswego, N. Y. Secretary—J. V. Whitbeck, 2950 Attleboro Rd., Cleveland, Ohio. Membership (10)—Robert Griggs (816), R. A. Downey, Jr., "Little Sodus II" (179), Dr. J. M. Riley, "Poppy" (180), Hon. D. P. Morehouse, Jr. (182), J. V. Whitbeck (451), Dr. Watkins (849), George Reed (000), James Long, "Aljimar" (893), Leyden Brown (000), Thomas Burke (946). The last four members are additions for the 1943 season and did not sail with the fleet in 1942. Champion—Robert Griggs, 77 points. Runner-up—R. A. Downey, Jr., 55 points. Activities—Ten races were held during the season with six boats participating. It is expected that the racing season will be somewhat restricted in 1943, due to Eastern gasoline rationing.

LAKE ONTARIO, Irondequoit Bay, Algonquin Yacht Club (46), Point Pleasant, N. Y. Captain—Edward Crane, 103 Alice Street, Sea Breeze, N. Y. Secretary—Doris Ash, Sunset Trail, West Webster, N. Y. Membership (7)—Edward Crane (935), Herbert Sinnhoffer, "Cinderella" (575), Doris Ash (378), Wm. Straub (936), Erwin Coy, "Pumpkin" (583), Ernest Hamilton, "Spitfire" (196), Harold Liebenow, "Doralie" (234). Fleet Champion—Herbert Sinnhoffer. Runner-up—Doris Ash.

A start at the 1941 National Regatta, Skaneateles Lake, N. Y.

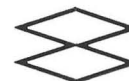


WILLIAM H. GRIFFIN

Yacht Sailmaker

Established 1863

Tel. ESplanade 2-7392



MARINE BASIN

Foot of 26th Avenue

BROOKLYN NEW YORK

Central New York, "birthplace of the Lightning Class," still sees the first registered Lightning sailed at Skaneateles Lake by E. Gordon Cronk, who served as Association Secretary for three years. C. L. Nicholson II, also a Skaneateles sailor, was instrumental in designing the boat as well as founding the Class, which he served three years as President.

CENTRAL N. Y. . . .

CANANDAIGUA LAKE, Canandaigua Y. C. (44), N. Y. Secretary—E. William Place, Jr., 30 Washington Ave., Pittsford, N. Y. Membership (4)—Edwin J. Fitzpatrick (378), J. Richard Conde (501), E. William Place, Jr., (783), Edward Chapin (823).

First three boats constituted the fleet membership for the 1942 season. Ed Fitzpatrick has since joined the armed services, but one more prospective member, who is building his own boat, expects to join for the 1943 season. Activities—Races were held every Sunday during the 1942 season. In lieu of an official fleet champion, E. W. Place took the sails for 783 to the Wartime Regatta at South Haven, and with a "borrowed" boat placed 10th in the series. Regular races are planned for 1943, and it is hoped that all or many of the nine Lightnings now used on the lake will become members of the fleet.

SILVER LAKE, Silver Lake Yacht Club (47), Perry, N. Y. Captain—Edmund W. Moore, 11 Castlebar Rd., Rochester, N. Y. Secretary—Gordon Meyer, 11 Andrus Ave., Perry, N. Y. Membership (5)—Lois Meyer, "Mirlo" (410), Fred Embury, "Decoy" (413), Harry L. Brown (392), Edmund W. Moore, "Ripple" (154), Mary Ellen Schneckeburger (515). Activities—Fleet racing season opened on July 4th with a "Yachting Breakfast" for skippers, crews, families and friends, immediately followed by the first race. Regular races were held on Saturday afternoons and Sunday mornings. Saturday afternoon races were featured by a "tea" immediately following the race, with skippers and friends taking turns as host. At the close of the season elections were held, and the 1943 Fleet Captain is Harry L. Brown, 44 Brooklyn Street, Warsaw, N. Y. The 1943 Fleet Secretary is Paul Courter, 371 Victoria Blvd., Kenmore, N. Y. It is expected that the 1943 season will be seriously curtailed due to war-time restrictions on transportation, although a limited schedule of races is being planned.

LAKE ONTARIO at Rochester, N. Y., Rochester Yacht Club Fleet (52), affiliated with Rochester Y. C. Secretary—Lester S. Bartlett, 255 Sagamore Drive, Rochester, N. Y. Membership (5)—Ernest H. Greppin (397), Herman E. Seemann (470), J. Richard Conde (501), Lester S. Bartlett (708), Richard C. King (935). Activities—Plans call for a Sunday series of five races in July and August. A Saturday series was cancelled because of members being busy on war work. An inter-fleet regatta has been scheduled with the Algonquin Y. C. fleet to be sailed on the Rochester Y. C. course.



SKANEATELES LIGHTNINGS

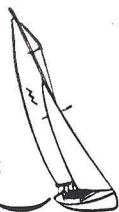


We are busy on war work. The odds are that you are too. Don't forget a little relaxation aboard your Skaneateles Lightning can do a lot to bring you back to peak efficiency after a hard week.

Some Dealers have new Skaneateles Lightnings in stock. Get in early, as these stocks cannot be replaced.

SKANEATELES BOATS, INC.
SKANEATELES NEW YORK

« Our Fiftieth Year »



LAKE ERIE DISTRICT

LAKE ERIE at Bay Beach, Ontario, Canada, Buffalo Canoe Club (12), Buffalo, N. Y. *Captain*—Karl Smither, 170 Greenway Rd., Eggertsville, N. Y. *Secretary*—Robert L. Crane, 49 Bedford Avenue, Buffalo, N. Y. *Treasurer*—Dwain E. Weaver, 27 Manning Road, Eggertsville, N. Y. *Membership* (15)—George R. Barnes and Catherine T. Barnes (456), Robert W. Graf (467), E. C. Roseberry (409), Robert L. Crane and Karl Smither (588), John M. Stern and Robert J. Woods (680), Allen F. Reif (739), Dwain E. Weaver (750), Baldwin Smith and Clinton R. Wyckoff, Jr., (471), Fred P. Weyler and Nelson Pauly (354), Philip S. Savage (472), Bert F. Wertman (846), Jonathan Leopold (519), Charles Pearson III (693), Arthur T. Kenworthy (574), Jack H. Betz (573). *Activities*—The racing season at Buffalo Canoe Club was seriously disrupted by restrictions on the use of gasoline under war-time rationing, which made it difficult for members to reach the club. It was for this reason, primarily, that the fleet was forced to decline their privilege of sponsoring the 1942 Championship Regatta. While it was not possible for John M. Stern to attend the South Haven Championship Regatta and defend the title he won the previous year at Skaneateles, Karl Smither and Robert L. Crane, co-owners of No. 588, entered the National Series and placed third. The Smithers-Crane boat had Reginald H. Pegrim as crewman. Eastern gas rationing and the fact that most members are engaged in war work makes plans for the 1943 season uncertain, although a racing schedule is being outlined.

CHAUTAUQUA LAKE, Chautauqua Lake Y. C. (19), Lakewood, N. Y. *Captain*—Neil Kennedy, Jamestown, N. Y. *Secretary*—Richard Gifford, Jamestown, N. Y. *Membership* (9)—Dr. M. G. Bourne, "Cutty Sark" (520), Glenn Waite, "Hoo Doo" (522), Dr. D. D. Trantum and Richard Gifford, "Vulcan" (521), Robert Buchan, "Flying Sails" (824), Walter Crocker (809), Don Allen Curtis, "Spirit" (812), Neil Kennedy, "Pegasus" (810), Randolph Hough (811), Charles Phillips, "Streak" (688). *Cham-*

Right — John Stern, Bob Wood, Jr., and Bob Crane of Buffalo Canoe Club, winning skipper and crew at 1941 National Regatta.

Below — 14-year-old Graham Bourne of Chautauqua Lake Fleet leads the starters in second race, 1941 Regatta. "Thunderbolt," eventual champion, third.

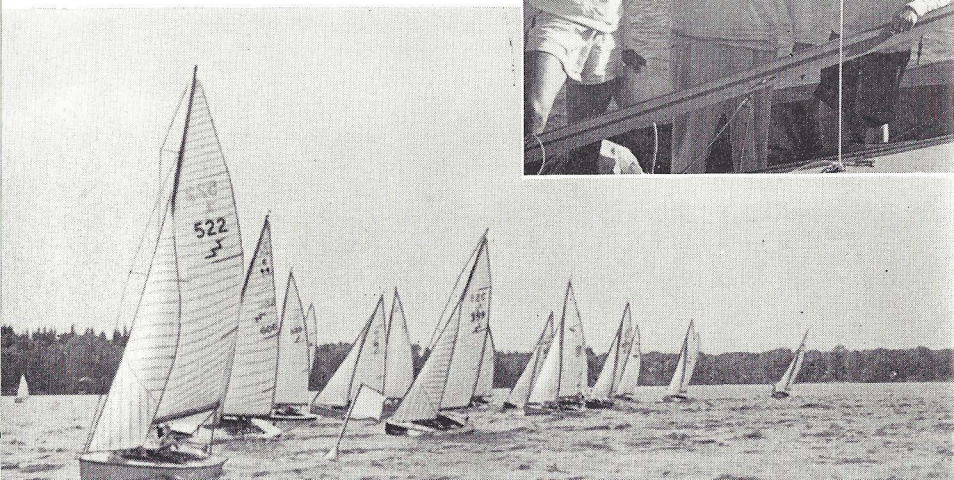


HATHAWAY & REISER

Sailmakers

River Road—Cos Cob, Connecticut

Tel. Greenwich 2620



LAKE ERIE . . . (Continued)

pion—M. G. Bourne. *Runner-up*—Glenn Waite. *Activities*—Two series of races were held during the 1942 season. Races were held each Sunday and special trophy races were held on Decoration Day. Fourth of July and Labor Day. A regatta was also held with the Buffalo Canoe Club—a home and home series, with high winds marking both engagements. Buffalo Canoe Club was the winner. During the season two members of the fleet—Glenn Waite and Charles Phillips—were called to service. The fleet looks forward to an active 1943 season, including trophy regattas and another regatta with Buffalo Canoe Club.

NEW YORK, Chautauqua Lake, Novice Yacht Club (28). *Secretary*—Frank Weekman, 131 Weeks St., Jamestown, N. Y. *Membership* (5)—Frank Weekman, "Tempest" (398), Fred Moynihan, Jr., "Puff" (523), Emmett Lawson, "Swallow" (524), Larry Griggs, "Peg Leg" (529), Roland Harding, "Harding" (543). *Fleet Champion* (1941)—Emmett Lawson. *Runner-up* (1941)—Larry Griggs. *Membership and officers are for 1941 season. No report received for the 1942 season.*


LAKE PYMATUNING, Penna., Pymatuning Y. C. (36). *Secretary*—Harry E. Leckemby, 726 Third Street, Ambridge, Pa. *Membership* (8)—Walter E. Hull (113), Milton Jenison (83), W. B. Lockwood (123), David F. VanHarlingen (676), Harry E. Leckemby (677), E. P. Nolan (699), Ward Beecher (704), Carl Baumgartner (871). The above are expected to sail with the fleet for the 1943 season. No report of 1942 racing.

LAKE ERIE at Erie, Pa., Erie Yacht Club (24). *Secretary*—Mortimer E. Graham, 613 Virginia Ave., Erie, Pa. *Membership* (11)—James Taylor (247), Frank Zurn (364), Fred Behrens (450), Wm. Johnson, Jr. (459), James Walker (589), Dr. Edward Kemble (613), Wm. Vienschoten (651), Harry Weining (652), Durker W. Braggins (653), Edmund Mehl, Jr. (654), Betty Lou Shafer (655). *Membership and officers are for 1941. No report received for 1942 season.*

LAKE ERIE, Mentor Harbor, Mentor Harbor Yacht Club (37). *Captain*—Jack R. Allen, 3538 Glencairn Rd., Shaker Heights, Ohio. *Secretary*—Stanley T. Gridley, 2593 Dysard Rd., Cleveland Heights, Ohio. *Membership* (10)—Clarence Collins, "Toy Boat" (183), Maynard Childs, "Peggy Anne" (281), Mrs. Caroline Crawford, "Caroline" (559), George J. Buscher, "Tagalong" (560), Jack R. Allen, "Little Phyl" (561), Henry J. Verbsky, "Greta Anne II" (570), Harry C. Smith, "Marjorie Anne II" (586), Suzanne Wellman, "Spinach" (681), Stanley T. Gridley, "Marijan" (682), Charles Vanis, "Wolf" (683). *Champion*—Henry J. Verbsky. *Runner-up*—Harry C. Smith. Prospects for 1943: 16 championship races have been scheduled, consisting of 8 races each in the summer and fall series; also scheduled inter-fleet races with the Interlake and Great Lakes classes, and expect to entertain the Erie, Ohio Fleet in August.

TURKEYFOOT LAKE, South Shore Yacht Club, Akron, Ohio (33). *Captain*—Grover C. Johnston, Clark Bldg., Canton, Ohio. *Secretary*—Thos. J. Newman, 1312 12th St., N. W., Canton, Ohio. *Membership* (4)—Grover C. Johnston, "Brixton" (554), Thos. J. Newman, "Marjorie Ann" (557), E. W. McCain, "Four Winds" (558), Dr. C. W. Kroeger, "Rheingold" (764). *Champion*—E. W. McCain. *Runner-up*—Thos. J. Newman.

BUCKEYE LAKE, Buckeye Lake Y. C. (43), Buckeye Lake, Ohio. *Captain*—Guy Martin, 8 E. Broad St., Columbus, Ohio. *Secretary*—T. C. Kussmaul, 405 N. Buena Vista, Newark, Ohio. *Membership* (3)—T. C. Kussmaul, "DT" (820), Guy Martin (721), William Kennedy (869). *Champion*—T. C. Kussmaul. *Runner-up*—Guy Martin. The fleet anticipates an increase in membership for the current season and has planned an active schedule.




Give your boat
the advantage of
JOYS
CHAMPIONSHIP
SAILS

WRITE FOR DETAILS OF
COMPLETE MARINE EQUIPMENT



Right now we may not be able to fill your order. But when the present emergency is over, we will be able once more to give you the utmost in quality, design and craftsmanship characteristic of JOYS Championship Sails.



JOYS BROS. CO.
129 NORTH WATER STREET, MILWAUKEE, WISCONSIN



LAKE MICHIGAN DISTRICT

The Devils Lake Fleet, by virtue of C. B. Crittenden's win in 1941 at South Haven, was host to the Second Annual Lake Michigan District Championship Regatta on June 27th and 28th.

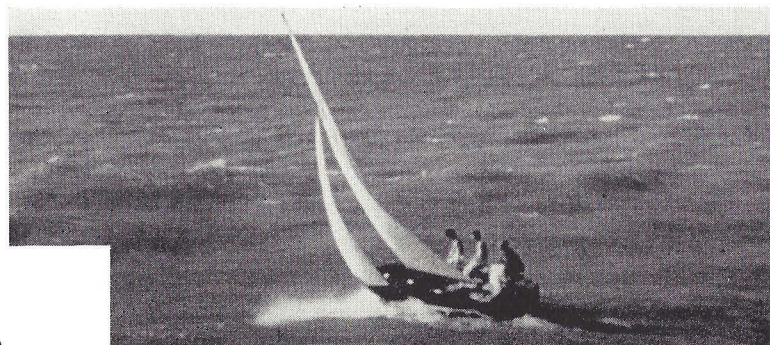
The Regatta drew fifteen entries, representing four of the fleets in the district, and was won by Ted Siferd, sailing "Jean S," thus taking the championship trophy to Indian Lake, Ohio. Second place was won by George Joslyn of South Haven, while N. P. Johnson of the same fleet took third.

Following is the complete list of entries, with final point standings:

Ted Siferd (120), Indian Lake, Ohio.....	44
George Joslyn (753), South Haven, Mich.....	39
N. P. Johnson (340), South Haven, Mich.....	36
L. Ladenburger (336), South Haven, Mich.....	31
Walt Swindeman (800), Bay View Y. C., Ohio.....	29
E. Werkman (807), Bay View Y. C., Ohio.....	28
C. B. Crittenden (22), Devils Lake Y. C., Mich.....	26
Curtis Parker (691), South Haven, Mich.....	23
Robert Bollin (796), Devils Lake Y. C., Mich.....	22
William Robison (775), Devils Lake Y. C., Mich.....	20
Albert Labz (460), South Haven, Mich.....	19
W. L. Walton (885), South Haven, Mich.....	16
H. L. Rankin (772), Devils Lake Y. C., Mich.....	12
E. A. Dernlan (888), Devils Lake Y. C., Mich.....	7
H. G. Kreuger (317), Devils Lake Y. C., Mich.....	7

Pennants were awarded for second and third places, and a special trophy was awarded to Mrs. Joslyn for the best spinnaker work of the regatta. The hospitality of the Devils Lake Club and Fleet was greatly enjoyed by the visiting skippers, crews and friends.

Plans for District activity in 1943 are very indefinite, due to war conditions which make it difficult, if not impossible, for skippers to haul boats or take time off from important war work.



1942 National Champion Dave Cluett shows how ably a Lightning can take the heavy weather at the National Warime Regatta, South Haven, Michigan.

Did You Sail a Winner Last Year?

*The Thompson built Lightnings won more than
their share of places last season!*

Get in on the winners, by sailing a winner.

Price complete, including main sail and jib.

ONLY **\$525.00**

We also build these sailboats for
racing competition:

SNIPER 15½'

OLYMPIC 12'

COMET 16'

NATIONAL ONE DESIGN 17'

SEA GULL 18'

REDHEAD 21'

(Write to either factory for catalog)

THOMPSON BROS. BOAT MFG. CO.
PESHTIGO, WISC. CORTLAND, N. Y.

"World's largest manufacturer of small boats."

PRICE SUBJECT TO CHANGE WITHOUT NOTICE

LAKE MICHIGAN . . . (Continued)

LAKE MICHIGAN at Montrose Harbor, Chiago Corinthian Club (5). *Captain*—Joseph Rosulek, 2047 Howard St., Chicago, Ill. *Vice-Captain*—Charles Kronawitter, 130 W. North Ave., Chicago, Ill. *Secretary*—Frank E. Rosulek, 2447 N. Burling St., Chicago, Ill. No report received for 1942 season. Above officers are for 1941 season.

LAKE MICHIGAN at Michigan City, Ind., Michigan City Y. C., (20). *Captain*—H. William Cox, 417 Dewey St., Michigan City, Ind. *Secretary*—George Panea, P. O. Box 177, Porter, Ind. *Membership* (3)—David Root (487), H. William Cox (533), George Panea (550). *Fleet Champion* (1941)—H. William Cox. *Runner-up* (1941)—David Root. No report received for 1942 season. Above membership is for 1941 season.

PINE LAKE, LaPorte, Indiana, LaPorte Y. C., Maple City Fleet (21). *Captain*—Lawrence Robertson, 410 Allen St., LaPorte, Ind. *Secretary*—Dr. Edward Young, 302 Kingsbury Ave., LaPorte, Ind. *Membership* (5)—Lawrence Robinson (194), Gordon Vaughn (421), Hoyt H. Scott (422), Balsor Ludwig (790), Dr. Edward Young (803). *Champion*—Lawrence Robertson. *Runner-up*—Gordon Vaughn.

INDIAN LAKE at Lima, Ohio, Indian Lake Fleet (23). *Secretary*—William Morris, 737 Brice Ave., Lima, Ohio. *Fleet Champion*—Ted Siferd. *Membership* (5)—L. E. Miller (45), Ted Siferd (120), William Morris (197), Herbert J. Krase (204), Ralph A. Pauly (504). No report received for 1942 season. Above membership is for 1941 season.

SCIOTO RIVER at O'Shaughnessy Dam, Ohio, Leatherlips Yacht Club (27). *Secretary*—James F. Brischo, 26 West Weisheimer Rd., Columbus, Ohio. *Membership* (2)—Wilson Pryce (248), James Brischo (638). Third boat moved out of the city. *Champion*—Wilson Pryce. *Runner-up*—James F. Brischo.

LAKE MICHIGAN at South Haven, Michigan, South Haven Yacht Club (30). *Captain*—Leonard Ladenburger, Cass Street, South Haven, Michigan. *Secretary*—Curtis R. Parker, 605 North Shore Drive, South Haven, Michigan. *Membership* (12)—L. Ladenburger and Dr. M. K. Fritz, "Lark" (336), Ward Webster, "Lassie" (338), E. N. Wheelock, "Vic" (339), Al Labz and A. A. Smith, "Scamp" (460), C. F. Overton, "Chit" (577), Irving Pershing (598), Frank Thompson, "Two Paw" (640), Curtis Parker and Dr. M. W. Buckborough (691), George I. Danly (743), George Joslyn, "Joy" (753), Wilbur Walton, "Butch" (885), John and James Callaghan, "Dorsey" (851). *Activities*—An active season was climaxed when the fleet played host to the National Championships Special Wartime Regatta. A complete report of this event appears elsewhere in this book. No report received on 1942 fleet membership, officers or racing.

DEVIL'S LAKE, Devil's Lake Y. C. (31), Manitou Beach, Michigan. *Captain*—C. B. Crittenden, 11510 Woodrow Wilson, Detroit, Michigan. *Secretary*—H. L. Rankin, 3413 Cheltenham Rd., Toledo, Ohio. *Membership* (7)—H. L. Rankin, "Kassy II" (77), C. B. Crittenden and A. M. Morningstar, "Arrow III" (22), H. G. Kreuger and A. Marshall, "Kit-Kat" (317), Robert Bollin, "Challenge" (796), E. A. Dernlan, "Bobbin" (888), William Robison (775), Willis Porter (299). *Champion*—H. L. Rankin. *Runner-up*—C. B. Crittenden. *Activities*—Participation in Frostbite Regatta sponsored by Toledo Y. C., in which C. B. Crittenden tied for second place. Host to Lake Michigan District Championship Regatta on June 27 and 28, where 15 boats from the district were entered. Special Labor Day Regatta for the fleet won by E. A. Dernlan, with C. B. Crittenden second and H. L.

. . . LAKE MICHIGAN

Rankin third. Participation in Special Wartime Regatta at South Haven, Mich., with C. B. Crittenden the fleet representative. Plans for 1943 season include fleet races every Sunday and holiday through Labor Day. Membership of 1943 fleet remains same as last season, excepting William Girkins (480) will sail with Maumee Bay's Bay View Y. C. fleet and C. B. Crittenden will do his "sailing" with the U. S. Army. Mrs. Crittenden will skipper the "Arrow III" for the duration.

LAKE ERIE, Edgewater Yacht Club (45), Cleveland, Ohio. *Captain*—*Secretary*—Walt Swindeman, Jr., 2801 124th St., Toledo, O. *Membership* (6)—Bill Girkins, "Sparkles" (480), Walt Swindeman, Jr., "Yankee Doodle" (800), Gene Werkman, "Pinocchio" (807), Bill Boeschstein, "Jiminy Cricket" (313), Harold Byrne (828), Dan Abbey (671). *Activities*—Races were held every Sunday, starting the first week of June and ending the second week of October. The fleet won a number of fine trophies from participation at the Toledo Y. C. Frostbites, the Interlake Y. A. Championship at Put In Bay, and the long-distance run from Toledo to Monroe, Mich., against Six Metre sloops. Representatives of the fleet also participated in the Lake Michigan District Championships (barely missing second place), and participated in every associated Yacht Club Regatta in the district—four in all—with "Yankee Doodle" taking two and "Sparkles" two. The climax was the National Wartime Regatta at South Haven, where "Yankee Doodle" came within a whisker of the championship (finishing runner-up) and "Sparkles" finished fourth. The 1943 season will find most of the fleet in its home port, although there will be participation in the I.L.Y.A. at Put In Bay, the 50th consecutive regatta sponsored by the Great Lakes Yacht Clubs. "Rambler Too" (949), built and sailed by Walter Vogel, will be with the fleet this season. Another new member will be Rick Luedtke, a custom boat builder whose many fine boats are highly regarded in the Toledo area.

LAKE ERIE, Edgewater Yacht Club (45), Cleveland, Ohio. *Captain*—Carl G. Schuller, 560 Rose Bldg., Cleveland, Ohio. *Secretary*—Al Falk, 3110 Park Drive, Parma, Ohio. *Membership* (3)—Carl G. Schuller (291), Al Falk (488), George Maline (534). *Champion*—Carl G. Schuller. *Runner-up*—Al Falk. *Activities*—This fleet was not chartered until late in the season and had only a limited schedule. More boats are expected to join the fleet this year.

LAKE ST. CLAIR at Grosse Pointe Farms, Mich., Crescent Sail Yacht Club Fleet (51), affiliated with Crescent Sail Y. C. *Secretary* (acting)—William G. Phillips, 11661 Coyle Ave., Detroit, Mich. *Membership* (6)—R. M. Kerr, Jr. (122), S. T. Crawford and I. P. Kurtz (232), Edgar S. Dillen (321), W. G. Phillips (778), Emery Olah (798), G. Howard (886). *Activities*—Plans for the fleet are two-fold: (1) To schedule intra-club races for members when conditions will permit; and (2) To establish the Lightning Class in the Detroit River Sailing Association so that all Lightning owners in this vicinity will have a definite and renewed interest in participating in these events as well as proper recognition for doing so. Racing of Lightnings, as a Class, is being inaugurated on Lake St. Clair by the Crescent Sail Yacht Club on August 22, 1943. Lightnings will be given an official starting time and gun on the program of Crescent's Annual Regatta which will be held that day. This action on the part of Rear Commodore Cal Sutton, who is chairman of the Regatta Committee, will give Crescent another "fleet," as this will be the first time that Lightnings have been scheduled on the program of a member of the Detroit River Yachting Association. For this event we have four skippers and boats which will represent Crescent: J. P. Kurtz, Gene Howard, Bob Kerr and Bill Phillips. Efforts will be made to contact other owners in the Detroit area and to interest them in taking part.





John Snyder's "Doreen" on White Rock Lake, 1942 runner-up in the Dallas, Texas, Fleet.

TEXAS FLEETS

WHITE ROCK LAKE, Dallas Corinthian Sailing Club (35), Dallas, Texas. *Captain*—Milton E. Price, 1708 Republic Bank Bldg., Dallas, Texas. *Secretary*—John Snyder, 1003 Republic Bank Bldg., Dallas, Texas. *Membership* (4)—Milton E. Price, "Kaprice" (206), John Snyder, "Doreen" (774), James W. Bowen, "Ann" (535), E. Hearst Blackwell (505). *Champion*—Milton Price. *Runner-up*—John Snyder. *Activities*—After the regular season of six fleet races, an informal, unofficial winter "frost-bite" series was held, each race being arranged and established just before gun time when the weather was determined O. K. This continued up until February, 1943, the Lightnings being the last fleet to leave the lake. Some of the very best racing weather was experienced during late fall and early winter. It was decided to make the winter series an official one this year.

PORT ISABEL BAY, Port Isabel, Texas, Southmost Lightning Fleet (40), affiliated with Port Isabel Yacht Club. *Captain*—Ewing Clark, Box 447, Harlingen, Texas. *Secretary*—Frank Libbe, c/o Pan American Airways, Brownsville, Texas. *Membership* (5)—Ewing Clark (620), Sam Peters (636), Frank Libbe (672), C. H. Britton, Jr. (765), R. W. Pitts (771). *Trophy Races*—Special trophy for Lightnings to be awarded by Post Isabel Y. C. No report received for 1942 season. Above membership is for 1941 season.

NORTHERN NEW ENGLAND FLEETS

ATLANTIC COAST, CASCO BAY at Portland, Maine, Centerboard Club (14). *Secretary*—Austin K. Smithwick, Falmouth Foreside, Maine. *Membership* (6)—Granville H. Dyer, "Ginger" (4), Nancy West, "Makai" (103), Austin K. Smithwick, "Blue Chip III" (125), Ben Thompson, "Camdo" (495), Ann W. Burgi, "Rascal, Jr." (563), Erskine W. Baker, "Electron" (605). *Champion* (1941)—Austin K. Smithwick in "Blue Chip III," with crew of Frances C. Holt and Charles P. Emerson, winning for third successive year in a series of seven races. *Runner-up* (1941)—Ben Thompson in "Camdo," with crew of Warne Clement and Nathan Thompson, placing second in the series for the second year. No report received for 1942 season. Above membership is for 1941 season.

PISCATAQUA RIVER at Newcastle, N. H., Great Island Y. C., Piscataqua River Fleet (22). *Secretary*—Cecil C. Humphreys, Air Station, United States Coast Guard, Salem, Mass. *Membership* (5)—Joseph K. Phillips (53), Adolph Berounsky (200), Roy E. Abrams (312), Henry M. Mitchell (532), Lester W. White and Cecil C. Humphreys (634). *Reported to be inactive for the duration.* *Membership and officers above are for last active (1941) season.*

Notice of Changes

CONSTITUTION AND BY-LAWS RACING RULES AND SPECIFICATIONS

In the interests of economy, the Association omits from this 1943 Yearbook the reprinting of Constitution, By-Laws, Racing Rules and Specifications. Please keep your 1941 Yearbook which contains this information and note the following changes authorized at the 1941 annual meeting:

BY-LAWS: In order not to make dues too burdensome in cases where a boat is owned by several persons, Article II, Section 1, was amended by adding at the end thereof, the following provisions: "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 \$3.00 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 \$1.00 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 national championship."

SPECIFICATIONS: 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 Spreaders is not permitted.); (3) Tillers longer than the 48 inches shown by the plans and either with or without hiking sticks.

RESOLUTION ON SUBSTITUTE MATERIALS: 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.*

MEASURER'S NOTICE

The Lightning Class is strictly a one-design class, and we must keep it so. This necessitates careful measurement of each boat, and the exclusion from the class of any which does not meet the specifications of the designer. It is also necessary to exclude from all recognized Lightning races any boats which do not have an official measurement certificate.

Most professional builders furnish a measurement certificate with each boat they build. In buying a Lightning, be sure to get your certificate. If you have no certificate, contact the nearest Measurer or the Chief Measurer, and make arrangements to have your boat measured.

The list of official Measurers covers all centers of sailing activity in the United States and Canada. If more are needed, they will be added to the list.

Copies of the 1941 Yearbook with Constitution, By-Laws, Racing Rules and specifications (excepting changes above noted) are available to those who need and do not have this information. Write to the Association Secretary, J. M. Trenary.