DISTRICT DIRECTORY

CALIFORNIA DISTRICT REPORT

District Commodore: John Potts.

District Secretary: Teddy Ackerman.

Fleets: Santa Monica Bay (102); Newport-Balboa (107); San Diego Bay Fleet (114); Southwestern Yacht Club Fleet (161); Mission Bay Lightning Fleet (194).

District Report: The California District has "prospered" under the guidance of John Potts, Commodore. John has long been one of the biggest boosters of the Class and of Class Racing and now has his own fleet built up to equal any of the other many classes at Balboa Yacht Club, Newport Harbor. They plan on their first annual Lightning Regatta May 24-25. The Fleet Champion was Bill Poirier in Anita.

The District Championships will be at Coronado Yacht Club this year, July 19-20 with Jack Campbell in G-Wiz as the defender. Coronado will have as Invitationals the Ken Reynard Regatta, August 9-10, and the Bob Herrmann Regatta for the Bay Championships September 27-28, and then the big Sixth Annual Thanksgiving Lightning Regatta for the Elmer Muhl Trophy, November 22-23.

The Mission Bay Fleet is growing by leaps and bounds. Commodore Norvel Diamond, Bill Pirie, Ed Anderson, Ken Glazebrook and Floyd Downham are ambitious for more and more Lightnings on the Bay and with this group at the tiller it will happen. Their big Lightning event is the Stanley-Andrews Invitational Regatta which will be sailed October 11-12. This group really put on a wonderful Regatta and we're sure it will be the same this year.

San Diego Yacht Club now have three Lightnings, Dr. Ben Eager, Walter Albrecht and Walter Trevor, who all have teenage daughters with competitive spirit in their blood. Last year over the Labor Day holiday, five hardy skippers and equally as hardy crews streaked across the Catalina channel again in a mass cruise from Cabrillo Beach Yacht Club at San Pedro to the Isthmus, Santa Catalina Island, 22 miles away. These five boats had trailered up from San Diego, 125 miles away. They spent two nights in this yachtsmen's paradise and then sailed the distance back in less than six hours. Participants from Coronade YC with Carl J. Ackerman, Harrison Amos, Richard Driskell and Earl Biggin; and from Mission Bay Yacht Club, Ed Anderson. It was all great fun but only recommended for certain times of the year for this channel can really be rugged.

With the four Yacht Clubs in the San Diego area, two of them have Lightnings for their Flagship. Commodore Carl J. Ackerman of Coronado sails the Glori B and Commodore Norvel Diamond from Mission Bay Yacht Club sails the Diamonte.

CENTRAL ATLANTIC DISTRICT REPORT

District Commodore: Charles H. Dore, III

District Secretary: Eugene H. Kipp.

Fleets: Barnegat Bay (3); Little Egg Harbor Bay (26); Metedeconk River (34); Shore Acres Yacht Club (86); Spray Beach Yacht Club (91); Toms River (92); Great Egg Harbor Bay (99); Lavellette Lightning (104); Brant Beach Lightning (173); Surf City Yacht Club (196); Cooper River Lightning (197); Mantoloking Fleet (210); Cape May Fleet (213); Brigantine Yacht Club (217).

District Report: The Central Atlantic District Championship held at Bay Head Yacht Club was won by Charlie Dore in "Hustler", closely followed by Dutch and Harry Sindle in "Bayrader" and the defending district champion John Tiegland in "Seductress." The first race was started on Saturday afternoon in a northeast breeze of 10 to 15 miles an hour punctuated by showers. Dore's "Hustler," after a fair start, slipped through the fleet of 28 boats on the early downward legs to take the lead at the far leeward mark. Working toward the finish line he assumed a commanding lead over Sindle's "Bayrader" which was followed by this year's international champion in the "Seductress." The race ended with the boats in that order.

The annual meeting, dinner and dance was held at the yacht club Saturday evening at which time the district officers were elected for the coming year.

On Sunday morning the weather continued to be inclement, and the dawn found some of the sailors still returning from an all

night jaunt in a power boat. Their evening excursion was ended ingloriously on the Ortley Flats and they were towed in to the Yacht Club by the Coast Guard just before the morning race. Undaunted by a sleepless nilght, Dore went on to win the second race of the series held in much the same wind conditions as the first. He was closely followed by John Wardell of the home fleet at Bay Head and the ever present black "Bayrader."

After a good lunch at the Bay Head Yacht Club, the final race started in lighter air as the northeaster gradually subsided. Taking the lead from Craig White's White Flash at the first barrel, "Bayrader" gradually drew away from the fleet and assumed a comfortable lead. Dore, three points ahead of Sindle for the series, was back in the pack at the start of the race. All eyes were on the "Hustler" as "Bayrader" continued to add to her lead which was never relinquished. On the last leg of the race, Dore slipped by the fourth place boat, then beat out John Tiegland in the "Seductress to gain third place. In the final race of the District Championship, Rod Edwards of Bay Head finished second in "Relampago," Sindle's "Bayrader", winning the race handily, placed second in the series, one point behind Dore. "Seductress", the new International Champion with John Tiegland at the helm, finished third for the series. These three boats earned the chance to represent the District at the Internationals. The standings of of our C.A.D. representatives at the Internationals are indicative of the tough competition throughout the district.

After the final race, the Champion, Charlie Dore, his crew, Ausie Platt and Ted Odgers were triumphantly ducked into Barnegat Bay. This ceremony was repeated for the second place winners, Harry Sindle, Dutch Sindle and Art Brown.

This ended a wonderful week-end of racing and all hands paid a tribute of thanks to the fine work done by Bay Head Yacht Club in sponsoring this event.

On July 21 and 22, the Barnegat Bay Yacht Racing Association played host to the Yacht Clubs of the lower bay in the annual Up Bay Regatta. On Saturday afternoon, in a southeasterly of 15 miles an hour, an open race was held with some 40 odd boats contending. Charlie Dore in the "Hustler" took the lead at the start and gradually pulled away from the entire fleet to win over Sindle's "Bayrader" by about 2½ minutes. The remainder of the fleet was bunched about 2 minutes behind the recond place boat.

On Sunday morning a special team race was held but the heavy wind and sea prevented the number of entries from being very large. Spray Beach Yacht Club, Fleet No. 91, ran away with the honors as the "Seductress" won the race, the "Hustler" placed third, and the "Kipper" fourth. Lavallette, Fleet No. 104, took second place honors headed by "Bayrader" who just nosed out the "Hustler" at the finish line. The 25 miles wind, the heavy chop and the results of the race were to be indicative of coming results at the Internationals.

The Barnegat Bay Yacht Racing Association held usual weekly series of races throughout the summer. The season's opener held at Bay Head and the California cup was won by John Orelup in his new "Javelin." The Island Heights Regatta, the Toms River Regatta, and the Shore Acres Regatta were won by Dutch and Harry Sindle in the "Bayrader." The Ocean Gate Regatta was won by Craig White in the "White Flash." The Mantoloking Regatta was taken by Gordon Nelson in "Allegro," after a fine demonstration of seamanship, as the fleet was hit by a vicious thunder squall in the middle of the race. Flint Larabee in "U Bet" won the season's finale at Seaside Park. When all points had been computed, Gordon Nelson was declared this year's B.B.Y.R.A. Champion, runner up was Dutch and Harry Sindle.

Metedeconck Yacht Club held their annual tune-up series of three races in June 1951.

Some twenty-four boats were entered and the show was dominated by Charles Dore in "Hustler," who finished first in the regatta, winning two firsts and a second.

Second place for the series was taken by Ed Walters of Red Bank and third by Jas. Carson of the home club. NOTE: At this regatta, Harry Sindle, local Lightning skipper sailed his new "Thistle" in a fleet of seven boats and finished winner with two firsts and a second.

The Sunshine City Appreciates The Honor Of Playing Host To The Lightning Class Sailors.

Chamber of Commerce

Saint Petersburg, Florida

- - about this question of weight variation !

Based on actual statistics, experimentation and foremost racing authorities, our investigating committee on Lightning Weight Variation, reports that everything else being equal, a light boat has a definite advantage over a heavier one.

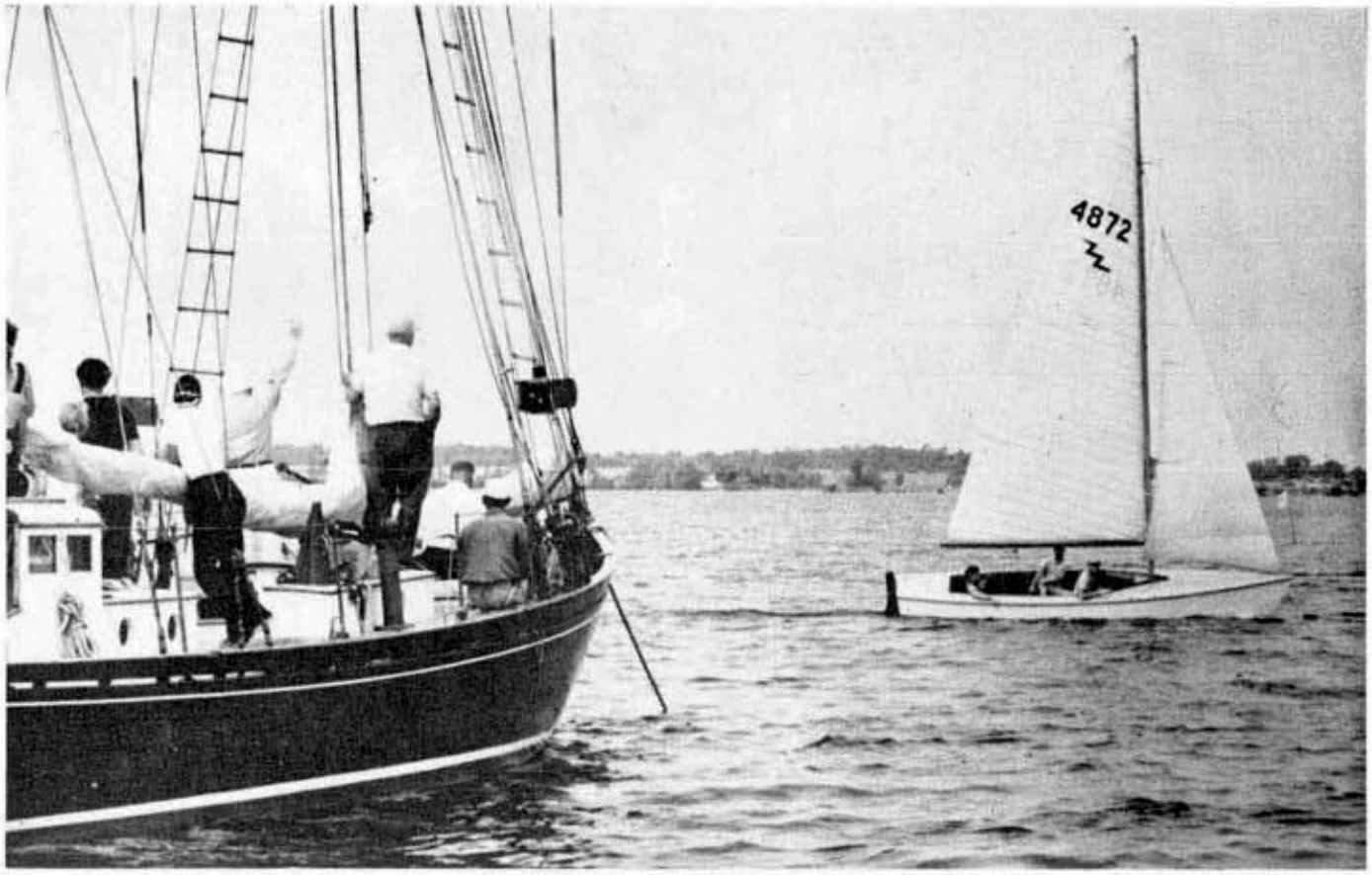
The C.N.Y.L.D. resolved to advise further investigation by other districts and suggests as a corrective measure, the establishment of a minimum racing weight, based on the weight of the average, active, racing Lightning after mid-season soakage. This will not change the building minimum of 700 pounds, but will require penalty weights under the thwart seats in unusually light boats. It will again bring about true, one-design racing, establish renewed interest by owners of the earlier Lightnings which were built to 700 pounds, but did not take into consideration the increase due to soakage and the present loophole that still permits building underweight boats which allow for soakage.

We hope that you too, will feel that this question is worthy of comment.

CENTRAL NEW YORK LIGHTNING DISTRICT

Office Address

2894 ST. PAUL BOULEVARD
ROCHESTER 17, NEW YORK



Henry (Bud) Minor, Jr., Canandaigua Y. C. Fleet, 44, winning 3rd race, and CNYD Championship at Chaumont Bay, N.Y.

CENTRAL NEW YORK DISTRICT REPORT

District Commodore: Dr. Eugene Carpenter.
District Secretary: Jay Donnovan.

Fleets: Country Club (1); Lake Delta Fleet (4); Crescent Yacht Club (9); Onandaga Lake Fleet (10); Mayfield Yacht Club (13); Fair Haven Yacht Racing Ass'n. (15); Canandaigua Yacht Club (44); Irondequoit Bay Fleet (46); Rochester Yacht Club (52); Pultneyville Yacht Club (61); Valleyfield Lightning Fleet (65); Newport Yacht Club (77); Lewis Point Lightning Fleet (93); Great Sodus Bay Fleet (108); Laurentian International (120); Red Jacket Lightning Fleet (125); Conesus Lightning Fleet (140); Genessee Yacht Club (148); Owasco Yacht Club (149); Cazenovia (164); Kingston Yacht Club (171); Lake Deschene (188); Lake Placid (193).

District Report: The Central New York District held its Annual Spring Meeting at the Hotel Gardenier, Newark, N. Y., on April 8th, 1951, with an attendance of 60 District members, including skippers, crews and club representatives. Commodore William G. Croucher tested the construction of the gavel. Bill reported Association approval of our method of selecting entries for the Internationals. Robert Adams, of Crescent Yacht Club, Fleet No. 9, on Chaumont Bay, reported on arrangements for the Eliminations, and named August 11th and 12th as the dates. Plaques were voted to the Rochester newspapers Yachting Editors, in recognition of their support and liberal promotion of District Lightning activities. Commodore Croucher recommended that the incoming Commodore appoint a Restrictions Committee to check boats, equipment and Association membership cards at 1951 regattas. This was subsequently done. Unanimously elected as District Officers for 1951 were: Commodore—Dr. Eugene W. Carpenter (359) 225 Broad St., Oneida, N. Y., Fleet 93; Lewis Point Yacht Club. Secretary—Jay Donnovan (1825) 2894 St. Paul Blvd., Rochester, N. Y., Newport Yacht Club. The new Commodore appointed, as the Board of Governors, William G. Croucher, Fleet 108, Robert A. Adams, Fleet 9, and Dr. Donald B. Sanford, Fleet 184.

The next business meeting was held at Crescent Yacht Club, Chaumont Bay, during the District Eliminations. About 200 District members heard **Commodore** Carpenter open the meeting and review the work of committees and the affairs of the District. The Commodore stressed the payment of Association dues, and the fact that only 128 owners had paid them. Discussion resulted in the opinion that the Association is partly to blame in the matter of delinquent Fleet dues, and Commodore Carpenter was delegated to highlight the matter, at Toledo, by suggesting that all delinquent Fleets be listed in Flashes. It was felt that Fleet dues are little enough, and that the Association should take the stand that a Fleet either belongs to the Association or it doesn't.

The unwieldly size of the District was discussed. The large area included in Central New York District is to too far-flung for unity and mutual interest. The Canadian Fleets feel that they should have a District of their own. Their long hauls to District events, involving border customs red tape, are too much of a handicap.

The subject of the new tendency toward light boats touched off fireworks. The trend to "floating shingles" was condemned by many members as a violation of the Association's boasted policy of protecting ALL owners' investments, by uniformity of construction. Many felt that the ability to pay extra money, for a "different type boat" had finally raised its ugly head. Some owners of what they called, "regular Lightnings", expressed opinions all the way from discouragement to—"to hell with it". Other expressions were that young people were avoiding Lightnings in droves (except as crews) because of the cost, and that the Association would do well to protect the interests of the members it HAS; that the good of the entire Association membership should be considered, rather than the interests of a few "win-at-all-cost" cup-chasers. The discussion ended with the appointment of Clifford O'Kane, Fleet 148, to represent the District, in this weight controversy, at the Annual Meeting at Toledo. The meeting ended with no lives lost, and a good time was had by all.

In the Elimination Regatta, Henry (Bud) Minor, Jr., Canadaigua Yacht Club (Boat No. 4872), and Dr. Eugene Carpenter, Lewis Point Yacht Club, (Boat No. 359) tied for first with 53 points each, but Minor's two first places won the championship trophy. Third place was nailed down by Ernest Hamilton, Algonquin Yacht Club, who sailed Boat No. 458 to a 2nd, 5th and 6th. Bill Place, Canadaigua Yacht Club finished fourth, John Swartz, Sodus Bay Yacht Club was fifth, Dr. John McIntosh, Newport Yacht Club who won the second race, finished sixth, Bill Croucher, Sodus Bay Yacht Club was seventh, Bob March was

eighth, Fred Darling, Newport Yacht Club finished ninth, Bob Adams, sailing for the host club, got tenth place. The other ten skippers were no push-overs, and made every race a well-contested battle from start to finish.

In the Commodore's series, 14 boats started in each of the three races. This series is open to boats not eligible for the Eliminations. It is interesting to note, that, in two of the races, sailing the same course, the winners of this series bettered the time of the Elimination series boats. John Uhlein, son of an illustrious and famous sailing father, proved that there is something to this heredity question, by sailing his new No. 4740, to a first, a sixth and a first, to win the Commodore's trophy. The fact that Mr. Uhlein, Sr., was a member of the crew, is purely incidental. Arthur Reis, Commodore of Algonquin Yacht Club, tied Uhlein in points, but Uhlein's two firsts topped him. Eddie Geier, Algonquin, sailing Boat 981, finished second, third and fourth, to win the third place award. Bill Straub (508) Newport Yacht Club was disqualified in the first race, when his spinnaker touched a mark, which was tough luck, as he won the second race, and finished third in the third race.

Top-notch regattas are rampant throughout the District. Lewis Point Yacht Club held its Annual Invitation Regatta on Oneida Lake, with Fleet 93 as host. Year after year this regatta increases in popularity, due to the inspirational work of Dr. Carpenter and Dr. Young, and it is about the most representative regatta conducted by any of our clubs. In 1952, 60 boats are expected to answer the gun at Lewis Point. Red Jacket Yacht Club based on Cayuga Lake, held its annual All-events Regatta, with seven classes competing, including Lightnings, from twelve District Clubs. Newport Yacht Club, on Irondequoit Bay, was host to the Lake Shore Lightning Squadron'ts Annual Regatta. The individual cup was defended and won again by the District Commodore, Dr. Gene Carpenter, with Newport Yacht Club retaining the Team Trophy—Fred Darling, Newport Yacht Club was elected President of the Lake Shore Lightning Squadron for the coming season. The Owasco Fleet held a fine Lightning Regatta, and a little promotion will increase participation this year. Unfortunately the Sodus Bay Fleet was flooded out this past season, and had to waive a major event.

DIXIE DISTRICT REPORT

District Commodore: Robert E. L. Johnson.

District Secretary: Herman C. Henschen.

Fleets: Washington Fleet (50); Indian River Yacht Club Fleet (72); Sue Island Lightning Fleet (87); Potapskut Lightning Fleet (128); Sparrows Point Yacht Club (157); North East River Fleet (192).

District Report: The winter months of '50 and '51 seemed ample time to reach one decision: "on what body of water was to be sailed our 1951 Lightning Class Dixie District Championship Regatta?" However it wasn't until the spring of '51 that it was finally decided that the Potomac River, the home waters of Fleet No. 50 and port of the 1950 District Champion, would be the battle area. Immediately upon receiving the official "go ahead" from our District Commodore, Mr. George Allison, all fleets were notified, and each contestant began to sharpen his plans and tactics to be on deck for this gala week-end of yachting and good fellowship.

Fleet No. 50 is a group small in number, but how they can get projects like a regatta organized so well and so fast is miraculous. This was our third annual Dixie District Regatta, and Fleet No. 50 was determined right from the start it would be an occasion that would live on. Everything went off like clockwork.

The regatta was a perfect display of coordination. When the week-end of August 11 and 12 drew near the center of activity became the Sailing Marina, a short distance from the National Airport in Washington, D. C. The club facilities were superb and situated a short towing distance from the starting line on the Potomac River. A 40-foot Coast Guard auxiliary boat and its complement were engaged for the race committee and its comforts and purposes.

Friday afternoon arrived and the tempo of activity in and about the Sailing Marina began to pick up like a spinnaker that's hit a 30-knot puff. The customary measuring of sails took the spot light. The floor method was applied in this operation. Tactics were "hold and pull" or "lay at strain minus". However, of the 25 suits of sails measured, only one suit was impounded over Friday night because of one minor dimension being out of tolerance. Before the first race, however, it was decided to return the sheets to their owner.

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LINEN AND STAINLESS HALYARDS

SAGGING LUFFS LOSE RACES. DRY BOATS WIN RACES.

"EASE-ON" COCKPIT COVER

The LCA representatives working the local race committee were Bob Johnson of Fleet No. 50, also regatta chairman; A. Walter Collier, who also handled the excellent publicity; and Washington, D.C., Bill Klarner of Fleet No. 128 who maneuvered the cameras. The race committee consisted of Frank and Gene Marquardt, assisted by Mrs. Herman Henschen, recorder, and R. C. Browning on the time and gun.

Saturday morning rolled around, and the first race was scheduled to get under way at 10:00 o'clock. Every arrangement seems to have been made except that with Iros, the goddess of wind. The result was tiring hours of waiting, postponement after postponement. However, by 12:00 noon the sitting and perspiring amid the usual harbor aromas on a hot and breathless summer day seemed about to come to an end as the air picked up just a little and the warning gun sounded from the committee boat. The first race got under way at 12:45 with the air light and variable. Everything seemed hopeless and in vain at this point, nor did it change much throughout the first race. There was just sufficient air, however, to allow Norman Schaller in his "Schnitzel" to inch across the finish line, as well in the lead, but just under the set time limit. Thus the first of the four-race series therefore became an official attempt. Placing second from the Potapskut Sailing Association, was Kibitzer, skippered by Herman Henschen, a name becoming familiar to us skippers in the Dixie District. In third place came Arthur Carnduff, also of the host fleet.

Later that same afternoon the wind began to stir about Haines Point and skippers' faces began to gleam once more. The starting gun sounded at 4:50 p.m., and we were off once more with another attempt at cooperating with the elements. We all knew it was too good to be true and soon discovered we were right, for with the sounding of the starting gun the air seemed to dissipate into nowhere. What had been a fair sailing breeze had dwindled to a mere 6-8 knots. The course was a windward-leeward and seemed tailor-made for Bob Purnell, our past district champion from Georgetown, Delaware, for by 5:42 he had put several city blocks between his "Bo-Bo II and the district champion, Norm Schaller, in 372 "Schnitzel". Pacing the crawl by a short distance and solidly in third place came Herm and his "Kibitzer", still well ahead of his less fortunate competitors. So ended the first day of our regatta, almost without event (thanks to the elements.)

Race number three, scheduled to be off at 9:00 a.m. Sunday morning, had to be postponed until 11:00 o'clock because of a thunderstorm that struck and passed over. The heavy clouds began to clear, and the breeze picked up to a tumultuous 8-10 knots. Everyone made for the starting line. Weak spirits were perked up as the starting gun sounded exactly at 11:20. Just then the breeze decided to do almost an about face, a practice which is not uncommon to those familiar with Potomac River sailing. All starting strategy was shattered even to a point where it caused several skippers to file protests in connection with the anti-barging rule. However, the race did get under way, and, with a shortened course, the trip around was completed by all in less than an hour. The order of finishes was: Norm Schaller, leading by 4 minutes in an 8-10 knot breeze, Arthur Carnduff in his "Halycon" second, and Bob Purnell again in third place.

The fourth and final race got under way at 12:25 p.m., almost immediately after the third one. The air did tricks once more with the sounding of the gun. As the breeze subsided the scorching sun came out and we again floundered about like so many corks. With the aid of a few zephyrs of air, the first boat No. 372, "Schnitzel", the district champion for 1950, with Norm Schaller at the helm, managed to slide across the finish line in about 1½ hours after she started this very short course. Second to finish was "Bo-Bo II", Bob Purnell's slick craft, that trailed here from the Indian River Yacht Club in Delaware to make an excellent showing for itself. The third spot this time was filled by "La Spouse", a local sea scout boat, skippered by Henry Starr, a new name to the list of placing yachts for the week-end.

The weather may have altered the plans of the Race Committee and its participants, but it could not in any way put a damper on the various social functions on the agenda. These functions were highlighted by a cocktail party given by Norm Schaller Saturday after the races. Manhattans became the focal point of interest, exactly what was needed to put morale back on keel. Later that evening at the "Red Lobster", a local restaurant, lobster with all the trimmings became the menu as prearranged by the host fleet. The food was wonderful and everyone naturally was starved. At this time each contestant was given a beautifully engraved copper beer mug with the compliments of Fleet No. 50. This was an occasion which will long be remembered by those on deck for the week-end.

Herbert Sinnhoffer
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About 9:30, after we had all finished stuffing ourselves, we just sat around blowing off the chatter across the dinner table like so many porpoises. As we went to depart, those staying in or near Alexandria for the week-end, were all invited to the Schaller's home and those from in and around the Washington area gathered to go over to the Carnduff's home. Once there, we continued this endless chain of festivities until late into the evening. A really wonderful time was had by all at both parties.

There just wasn't any stone unturned by the host fleet to make their guests comfortable. Every visiting yacht and crew found lodging in the homes of fleet members or friends. Much to everyone's surprise Fleet No. 50 came up with a Miss Lightning for the week-end. From the perfect fitting slings for hoisting the boats, right down to the presentation, every detail was pre-planned (except the wing). The personnel at the Marina was very co-operative, why they just couldn't do enough for us. Special mention is given the personnel aboard the many harbor police craft, and the Coast Guard auxiliary boats for their magnificent co-operation in the handling of the many particularly difficult problems like towing, clearing the course, etc. Many of the men gave freely of their own time. Our hats go off to each and every one of them for they were superb!

The final standings after the week end of battling the elements were as follows: Solidly in the driver's seat with a total of 36 pts. was none other than the defending champion, Norman Schaller of the host fleet, sporting three firsts. Second was the previous district champion, Bob Purnell of IRYC, Delaware, sporting a first, second and a third for 33 pts. The third place was not as easily decided as the first two. There developed a tie between Art Carnduff of Capital Yacht Club and Herm Henschen of Potapskut. Due to the fact that we count only three of the four races to get our best score, Art won the decision, for he, in the four races, had defeated one boat more than did Herm.

The presentation took place at the Marina with Miss Lightning doing the honors. The beautiful red chevrons for the champion were donated by Woodward & Lothrop of Washington, D. C. The Nash Marine Perpetual Trophy and its replica were also presented the champ. A beautiful fruit compote was the second place award and a lovely bon-bon dish was for third.

Washington had seen its best week-end of yachting it has probably known. Local papers and television programs carried the entire coverage from beginning to end, spotlighting Miss Lightning, yachting queen, for a week-end. The trophies were put on display in downtown Washington a week before this gala occasion. Bill Klarner, I understand, was able to take pictures of the fleet right from the Committee boat. We hope they turn out well so that we can enjoy seeing them next winter.

CONNECTICUT DISTRICT REPORT

District Commodore: Lawrence Moore, Wilton, Connecticut.
District Secretary: Lloyd F. Taylor, 56 Moody Ave., Fairfield, Connecticut.
Fleets:
District Report: District Championship races were held at Housatonic Boat Club, Stratford, Connecticut, the home of Fleet No. 6 on July 28th and July 29th, 1951. Two races were to be held on Saturday and one race on Sunday. However, due to weather conditions only one race could be held on Saturday so two were run off on Sunday, July 29th. Sixteen boats were competing.

During the first race held on Saturday, July 28th, the committee postponed the start from 10:45 A.M. to 12:00 Noon while waiting for rain squalls to pass. Throughout the entire race, the wind was southwest and south varying from four to fifteen miles per hour while the sea was moderate and there was a heavy rainfall. The windward and leeward course was sailed twice around in 1 hour 33 minutes and 55 seconds.

The second race which was held on Sunday, July 29th started 10:40 A.M. The sea was calm and the wind from the Northeast, eight to ten miles per hour. The weather was clear and the triangular course was completed in one hour 17 minutes and 51 seconds.

The third race was started at 12:40 P.M. on the same day. The wind had freshened slightly although still blowing from the Northeast. Once again the course was triangular and the sea moderate. Total time, 53 minutes, 55 seconds.

When the series was completed, the final results showed O'Gorman with his "Schmoo", No. 4108 from Noroton in first place with 44 points. Healy's "Holy Smoke", No. 3065 from Niantic in second place with 39 points while Sue Widmann from Noroton placed third with her all-girl crew in "Spitfire", No. 3806 having a total of 34 points.

Patrolling the course both days was the U. S. Coast Guard Boat from Eaton's Neck, L. I., and U. S. Coast Guard Auxiliary Boats from the Pootatuck Yacht Club, Stratford, Connecticut.

Mr. Donald S. Samis, Commodore of the Housatonic Boat Club very generously donated his services by skippering his Malabar IV as Committee Boat. Pootatuck Yacht Club, Stratford, Connecticut, assisted in making the affair an outstanding success by supplying power craft to tow the Lightnings to and from the starting line and by holding a dinner dance at their club on Saturday evening, July 28th, 1951. The female members of the Housatonic Boat Club kept skippers, crews and committee members well supplied with refreshments.

Commodore Lawrence Moore held a Connecticut District Lightning Association Annual Meeting at which new officers were elected for the year 1951. Edward "Bud" Olsen from Housatonic Boat Club, Fleet No. 6, was elected Commodore and John "Flash" Barton from Black Rock, Fleet No. 17, was elected Secretary.

GREATER LONG ISLAND DISTRICT REPORT

District Commodore: Raymond Harrington.

District Secretary: Arthur Nelson.

Fleets: Cedarhurst Yacht Club (2); Sheepshead Bay (38); Hewlett Bay (58); Gardiner & Peconic Bays (116); Mattituck (141); Moriches Bay (142); Great South Bay (178); Kaystone Yacht Club (208); Port Jefferson Lightning Fleet (214).

District Report: 1951 saw the Greater Long Island District enter its third year of activity. We again sent two representatives to the International. While it was a long trailer haul, the sport and experience are certainly worth the trip to those able to win the right to enter the top Regatta of the Lightings. Having the championship come East is a grand boost for Lightning activity in this section. Our congratulations to the hard working Jersey sailors for their victory at Toledo. The many regattas they stage and support are the training ground for winning skippers and crews.

Mattituck Fleet No. 141 based on Great Peconic Bay was to be host for the 1951 Greater Long Island District Eliminations. James Connor with "Black Jack", No. 4251, was defending champion by virtue of his victory at Amityville in 1950. Unable to sail in defense of his laurels because of illness, Jim had his brother, Bob, fill in as "Black Jack's" skipper. With Dad Connor sweating out each tack, and Mother reporting to Jim by phone, Bobby and crew really had their work cut out for them.

The first race of the 1951 districts was scheduled for Saturday morning, August 18th. Seventeen Lightnings started and finished each race of the series. Highlight of the entries was M. W. Thayer and crew in "Adios", No. 4695. They cruised about seventy miles from the south shore in a Lightning they had just finished building in time for the districts. The packing of food and bedding in nineteen feet of boat was a revelation to many spectators.

A windward-leeward course of 2½ laps, starting offshore and finishing at the inshore end was decided upon by the Race Committee. This gave the contestants three beats and two fine spinnaker legs. Robert Connor, sailing "Black Jack", the defending titleholder with George Torpey and Myles Amend as crew, worked into the lead and then with some excellent spinnaker setting and sailing was able to hold her lead to the finish.

Billy Uhl, skippering "Spark" with Mason Wells and Jerry Case as crew, battled into second place, beating out H. Alvin Smith sailing "Putchin III", with Susan Smith and Alma Suter as crew. With one change in position these were to be the three top boats of the Regatta.

The second race Saturday afternoon was a triangular course with the wind slanting from the northwest. The start and finish line was well out in Great Peconic Bay off the airport. Connor again was first around the windward mark and by hard sailing was able to hold this position to take another first. Not to be outdone, Billy Uhl took second again. Third place this time was taken by Sam Zorovich in "Midst", his Miami-built boat and a contender from the south shore.

The annual dinner meeting took place Saturday evening with 65 members and friends of the Greater Long Island Lightning District in attendance to hear the welcome offered by District Commodore Marty Suter. After a discussion, it was voted to alternate the district regatta among the various member fleets so as to hold the series on the East End one year and west end the following year. A financial report and story of the 1950 International Regatta at Buffalo were heard and election of officers then took place.

Vice Commodore Raymond Harrington was unanimously advanced to District Commodore and under the guidance of this prominent young attorney from Jamaica, the Lightning Class will gain many more new members. In rapid recognition of his ability, a new Lightning Skipper, Wilbur July of Mattituck was elected Vice Commodore, also unanimously. Arthur Nelson of Lynbrook was elected District Secretary to succeed Al Koehler who has held the position since the creation of the Greater Long Island Lightning District. Business out of the way and well fed, the skippers and crews rested for the final race Sunday morning.

The Race Committee was faced with a light shifting east by north wind on Sunday morning and after a 15 minute postponement, a two lap triangular course was set. A slow, tough race was unfolded as skippers sweated out tacks into wind shifts No position was safe and crews dared not move since balance was so important. A puff picked up by the rear boats who set spinnakers sent the entire fleet to the second mark together and now with a little air, still shifting though, it was a new race. With time running out the race committee voted to shorten course to one lap and moved to the finish line.

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With "Black Jack" caught in a soft spot, first one boat appeared to have the lead then seconds later another boat would catch a slant and take off. In favored spots were "Miko" skippered by Walter Burden and "Mint Julep" sailed by Paul Suter, but suddenly "Spark", with Billy Uhl at the helm carried a breeze right over the finish line for first place, followed closely by Walter Burden and Paul Suter and the spectators afloat and ashore were left as excited as the contestants by the dramatic finish.

With "Black Jack" taking eighth, the series ended with "Spark" and skipper Bill Uhl in first place with a first and 2 seconds and Bob Connor with "Black Jack" in second place with 2 firsts and one eighth. Third place trophy went to the veteran No. 566, "Putchin III" sailed by H. Alvin Smith with 3rd, 4th and 5th.

The two days of fine weather, a new dock and efficient committees enabled contestants to enjoy a fine regatta. Mattituck Yacht Club awarded three attractive trophies for each race and interest was high throughout the series.

The U. S. Coast Guard patrol boat from Shinnecock Lifeboat Station under Boatswain M. B. Midgette supervised all the courses and had perfect cooperation.

Walter Uhl in "Fran II" patroled the windward mark and Fran Gehring in "Glamour Girl" covered the second mark. Mr. Gehring also provided fast developed pictures and these were posted in the Yacht Club by the time the contestants got ashore. Jules Seeth's "Gig" did launch service.

With Wilbur July checking ashore and George Thompson at work on the committee boat no mixups occurred, Mr. and Mrs. E. C. Goldsmith supervised the serving of food and had many active helpers.

The Race Committee of Past Commodore Joseph Grimmig, Al Koehler, Harry Taylor, E. C. Goldsmith, William Mills, Ray Harrington and Chairman Marty Suter had nice weather and no protest and so was able to consider its job well done for the contestants.

On behalf of the members of the Greater Long Island District and the participants of this annual Lightning regatta, Commodore Suter would like to thank all who had a part in helping Mattituck Yacht Club Lightning Fleet number 141 act as successful host for the 1951 eliminations.

LAKE ERIE DISTRICT REPORT

District Commodore: Thomas D. Fallon.

District Secretary: John N. F. Robertson.

Fleets: Buffalo Canoe Club (12); Chautauqua Lake Yacht Club (19); Erie Yacht Club (24); Novice Yacht Club Fleet, inactive (28); Silver Lake Yacht Club (47); Niagara Sailing Club (59); Sandy Beach Yacht Club (78); Buffalo Yacht 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).

District Report: Again in 1951 the Lake Erie District established itself as one of the most highly competitive districts in the entire Lightning Class Association. In the International Championships at Toledo, we had the second boat—John Robertson (Fleet 118)—and the sixth boat—Bob Graft (Fleet 12). These two boats accounted for three first places out of the five races sailed in the championship flight at Toledo. In the President's Trophy Race, Howard Foht (Fleet 24) was first: Karl Smither (Fleet 12) second: and Tom Allen (Fleet 12) fourth.

One of the outstanding features of our District is its International flavor. In recent years, the two Canadian fleets, the Royal Hamilton Yacht Club and the Toronto Bay Lightning Fleet, have prospered immensely with both the quality and quantity of the Lightning racing in Canadian waters showing steady and consistent improvement.

Our first 1951 get-together was the Royal Hamilton Yacht Club Invitation Regatta sailed on the Dominion Day weekend, July 1st. More than 40 Lightnings participated, including the outstanding boats from Toledo, Herman Nickels, Howard Foht from Erie, and many other outstanding sailors from both sides of the border. When the three races were over, Dick Krauss was the winner, with John Robertson second, Walt Swindeman third, and Bill McGennis, a rising newcomer from Fleet 12, in fourth position.

The next large regatta was the Annual Lake Yacht Racing Association Regatta held again in 1951 at Chaumont, New York, by the Crescent Yacht Club. Despite the more than 25 entries, this regatta turned out to be a two-boat affair with John Robertson having five first places and Bob Graf having five second places. The racing was superb with three heavy weather races

and two light weather races. Bob Siemer, of Fleet 59, came in third, and, of the first seven places, the Lake Erie District accounted for six. Bob Adams of Crescent Yacht Club, Central New York District Champion in 1950, finished fourth.

The Lake Erie District Championships were held this year at the Erie Yacht Club, home waters of Fleet 24. Forty-three boats participated in an extremely active and successful regatta with John Robertson emerging the winner, Bob Graf second, Bill McGennis third, Howard Foht fourth and Warren Hunt, Fleet 12, fifth. The District in 1951 sorely mised the good sportsmanship and keen competition of Bill Walker, 1950 Presiednt's Trophy winner. Bill was in the army, but did manage to obtain a week-end pass and finish eighth in the Regatta. Considering that this was the only time that Bill had sailed his Lightning all year, his performance in this highly competitive series must be considered outstanding.

Next, many of the District sailors met at the Niagara River Championships sponsored each year by the Niagara Sailing Club on Grand Island, Niagara River, New York. At least it is felt that the Niagara Sailing Club sponsors this regatta every year, because one of their boats always wins. If someone from some other club should win sometime, then the issue might come up. Anyway, as usual, the Niagara Sailing Club boats took the first three places with Bob Aschenbach first, Joe Holler second, and Bob Siemer third.

This regatta is lots of fun. The current is a bit tricky on the Niagara River, but it is as fair to one boat as it is to another. More than 30 Lightnings participated and thoroughly enjoyed themselves.

The performance of the Lake Erie District boats at the International Regatta will be fully described elsewhere in this issue.

The inter-club rivalry was concluded in Mid- September with a team race between the Buffalo Canoe Club (Fleet 12) and the Royal Hamilton Yacht Club (Fleet 118). The weather for this team series was marvelous for the entire weekend, and B.C.C. Fleet 12 emerged the victor by the narrowest of margins. There was a time a few years ago when Fleet 12 could enter this series with reasonable confidence, but such is no longer the case.

All District sailors are eagerly looking forward to 1952. The following regattas are already lined up:

Royal Hamilton Yacht Club Invitation
LYRA at Royal Canadian Yacht Club
District Championships at Buffalo Canoe Club
Niagara River Championships at Niagara Sailing Club
Canadian Open Championships at Toronto
LCA Championships at Spray Beach

As this is written in the winter of 1952, all Lake Erie District sailors are looking forward to an even more successful coming season. We hope that Howard Foht's record in the southern circuit is a portent of things to come. While most of us are busily shoveling snow, skiing, and staying by the fireside, Howard seems to be cleaning up in the Florida regattas. We have just learned that he won the Mid-Winter Regatta at St. Petersburg against a large and experienced flee.t

METROPOLITAN DISTRICT REPORT

District Commodore: John W. Spurdle.

District Secretary: June Methot.

Fleets: North Shrewsbury River (1); Paupack Sailing Fleet (16); Lake Mohawk Yacht Club (25); Lake Hopatcong Fleet (29); Chelsea Yacht Club Fleet (39); High Tor Fleet (41); Red Bank on the Shrewsbury Fleet (70); Nyack Fleet (75); South Shrewsbury River (80); Awosting Yacht Squadron Fleet (95); Black Hawk Lightning Fleet (172); Raritan Bay Lightning Fleet (185).

District Report: Twenty-four top Lightnings met at Nyack, New York (Fleet No. 75) on July 28-29 to compete for the beautiful Commodore Herbert Cox Memorial Bowl.

Magnus Pedersen of the home fleet, runner-up in the 1950 Internationals, sailed his new "Valhalla" to victory in the three-race series. Trailing by only three points, Ed Waters of Red Bank, newly crowned New Jersey State Champion, finished in "Revenger"; Pim Epler, also of Nyack, skippered "Spray" into third place, only one point behind Waters.

The first race was sailed Saturday afternoon in a drenching downpour, and the winds varied from strong to non-existent. Waters took a safe leeward at the starting line, and soon broke into the lead, which he held through the first and second legs. On the third leg of the triangular course, Pedersen rapidly closed the gap and passed Waters on a reach.

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Start of the second race. National Champion, Johnny Tiegland, in foreground.

THE NEW JERSEY STATE CHAMPIONSHIP REGATTA 1951

Fleet 70 was host for the Third Annual New Jersey State Lightning Championship held on June 23-24 at Red Bank on the Shrewsbury. For the third consecutive year, a Fleet 70 skipper took first place and was awarded the Hubert Johnson Memorial Trophy.

Ed Waters, skippered Revenger into a 5th, 2nd and 1st to cop the three-race series. Harry Sindle from Lavalette piloted Bay Rader into 2nd with a 1st, 5th and 3rd. The soon to be International Champion, John Tiegland took 3rd place in Seductress while 1949 Champ, Charlie Allaire was fourth. Rod Gordon, also of M. B. C. brought Banshee home 5th.

The first race, sailed on Saturday afternoon in moderate air, was won by Sindle who led Tiegland and Jim Carson of Metedeconk across the line.

In the second race, it was Tiegland, closely followed by Ed Waters and Charlie Allaire in Nightmare. Harry Sindle placed fifth but moved up in the standings when Johnny Dill of the host fleet, sailing Patience, was disqualified on a technicality.

Going into the last race with a three-point margin, Johnny Tiegland was the odds-on favorite but unfortunately didn't get away at the start in good order and never seriously threatened. Reid Dickerson in Windward also of the home club took an early lead and was hotly pursued by Sindle.

It appeared that the race would go to one or the other, but Waters came through on the last leg to pass them both. Dickerson managed to stay ahead of Sindle, thus depriving him of the one point needed to beat Waters. The actual result was a tie score since one boat did not finish in the second race, but the nod went to Waters for having finished ahead of Sindle in two of the three races.

New Jersey State Champions, Ed Waters (center) flanked by Jack and Bob Howe.

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Just as the fleet was completing the first lap, a strong squall caused the wind to shift 180 degrees and the earlier windward leg became a fast spinnaker run. During this time the first two boats maintained their positions, but Johnny Bull of Red Bank, sailing "El Toro", moved into third. Early on the last leg, the volume of rain increased to such an extent that both shores of the river were completely obscured and the majority of the boats were unable to see each other. Just before the finish the storm abated somewhat to reveal that Epler had taken over third and Joe Hoffee of Nyack at the tiller of "Ro-Jo" had slipped into fourth.

Sunday morning, the boats set sail in light shifty air. Epler, taking a windward start, stood off in the middle of the river and held first place throughout the race, while the bulk of the fleet played the west shore out of the strong tide. Pedersen, next to last at the start, worked well to weather to come out third at the windward mark behind King's Ransom. Waters was fourth. The leading boats held their positions for the remainder of the race, which was shortened because of light air.

The final race was sailed Sunday afternoon in extremely variable airs. Shortly after the start, another 180 degree wind shift saw most of the hot boats with the exception of Pedersen, to leeward of the fleet. Johnny Dill of Red Bank, skippering Patience, who was a surprise leader at the first mark, held his lead through the entire lap, only to lose it in misinterpretation of the Race Committee's signals on the shortening of the course. Although the wind had died to a sigh, Waters, Bull and Hoffee began to move up. The wind freshened for the last windward leg and Pedersen appeared to take over the lead, closely followed by Epler. Waters stood off in the middle of the river to cross Pedersen's bow, and take over first place. Waters was unable to fetch the line, however, and was forced to take a short hitch, during which time Pedersen, moving with phenomenal speed, slipped over the line to victory. Hoffee and Bull sailed from near last place through the entire fleet to cop third and fourth, respectively.

Mrs. Herbert "Squirrelly" Cox presented the Cox Memorial Bowl to Pete Pedersen on the porch of the Nyack Boat Club immediately following the last race.

Atlantic Coast Championships

On the following weekend, August 5-6, Fleet No. 75 of the Nyack Boat Club also was host for the Atlantic Coast Championships. This event was won by Pete Pedersen for the fourth time in the last five years. Charlie Dore of Spray Beach, who later placed third in the Internationals at Toledo, was a close second with only two points less than Pedersen's total. Johnny Tiegland, also of Spray Beach and soon to be International Champion, was third. Pim Epler, Jr., of Nyack and Ed Waters of Red Bank tied for fourth.

Sailing conditions were splendid, with an abundance of wind during most of the races. It was a sharp contrast with the flukey conditions of the previous weekend during the sailing of the Metropolitan District Championships.

Pedersen, in his new "Valhalla" clipped the opening race on Saturday afternoon, with Dore close behind, but still in third slot. Norman Schaller, crack skipper of the Washington, D. C., Fleet was second. In the Sunday morning races, the positions of Pedersen and Dore were reversed, placing them in a tie for top honors in the series to that point. Johnny Tiegland took second in this race.

The final race was a battle between the leaders. Although the race was captured by young Pim Epler, Pedersen's comfortable second decided the championship. Dore was fourth behind his club mate, Johnny Tiegland.

The Atlantic Coast Championships will move to Spray Beach in 1952 as the result of Dore's second position. Under the Regatta rules no club can succeed itself as Atlantic Coast Championship hosts.

After the final race the championship trophy was presented to Magnus Pedersen by Helen Hayes, the actress, who is also an ardent Lightning enthusiast.

Mid-Hudson Regatta

On a mid-July weekend, the Hudson River Squadron of the Metropolitan District was the guest of the Chelsea Yacht Club for the annual Mid-Hudson Regatta. The three race series was sailed by twenty-four boats from Nyack, Ossining, Grassey Point and Chelsea and the hospitality of the Chelsea Fleet was enjoyed by a large following of spectators as well as by the skippers and crews.

Three tows of Lightnings made the forty mile trip from Nyack for the races with other tows from the nearer clubs making the river appear like a parade of boats before and after the races.

The first race, sailed on Saturday afternoon, was declared no contest when Pete Pedersen, who outdistanced the fleet in very light air, failed to finish within seconds of the time limit. Pete took the second race of the series, sailed on Sunday morning, and Pim Epler won the final race Sunday afternoon.

In the series standing, Pete Pedersen's "Valhalla" was first, Pim Epler's "Spray" was second, Henry Abreu's "Fiesta" third, and Jo Hoffee's "Ro-Jo" was fourth.

New Jersey State Championships

New Jersey State Championships

One of the earliest of the important regattas held in the Metropolitan District was the New Jersey State Championships (reported separately) sailed at Red Bank on June 23-24. It was won for the third consecutive year by Fleet No. 70; this time by Ed Waters in Revenger. This regatta will move to the Central Atlantic District, at Lavalette, in 1952, under the arranged rotation, with the second place copped by Harry Sindle of that club, in "Bay Raider".

Red Grant Regatta

District skippers were most pleased with the efforts of Raritan Bay Fleet No. 185 to expand open competition in their waters through the enlargement of the long-established Red Grant Regatta to include Lightnings. Ed Waters and June Methot of Fleet No. 70 took first and second place respectively. Fleet No. 185 also initiated a **Post-Season Bay Race,** which should gain increasing popularity with District die-hards.

National Sweepstakes Regatta

National Sweepstakes Regatta

This annual Red Bank fixture, held August 25-26, found a strong entry list of thirty-five Lightnings, both from the Metropolitan District and the Central Atlantic District. Honors were firmly retained by the former, with June Methot, former New Jersey State Champion, taking the first race, but with Johnny Bull winning the second and third races and the Regatta.

It is suggested that all skippers qualifying for the Internationals (to be held only a few miles away) keep this Regatta in mind in 1952 as it will prove a good opportunity on the eve of the Internationals to try local waters and to match tacks with hot boats of the defending Central Atlantic District and the Metropolitan District. This is an open regatta, and is scheduled August 23-24.

Trophy winners of the 1951 Michigan District Championship Regatta held at Crescent Sail Yacht Club, July 20-21. Hank Catethra (center) CSYC new Champion, left Wex Wiedrick, 2nd place, BYC, on the right George Malndy, 3rd place, DLYC.

MICHIGAN DISTRICT REPORT

District Commodore:

District Secretary: Walter A. Roney

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); Eagle Lake (123); Lower Lake Hurson (124); Detroit Yacht Club (131); Gull Lake (137); Towas Bay Yacht Club (152); Watkins Lake Yacht Club (155); Omena-Traverse Yacht Club (174); Leland Yacht Club (184); Northpoint Point (202); Macatawa Bay Yacht Club (204); Saginaw Bay (216).

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District Report: The Michigan Races got under way in a heavy 30 M.P.H. wind on Saturday morning on the wide open waters of Lake St. Clair. This first race was a fight for survival with "Ballast" Maludy of D.L.Y.C. leading, Herm Nickels of L.F.Y.C. second, Hank Cawthra of C.S.Y.C. a close third.

The second race started in the afternoon with stronger winds causing considerable damage to several boats. Cawthra of C.S.Y.C. was first, Maludy, D.L.Y.C. second, Wiedrick, B.Y.C. third. Herm Nickels was the victim of a collision that caused him to drop out with spar damage, Vic Schneider C.S.Y.C., who was a strong contender had his spar broken by a collision. Walt Roney, 1950 District Champion was disqualified in one of the several co-collisions.

The strong winds and large rolling seas caused two broken spars, two damaged spars, and resulted in three boats being smashed in the side, and five broken rudders in a total of 35 starters.

This regatta was probably the worst in history of the Michigan District's for damage to boats.

The third race, Sunday morning presented a strong contrast with very light winds, a smooth lake and a hot sun. Cawthra of C.S.Y.C., Wiedrick of B.Y.C., and Leverenz of C.S.Y.C. came through in one, two, three order in a drifter. This gave Cawthra of C.S.Y.C. the title of 1951 District Champion, with 103 points, Wiedrick of B.Y.C., placing second with 99 points, and Maludy of D.L.Y.A. third place with 94 points.

MIDWEST DISTRICT REPORT

District Commodore: Harold C. Walker.
District Secretary: Frederic Becker.
Fleets: Chicago Corinthian Yacht Club (5); Michigan City Yacht Club (20); Burnham Park Yacht Club (56); Neenah-Nodaway Felet (67); Milwaukee Lightning Fleet (69); Decatur Fleet (74); South Shore Yacht Club (79); Columbia Yacht Club (97); Green Bay Lightning (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).

District Report: The Midwest District activity and growth continued in 1951 with bigger fleets, additional racing events and new social affairs. Another fleet was organized in Gary, Indiana, and was welcomed into the District as Gary Boat Club Lightning Fleet 222. This new fleet was ably represented at our District Championship by Joe McKinsey with his Ruthie II.

From left to right—Jim Gagnon, Midwest District Champion; Fred Becker, District Secretary; Maureen Becker; Harold Walker, District Commodore; Jackie Jorgensen; Phyllis Walker, Spinnaker ed.

The District Championship was raced on July 21 and 22 at at Green Bay, Wis., home of the Green Bay Yachting Club Lightning Fleet 112, this being the second time in three years at that Club. The winner was Bloodshot of the home fleet, sailed by Jim Gagnon and his crew, Claude Gagnon and Frank Vandersteen. Bloodshot skippered by Jim Gagnon has won three of the four Midwest District Championships held to date. Second place was captured by Ronnie Blair in Fury, while third place

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was a tie in points between Chuck Berc in Lianne II and Harold Walker in Quest, with Berc awarded the place on horse-racing.

The Annual Business Meeting and Election was held the evening previous to the races and was fully attended with brisk discussions and numerous proposals reflecting lively interest in Lightning affairs and racing. The election resulted in returning Harold C. Walker to the post of District Commodore and selection of Frederic Becker as District Secretary. Both are skippers in Milwaukee Lightning Fleet 69.

The first race was sailed in a strong wind which disabled Bill Wingard's Jubilee, dismasted Fred Becker's Lea and did other lesser damage so the Annual Banquet and Dance that night was a welcome diversion as well as a very pleasant occasion. Next day, following the completion of the races, the award of prizes took place in the picturesque Green Bay Clubhouse. In 1952 the Championship must be held at a location other than Green Bay, since Bloodshot was a repeat winner. Selection will be made at the Midwinter District Meeting to be held in Chicago in early February.

The Milwaukee Journal Regatta held annually in Milwaukee was won by International Champion Dick Krauss and his able crew. Other successful regattas included the Ivy Invitational at Peoria, the Middle States Championship at Springfield, the P & T Series at Milwaukee, the Chicago Daily News and the Red Flannel at Chicago. A home and home team race series was held by Chicago and Milwaukee with Milwaukee winning the opener in Chicago, and Chicago reversing the result in Milwaukee. Leading skippers from the Burnham Park and Chicago Corinthian fleets of Chicago competed with picked representatives from the South Shore and Milwaukee fleets of Milwaukee.

An unusual vacation cruise was made by several Lightning skippers and crews who hauled by trailer to beyond the Soo to sail the North Channel for a couple of weeks. Those who did this were Dave Telander of Milwaukee, Lightning Fleet 69 and his Tashtego, Ken Jensen and his brother Dean in Blessed Event and Bill Bullen and Bob Hellberg in Mississippi Lady, all of Lake Davenport Lightning Fleet 167, Davenport, Iowa. They made enthusiastic reports of the fine time they had in beautiful surroundings and great sailing water.

Midwest District skippers journeyed to distant places to compete in such stellar events as the Internationals at Toledo, the St. Petersburg Winter Open, and the Great Lakes Championship at Toledo.

OHIO-INDIANA DISTRICT

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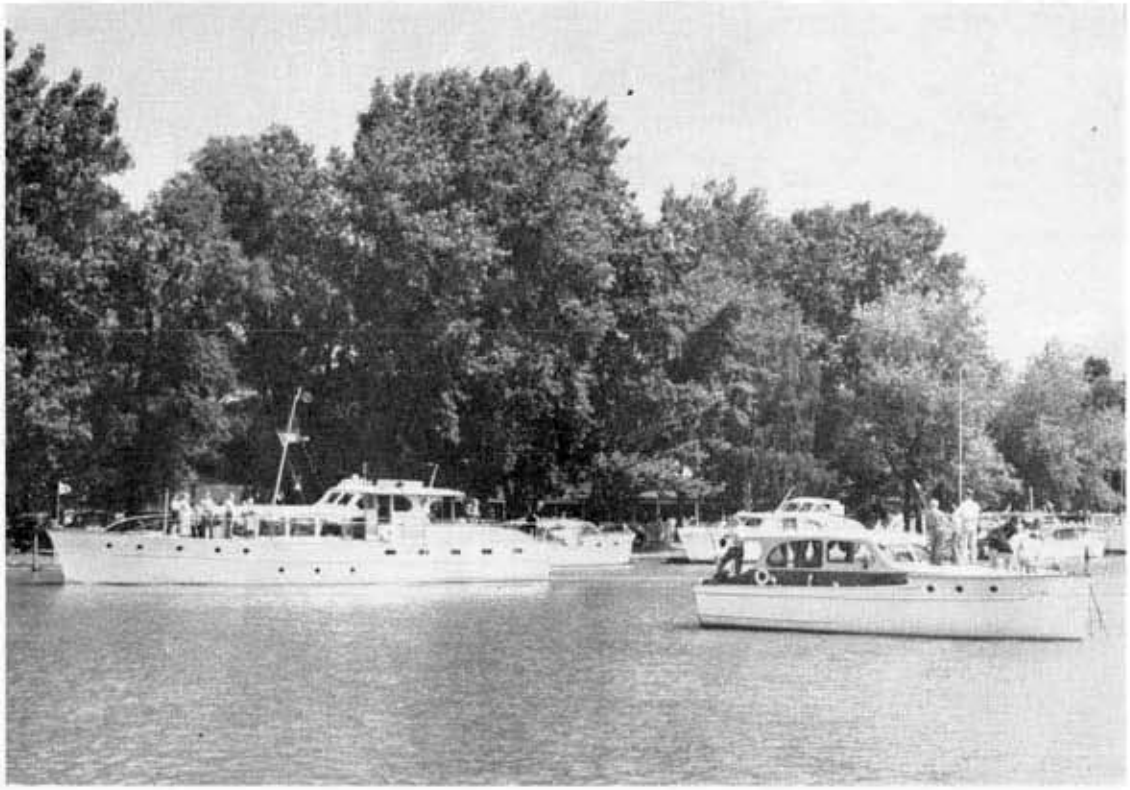

Tempus Fugits!!!

Time flies _____. Yet there is still time to make plans and attend the OHIO-INDIANA DISTRICT LIGHTNING CHAMPIONSHIP REGATTA to be held at the PORT CLINTON YACHT CLUB July 31, August 1, 2, and 3.

Lightning Skippers!!!

The members of Lightning Fleet 136 extend a cordial invitation to all Lightning skippers to moor and/or store their boats on the yacht club grounds during the interim between the Districts and the Interlake Regatta at Put-in-Bay. Then have more sailing fun by staying over for the annual Port Clinton Yacht Club Regatta August 16 and 17.

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