

Map of the Pacific Nurthwist Destrict showing the Treurndons


## PACIFIC NORTHWEST DISTRICT REPORT

## District Commodore: Jack Abel.

District Secretary: Charie Watts.
Fleets: Maple Bay (64); Royal Victoria Yacht Club (66); Kitsilano Yacht Club (90): Lake Washington (132); Bellingham Yacht Club (158); Tacoma (159),

District Report: Our main event, the Lightning Championship for the District held during the Pacific International Yachting Association Regarta, took place this past year at Victoria, B. C., July 1 to July 4. The usual happened and the Canadians walked off with the Championship As a matter of fact, only once since the district was organized has the trophy crossed the line. In 1950, the Americans were fortunate to caprure it-at Vancouver during the joint Pacific International-Pacific Coast Yachting Association Regatta of that year.

The srophy seems almost to be the private possession of Eric Dowell of Victoria. Mutterings and rumors have it that nexr year, however, is going to be different. We are looking forward to some hard comperition. Basil Miaullis of Bellingham, always a tough contender, who finished second on one occasion and is atways amongst the leaders feels that things have gone far enough and he intends to push the "Howdy Doody" tight smack past Eric Dowell and no nonsense about it. At Mitler of the Lake Washington Fleet, who had the trophy almost in his grasp at Bellingham till misfortume in the form of a near gale overtook him and he capsized on the spinnaker run of the last race, has tet it be known that next year is his year.

There are others too. Hunter Vogel, the dean of the class, who has won a string of trophies as long as his game room is out to get the big one that up to now has always eluded him. Hunter is a wiley and tough competitor who is never discouraged. Grant Burs of Maple Bay is a youngster who has come far in the last few years. He and the Gahan boys of the Lake Washington Fleer intend to make it tough for anyone who tries to win out over them. The Gahans, sailing on their home waters at Lake Washington next year, are going to be hard to beat. Then there are Dick Moore and Grant McKinnon both of Victoria who feel that Eric has had about all he is entitled to and intend to do somerhing abour it.

Our district is different from most. In the first place we are an international district. About half of the boats are entitled to fly the Canadian IIng and the remainer the American. We can sail from any one fleet to any other. True it is quite a jaunt, but the boys on Vancouver Island seem to think nothing of heading over to the mainland, and except for a few rough passages between some of the islands, we are told the going is not too bad. There is perhap no place in the country more conducive to good sailing than the Pacific Northwest, It is true our wind is not perfect and sometimes it is too light, but we have almost three months of unbroken sunshine, pleasant wearker and good sailing breeze.

We sand in the midst of beautiful country with snow capped mountains and vast ranges of forest covered slopes where it is easy to get away from civilization. There is an almost endless shore line around Puger Sound, Vancouver Island and the San Juan Islands in between. If one had unlimited time, an ideal existence could be worked out centered around sailing a Iightning in these waters.

Come and visit us. We invited Cy Gilletre and he came all the way from Hawaii. He came and that is not all. He worked the Lake Washington boys over pretty thoroughly, winning the Seattle Seafair Regatta and taking the trophy right away from under their noses. This is an annual affair sponsored by the City of Seattle and as far as the Lake Washington Fleet is concermed, the winning of this traphy comes next to the district championship. Come and visit is but do nor be as rough as Cy was.

## SOUTHEASTERN DISTRICT REPORT

District Commodore: Paul Palmer:
District Secretary: Howard Foht
Fleets:
District Report: Our 1951 sailing season opened with a burst of sunshine in the big Sunshine Regatra, held on the first weekeend of January, 1951. Although Howard Foht and Paul Palmet were tied in points, first place and with it the Florida State Championship went to Howard Foht. The feature of this regatta was the spectacular spinnaker work of Harold Balcom in "Sugarfoot".

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COPEROYD WOOD SEALER-Especially prepared for use on ply; wood and other woods which have pronounced alternate hard and soft growths, such as various pine, etc. to keep the grain from raising and make a uniform surface for better adhesion of finish coat of coperoyd.

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In February, St. Petersburg held its annual mud-winter rekatta; if this regatta gets much larger, it will rival the Internationals. The racing was good, and the hospitality was unexcelled The pictures and accounts of their Grand Arabian Ball were included in the 1951 Year Book, and speak for themselves.

For the first time in the Southeastern District, Championships were held in Savannah by the Savannah Yacht Club. Charles Kehoe of Miami, was first in the "Sue", Roger Balemm of Tampa, second in "Sugarfoot" and Pidge Powell in "Red Witch", was third. Everybody enjoyed the "deep South" hospitality in Savannah and yearns to race again on their very tricky race course.

In Savannah, the Annual District meeting was held with Paul Palmer being elected Commodore and Charles Kehoe. Secretary. When Kehoe resigned, his work was done by George Crawford's sister-in-law, Marge Cann, District Scribe Howard Foht, who has transferted to the Miami Fleet, has now been appointed Secretary and we hope this year to get envugh paid memberships to send three boats to the Internationals. Southeastern Fleet Secretaries PLASE TAKE NOTE

The Fleet Reports will show the year round activity of this District. In number of races held, we are probably the most active in the country . . . CALIFORNIA PLEASE NOTE

## SOUTHERN DISTRICT REPORT

## District Commodore:

District Secretary:
Fleets:
District Report: The 1951 racing season was a grand and glorious one for Lighting skippers and crews of the LouisianaAlabama District.

Our first big event was the Sugar Bowl Regatta which is held each year during the last week of December in conjunction with various athletic and sport activities of the Sugar Bowl football game. The race is sailed on Lake Ponchartrain at the Southern Yachr Club, home waters for Fleet No. 62. Walkee Keenan, Fleet No. 62, sailing his usual good race, won the 1950-51 event in "Mystery", No. 1056. Dave Weuscher of the same fleet was second in "IMP", No, 4675, In spite of the cold, wet weather, seyenteen boats took part in this race. Incidentally, the Sugar Bowl Regatta is open to all Lightning owners each year.

Our old friend, Ed Overton, invited the boys over to Fairhope, Alabama, for a three-race series the weekend of May 5 (Continued on page 37)

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LIGHTNING CLASS
Closed front end with zipper,
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## ST. PETERSBURG FIFTH ANNUAL WINTER REGATTA

Tampa Bay failed to match the hospitality the St . Petersburg Yacht Club showed its guests during the 1952 Fifth Annual Lightning Winter Open Championship Regatta. This year it blew and blew, and the "heavy weather" boys had their day.

To make it worth the long trip from the North, for many of the contestants, five races were arranged to determine the championship.

The St. Petersburg Yacht Club Lightning Regatta has become the rendezvous for Lightning Champions, and they were all here again, primed for racing and fun in Florida's sunshine, leaving all cares, snow and ice in their frozen ports.

The Regatta informally started the Sunday before with an impromptu race in eight-foot prams, fanny dunkers and with a thirty mile breeze even Walt Swindeman found the going rough.

Thursday was the day for the tune-up race, and "Istar" capsized, convincing Al Berg and his crew that Tampa Bay is not heated during the winter.

Friday morning's race was sailed in an eighteen mile northeaster, with forty-eight boats crossing the starting line. "Zephyr", skippered by Howard Foht, and with his charming daughter in the crew, showed the boys the way around and finished first, followed by Oscar Nelson in "Buccaneer" and Walt Swindeman in "Yankee Doodle II". "Istar" broke her mast early in the race, and Dave Shay's "Renegade" broke her rudder.

By the time the afternoon race started, the wind had droped to 4.5 mph , giving the light weather boats a chance. Ed Overton finished in first place with his "Prancer", with Walt Swindeman close enough on his stern to see the grain in his transom. Bob Crane, with his "Jimlin". was right in there for a third.

All week the waves had been rolling high at the Club bar, few had "passed" it; Friday night they gave it a wide berth, the place was dead, everybody was getting serious.
Saturday morning, the wind had hauled to South and there was music in the rigging. The third race was sailed in a 30 MPH breeze, and Harry Sindle's old "Bay Raider" finished a leg ahead of "Zephyr"; this man Foht was up, there again. Dick Krauss in the meantime brought "Jinx" up from sixth to third place, reminding the boys that he was at one time a Champion. In spite of the dusty going the race was a no-wrecks, no-fouls, no-jams deal.

By Saturday afternoon the wind had hardened and the going was rough by the time the fourth race was started. Most of the boats did their jockeying securely made fast behind the Municipal Pier, when they did finally come out there were many a tuck to be seen.

Bob Crane's "Jimlin", with its fair sex, game crew, got a wee bit too much and laid down flat-just tired; we towed her in awash. Charlie Dore's "Hustler", which had been fourth twice and definitely in the running, came in first, with Foht in the "Zephyr" in there pitching for second. Dick Krauss picked himself a nice third, the "Jinx" was coming into its own.

Saturday went from the sublime to the ridiculousSaturday night was the big party. The theme this year was the "Circus", and it lived up to its name. The ballroom sported all the well known posters of the circus midway, and there were barkers, dancing girls, women black as coal from deepest, darkest Africa, and Polar Bears from the other end of the globe. If you weren't run down by a monkey on a bicycle, you likely had your nose wiped by the tail of an alligator, or you were "mowed down" by the "Fat Man's" stomach, swinging viciously. When the "half man half woman" appeared, one wondered if that last drink was not that "one too many".

They came early and left early Sunday morning; and everybody had a swell time. But-there comes a day of reckoning, and Sunday morning for many came all to early.

The wind was still out of the South, and it was no drift ing match with an $18-20 \mathrm{mph}$ breeze and a head full of bearded ladies, monkeys and honeybears.

Morgan "Pidge" Powell saw the chance and grabbed it, bringing his "Red Witch" over the finish line in first place. Eugene Walet, III, came out from hiding to finish second, with Howard Foht's "Zephyr" on his heels for third place.

And right there ended the Fifth Annual Winter Open Championship Regatta.
Summarizing the results of five good races we have the following:

| 1st-"Zephyr"-Howard Foht- |  |  |
| :---: | :---: | :---: |
| 1-15-2-2-3 | 215 points |  |
| 2nd-"Yankee Doodle 1I"- |  |  |
| w |  |  |
| 4.4-13-1-10 | 206 | " |
| ${ }_{6 \cdot-24 \cdot 3 \cdot 3 \cdot 13}^{4 \text { th "Jinx"-Dick Krauss- }}$ | 80 | " |
| Sth-"Tequilla"-Robert McClaren | 183 | " |
| 6th-"Vixen"-W. Rifley- | 180 |  |

We hated to see them all go back home, and even the skies wept big tears as we loaded the boats back on the trailers.

See you again in 1953!

The Greatest Show On Earth


Josin Foht, Dom Bliks, Wally Bishop and Hotourd Foht.




Some Kitty!


The Brials ated Graom Chare and fowerly Bath

## Congratulations

FROM

## THE SOUTHERN DISTRICT

то

John Teigland, Jr.-1951 International Champion Howard Foht-1952 Mid Winter Champion NICE GOING, FELLOWS

## RACING CALENDAR FOR 1952 SOUTHERN DISTRICT

SHREVEPORT, LOUISIANA

NEW ORLEANS, LOUISIANA
BILOXI, MISSISSIPPI

GULFPORT, MISSISSIPPI

BAY ST. LOUIS, MISSISSIPPI
PASS CHRISTIAN, MISSISSIPPI

BAY ST. LOUIS, MISSISSIPPI

FAIRHOPE, ALABAMA

NEW ORLEANS, LOUISIANA

MAY 10-11 SPRING REGATTA
JUNE 7-8 G. Y. A. REGATTA
JULY 3-4 MISS. COAST YACHTING ASS'N. REGATTA

MISS. COAST YACHTING ASS'N. REGATTA

DISTRICT CHAMPIONSHIP RACES
MISS. COAST YACHTING ASS'N. REGATTA

MISS. COAST YACHTING ASS'N. REGATTA

OVERTON REGATTA

SUGAR BOWL REGATTA

We invite and urge all skippers to join the Lightning Class Association. One of the largest. most active, and progressive yachting organizations in the world today.

FROM THE
SURF CITY YACHT CLUB
LIGHTNING FLEET NO. 196
Surf City, N. J.
Sailing on Famous Barnegat Bay
Along Historic Long Beach Island
and
Wishing A Successful Regatta To Our
Neighbor

# The Spray Beach Yacht Club and Lightning 

Fleet No. 91

## (Continued from page 33)

and 6. This series was staged during the annual Gulf Yachting Association meeting. Mobile Bay was acting up like a problem child and the visiting yachtsmen had a workout a la Toledo 1951 Internationals. Cliff Prados, sailing "Dizie Doodle", No, 4058, won the series for Bay-Waveland Fleet No. 211, with two firsts and a third. Second place went to Gene Wallet, III, of Lake Ponchartrain Fleet No, 62 in "Spirit", No. 3647.

Fleet No. 175 of the Shreveport Yacht Club held its Spring Regatta on May 12 and 13. The races were well attended by skippers from Dallas, Texas, and Tulsa, Oklahoma, fleets. First place honors went to Rob Roy, sailing "Acolus", No. 3498, followed by "Chuck" Hardey in "Solo", No. 4747, both of fleet 175. Bob Shiels, representing the Dallas Fleet, was third in "Scissorbill", No. 3640.

Shreveport Fleet No, 175 sent six boats to the Ft. Worth. Texas Regatta which was sailed on June 2 and 3 and finished $1-2$ in this series. "Chuck" Hardey was first in "Solo", No. 4747 and Rob Roy finished second in "Aeolus", No. 3498.

On June 9 and 10 the Southern Yacht Club held its Gulf Yachting Association Regatta. Mrs. Nan Weuscher, Fleet No, 62 , sailing her green-hulled "Imp", No. 4675 , really gave the male skippers a sailing lesson and walked off with the series and trophy. Walkee Keenan was second in Mystery, and Cliff Prados from Bay-Waveland Fleet No. 211 finished third.

Highlight of the racing season in our District is the annual race week on the Mississippi Gulf Coast. Actually, this is a two week affair held in July. During this period, Lightning Skippers from all groups in the District participate. The Regattas are held in Gulfport, Biloxi, Bay-Waveland and Pass Christian. In addition to the Lightning races which always draw the largest number of entries, races are scheduled for Cutters, Gulf-One-Designs, Stars, L-16's, Penguins and other classes. For the second stratght year, Cliff Prados swept the boys clean winning three out of four regattas. His only loss was on the Bay-Waveland course which was his downfall last year.

The Bay-Waveland Race, sailed in heavy weather, was won by Gene Wallet III, who took the lead and held it to the finish.

The District eliminations were sailed on July 10, 11, and 12 over the Bay-Waveland Course on beautiful Bay St . Louis which flows into the Mississippi Sound. This is one of the finest courses in the country as the seas are only moderate and breezes from the Sound are steady. Nineteen boats representing six fleets
crossed the starting line in the first race. The lead was quickIy taken by Ed Overton in Prancer, No. 4736 and Ed sailed a fine race and went on to win. He was followed home by Clift Prados in "Dixie Doodle", No. 4058, Gene Wallet in "Spirit", No. 3647, and Rob Roy in "Aeolus". No. 3498. The second race was taken by Cliff Prados who battled Horace Thompson in "Disturbance", No. 3962, all the way and finally overtook him on the last windward leg. Ed Overton was third and Charlie Gambel in "Chance", No, 4954 finished fourth. Prados, knowing that he had to beat Overton to win the series, was over anxious in the final race and beat the gun. By the time Cliff had recrossed the starting line the fleet was well on its way. "Prancer" rounded first marker with the leaders and held up well on the reach to the second marker. "Dixie Doodle" was $n$ fourteenth position when the beat to windward began. Boats were tacking all over the Bay and positions were changing rapidly when finalIy in a dying brecze, the first boat was seen rounding the weather mark. It was none other than Prados who had held inshore out of the tide and then picking up a favorable slant had sailed by the whole fleet. At this time the brecze became practically nil and the boys began doing a bit of schnitzeling. Rob Roy in Aeolus and Gene Wallet in Spirit both passed Dixie Doodle and Charlic Gambel in Chance was very much in the running. Acolus rounded the market for the home run in first position but got caught in the outgoing tide and was passed by several boats. As Aeolus, Dixie Doodle, Spirit and Chance were fighting it out for first place. Johnny McDonald sailing "Diamond Lil", No, 3901 breezed across the finish line to beat Acolus out by two seconds. Dixie Doodle was third followed by Chance.

The Bay-Waveland Yacht Club again put on a fine display of southern hospitality. Visiting yachrsmen, their families and crews were feted with a brunch on the first day of the race and the series was climaxed with a gigantic shrimp and crab boil, which followed the presentation of trophies.

Lightning skippers and crews of the Louisiana-Alabama District are grateful to John G. Curren, well known yachtsman and member of the Pass Christian Yacht Club, who was the donor of a very handsome perpetual trophy for the District Championship races. Not only did Big John deed us the cup which was fashioned by English Silversmiths over 200 years ago, but he also provided liquid nourishment for this half gallon piece of sterling throughout the evening.

A delegation of seventeen sailing enthusiasts from the District including skippers and crews from three boats traveled to Toledo for the Internationals and the President's Cup Race. Cliff Prados with his wife and Tommy Schaffer as crew, and Rob Roy having as his crew his wife and daughter, were quick to discover that they had neither beef nor braun to combat the heavy weather which prevailed throughout the championship series.

Our District can be very proud of Gene Wallet 111 and his crew for taking third place in the President's race.

Shreveport Fleet No. 175 sent four boats to the Dallas, Texas regatta over the Labor Day weekend, but failed to place in this series. Honors were won by Skippers of the Dallas Fleet.

As the 1951 racing season comes to a close, we are happy to see new fleet champions being crowned and new names in the win columns. It has truly been a most successful season for our District and everyone is eagerly waiting for the first race in 1952.

## TEXAS DISTRICT REPORT

District Commodore: A. B. Patterson.

District Secretary: A, B, Patterson.
Fleets:
District Report: There has been encouraging growth in the Texas District of the Lightning Association. The Dallas Corinthian Fleet has been the most active, with three new boats being added to their ten boat fleet. Several additional boats are being built for the Corinthian Yacht Club. The Dallas Sailing Club, also at Dallas, has adopted the Lightnings as the club boat. Two boats have been delivered, and four more have been ordered.

The Southmost Lightning Fleet at Port Isabel has been racing actively.

The Corpus Christi Lightning Fleet has added four boats during the year and is still expanding. The great distance between fleets has handicapped district competition. It is 400 miles from Dallas to Corpus Christi, and 550 miles from Dallas to Port Isabel. One of the Port Isabel Lightnings usually sails the 150 mile Intercoastal Canal to Corpus Christi to participate in regattas. A Corpus Christi Lightning, "Damn Yankee", cruised 500 miles to Galvaston and return. We are hoping to have a district champion next year if a district regatta in borrowed boats can be worked out.

## WESTERN LONG ISLAND SOUND DISTRICT REPORT

## District Commodore: Allan B. Stevens.

District Secretary: Jay S. Rogers.
Fleets:
District Report: The 1951 season for the Western Long Island Sound District was one of many changes. Starting back in February following the mid-winter LCA meeting, a group of ardent Lightning enthusiasts met and decided to enliven the District from its sluggish season of 1950 . It seemed for a while that Lightnings were losing interest in the Sound, but upon a closer look, it turned out that more of our fleets were turning to harbor and fleet racing.

Early in May a meeting was held for the purpose of putting to work these new enlivening plans. Elections were held and other business matters discussed. Among the matters discussed was the problem of which fleets were going to tace in the weekly Y.R.A. of Long Island Sound regattas and which ones would stay by themselves and race. It turned out that all but four fleets went on their own way. American Yacht. Mamaroneck. Larchmont and Execution Rocks were left to race in the YRA. Of the YRA's scheduled thirty-nine races, the Lightnings picked 25 for their own series, with a minimum to qualify of 13. Actually as the season ended this minimum was lowered to 11, because of two cancellations due to the weather. The winner was Jack Yates of Larchmont, sailing "Blitzen" with a percentage of 909. Behind Jack, in number two spot was another Larchmont
sailor, Frank McConnell sailing "Volunteer", with a percentage of 890 . Holding down third place, was the youthful Captain of American's fleet, Jim McCulloh, sailing "Lagniappe" with a percentage of 851 . The fourth and fifth positions were held respectively by Burr Jenkins sailing "Lolo 11 " and John Seymour sailing "Lark."

Meanwhile the other fleets were battling it out in their own waters, and we are only sorry that the reports of these various fleets did not reach us by the time this went to press.

Our District Championships were held on Saturday and Sunday. August 11th and 12th at the Douglaston Yacht Squadron (Little Neck Bay Fleet 55), home of the defending champion, Andy Kostenacki. We are glad to report that the only casualties suffered during the series was to the weather (lack of wind) and the mental anguish it caused the participants and the committee.

The first day the 25 participants sat out the three hour time limit, only to see a strong South-westerly blow-up 10 minutes too late. On Sunday, the Committee with the determination of a bull, ran off three races. It was only through the splendid cooperation of the Douglaston Club serving boxed lunches between races, that this was made possible. In the course of the day, the sailors saw the wind blow from all points of the compass and finally settle back to where it started. Meanwhile, many tempers and hopes of silverware flew completely to the wind. When the last boat was across the line (and the two others towed in) all hands were satisfied this 1951 District regatta would go down in the books as a "real fluke" as far as wind was concerned. Several skippers were heard murtering as they came ashore, that maybe "stink-potting" wasn't so bad after all.

The winner, young John Bollinger, sailing "Blue Cloud", who made such a good showing at Larchmont Race week, really deserved a hand for his consistent 1st, 3rd, and 1st, respectively in the three races. The runner-up. our District Vice Commodore, Ed Dunleavy, sailing his home-built boat "Marie-Anne" with his two young sons as crew. Ed really put on quite a performance of sailing on the wind. However, he just didn't have what it takes downward and succumbed to Bollinger each time. The complete results are as follows:

## Final Standings

| Boat No. | Yacht Name |  | Races |  | PI. | Pts, | Skipper's <br> Name | Fleet No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4610 | Blue Cloud | 1 | 5 | 1 | 1. | 71 | John Bollinger | 133 |
| 3492 | Marie-Anne | 3 | 1 | 6 | 2. | 68 | Edgar Dunlaevy | 133 |
| 4606 | Thunder | 11 | 2 | 5 | 3. | 60 | Andy Kostanecki | - 55 |
| 2463 | Volunteer | 4 | 11 | 4 | 4. | 59 | Frank McConnell | 132 |
| 890 | Widgeon | 5 | 9 | 8 | 5. | 56 | G. E. Quis'ry, Jr. | . 133 |
| 2190 | L.olo II | 12 | 4 | to | 6. | 52 | J. B. Jenkins | 106 |
| 4222 | Black Menace | 9 | 8 | 12 | 7. | 49 | Luther Beck | 133 |
| 1590 | Caprice | 19 | 7 | 9 | 8. | 43 | Kent Bloomer | 7 |
| 3017 | Trio | 22 | 10 | 3 | 9. | 43 | James W. Smith | 55 |
| 2195 | Tranquil | 16 | 18 | 2 | 10. | 42 | Jack Kunz | 5 |
| 3575 | Lark | 13 | 3 | 22 | 11. | 39 | John Seymour | 106 |
| 2389 | Is Too | 17 | 6 | 16 | 12. | 39 | Russ Plitt, Jr, | 98 |
| 1712 | Bolero | 8 | 19 | 13 | 13. | 38 | Charles Hurley | 138 |
| 3731 | Finn II | 7 | 17 | 17 | 14. | 37 | Charles Findley | 98 |
| 4604 | Nonchalant | 10 | 14 | 19 | 15. | 35 | George Colon | 8 |
| 1213 | Lagniappe | 18 | 21 | 7 | 16. | 32 | James McCulloh | 6 |
| 3803 | Sea Star | 21 | 12 | 14 | 17. | 31 | George Byers |  |
| 1142 | Summer Salt | 20 | 13 | 15 | 18. | 30 | David Eveleth | 96 |
| 399 | Blizzen | $\stackrel{2}{W_{\text {it }}}$ | $20$ <br> thadre |  | 19. | 30 | Jack Yates |  |
| 1324 | Gemm II | 6 | 24 | 18 | 20. | 30 | Wm. Blackman | 98 |
| 4106 | To ${ }^{\text {N Fro }}$ | 14 | 15 | 20 | 21. | 29 | Robert W. Paul | 138 |
| 1879 | Spray Wirhdr |  | 16 | 11 | 22. | 26 | Hoyt Peckham | 96 |
| $2672$ | Susan | 15 |  | 21 | 23. | 19 | Maude Kirby | 138 |
| 1476 | Nana | 23 |  |  | 24. | 7 | William Bronk | 106 |
| 1008 | Mary B- | 24 | $\begin{gathered} 25 \\ \mathrm{DN} \end{gathered}$ |  | 25. | 2 | Wm. Bradfute | 32 |



II is significant that professional boat painters as well as experienced amateurs use INTERLUX Products for all their requirements. INTERLUX Topside Coatings, Anti-fouling and Racing Bottom Paints, Waterline Striping. Smooth and 'NOSKID' Deck Paints, Varnishes, Cabin and Engine Enamels and the many related accessory items are each the finest of its respective kind. When you use or specify INTERNATIONAL throughout, you know you will get the utmost in beanty and lasting protection.

## International Paint Company, Inc.

[^0]The silverware was awarded jointly by Commodore Bill Borst of the Douglaston Yacht Squadron and Commodore Allan Stevens of the District.

Other events of interest that our District took part in were the Atlantic Coast Championships at Nyack, N. Y. (Home of the great "Pete" Pedersen) and the Internationals at Toledo. At the Atlantic Coast's we were represented by Jack Yates and Frank McConnell of Fleet No. 32, Jim McCulloh and Hoyt Peckham of Fleet No, 96 and Andy Kostenacki of Fleet No, 55. Unfortunately our representatives won none of the beautiful prizes, but enjoyed two beautiful days sailing on the Hudson River. Our District Champ, John Bollinger, Jr., represented us at the Toledo extravanganza. During the second race John's "Blue Cloud" became swamped and he withdrew. Then, becnuse of ill health, he decided it was best not to compete any more.

As this report goes to press, we have scheduled our annual meeting for December 18th, at the New York Yacht Club. From there we hope to develop a more enlarged program of events and promotional plan for Lightning sailing on the Sound.

## NEW ENGLAND DISTRICT REPORT

## District Commodore: Gardner L. Brown,

## District Secretary; Robert H. Anderson.

## Fleets:

District Report: The main event of the year, namely the New England District Championship, was held at Wequaquet Lake on Cape Cod, Massachusetts with Fleet No. 181 as host. They worked hard in preparing for the big event at which there were eighteen boats entered in the competition, A Skipper's Meeting was held Saturday morning with the first race run off at 2:30 P.M., that afternoon. The women of the Club served a delicious dinner Saturday evening which was followed by the Annual Meeting of the New England District. Election of Officers for the ensuing year was held at that time with Gardiner L. Brown of Fleet No. 101 as District Commodore and Robert H. Anderson of Fleet No, 181 as District Secretary. Two races were held on Sunday with the awarding of prizes after the second race. Sam Stowell was declared the winner sending the outcome of a protest filed with the NAYRU, (Ed, note: The decision of the NAYRU had not been received at the time we went to press.) Charles Toms was second, and Fred Harris third, all three from Spofford Lake, Slight and shifting winds were prevalent over the week-end which was a disappointment to all.

The State of Maine Championship, another outstanding event, was held the week-end after the District Trials on Casco Bay, South Portland Maine, with Centerboard Yacht Club, Fleet No. 14, sponsoring the event. Captain Faulkingham was the ultimate champion after three hotly contested races.

There were also some interesting inter-fleet races of which we hope to hold more.

We are working arduously in our district to get many of the unatrached Lightnings to become affiliated with a registered fleet. We need their support in helping to strengthen our District. It is not until you have sailed in competition that the real fun of owning a Lightning comes into reality. The contact and the sailing experiences would be another added attraction for joining up with a nearby fleet. Do it now, for it is hoped that 1952 will be an even bigger year in our District than preceding years!

## LIGHTNING CLASS ASSOCIATION FOREIGN DISTRICTS

I would like to dedicate the following portion of the District News to Jose Candido Pimentel Duarte, who prior to his death in 1950, founded Fleet 84 at Rio De Janeiro and went on to introduce the Lighrning throughout Brazil and Argentina. It was through his efforrs the Association was so rapidly expanded and strongly knit in South America.

[^1]
## ITALY

The Lightnings are increasing steadily in Italy. The majority of the boats there are all approved and the Italian Sailing Union maintains very rigid rules governing all Classes sailing on Italian waters.

Fleet 191, Napoli Lightning Fleet, affairs are handled by Sergio Capolino and Dr. Enzzo DiLorenzo directs the activities of the Sorrento Fleet No, 223.

## FINLAND

Lightnings in Finland are very strong with approximately 90 active skippers. They have a well planned racing schedule every season. Ralph Robertson Vogt of Helsinki introduced the Lightning there and spent much time in forming an Association that would grow and endure. This year their racing schedule will be interrupted by the Olympics but we should have a very interesting report from them after that. We have received their Yearbook but unfortunately are unable to read it as it is in Finnish. The pictures are very good and very interesting and the Finnish yachting group is to be congratulated on a fine publication.

## SWITZERLAND

There are three Fleets in Switzerland and many isolated owners. The first Fleet formed there No. 48, has M. Andre Gonset as its Secretary. Fleet 169 is very active and J. C. Thibaud acts 3s the Secretary. Oskar Weber does all the correspondence and promotion for the German-speaking Fleet No. 219. (This Fleet has had phenomenal growth). Switzerland was one of the first foreign countries to become interested in the Lightning and their loyalty has never swerved.

Lightnings are sailing in Sweden, Holland, France, Germany, Japan, England, Peru, Porrugal and many other countries but due to the present economic and monetary situation are unable to develop or promote further expansion in the Class.

Ed note: As we go to press a new District is being formed that will take in the Fleets in Eastern Canada with the exception of Hamilton and Toronto.


Rathia de Guaratura Estado do Parana Brasil.




## DOESN'T THIS LOOK FAMILIAR?

It should-we chose it as symbolical of all the hard working Race Committees everywhere. You hear much of the skippers and the results of each race but at times the Race

Committee after their selection ate the 'forgotten men', Without them there could be no races-we offer this as our salute to Race Committeemen everywhere.

## BRAZIL.

There are five Lightning Fleets in Brazil and while we have not received individual reports from all of them, we know they are still racing and sailing. Fleet 84 has initiated their season by racing for the "Pimentel Duarte Cup" areated in honor of Jose Candido Pimentel Duarte, It seems only fiteng that this cup wis won for the first time by his son Fernando Pimentel Duarte who is carrying on in his father's place. The season in Brazil is in full swing when the skippers up north are dreaming before their fireplaces on cold winter nights.

Fleet 147 at Sao Paulo is capably guided by X. W. Milbourne who is also serving as the Sectetary of the District of Brazil this year. A full report of their activities appears in the Fleet listings-

## COLUMBIA

Bogota, Columbia had one of the early Fleets in the Associa. tion, Muna Lightning Fleet No. 73. We did not have much correspondence from them for a few years but letters and dues remit. tances have indicated a reactivation. Jose Carullo Soler is the Secretary and one of the early Lightning owners.

## ARGENTINA

There are three active Fleets in Argentina. Their season starts in October and it is therefore difficult to get their activities in the

Year Book is they are usually in full swing with their pacing when we ko to press Rubert Garcia Guevara of Buerios Arres was the '7ather' of Fleet 182 the first Fleet in Arkentina. Haso L. Danela suides the affairs of Fleet 203 in his capaerty as. Flent Secretary and Fleet 206 is defriy direced by Faulk $O$ Astran We should ar this tume salute Marcelo Biasott" of "Barlovems" who spent much of his time and effort in acquatuting the Arestimas sulors with the Lightning

## GREECE

The Lightnings in Greece are still in thetr "krowing pains stage but gove every indication of being well-organized and active furing the coming year The Pirawus Saling Club has fathered the Lightnings there and thov have devored muelv time and effort to the jols.

## URUGUAY

The Montevideo Yache Club at Montevideo. Uragury has the only Fleet there but they are very active. All of the Lightnings in the Fleet are under the ownership of the Yacht Clab and are sailed by the members. Alberto $H$. Bowley handles their affairs and was instrumental in the introduction of the Lightning there.

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\begin{aligned}
& \text { "VALHALLA" NO. } 4901 \\
& \text { MAGNUS PEDERSEN, OWNER } \\
& \text { ATLANTIC COAST CHAMPION } 1951
\end{aligned}
$$



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