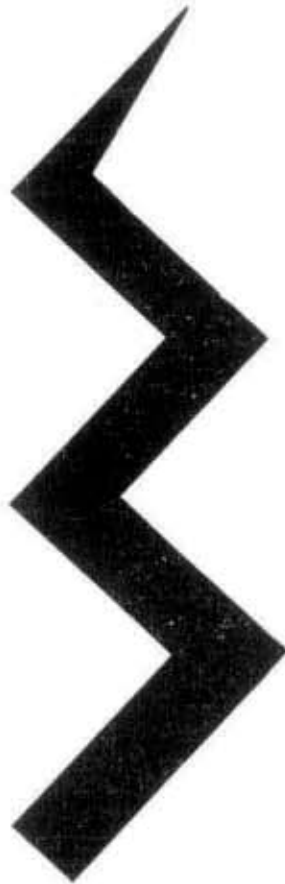




LIGHTNING CLASS
Association

1952
YEAR
BOOK

LIGHTNING CLASS ASSOCIATION



YEAR BOOK-1952

C. B. Crittenden, Editor

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Lightning Class Association

Spencer-Walker Press, Inc.

PRINTED
IN
U.S.A.

Columbus, Ohio

ON OUR COVER
LIGHTNING STRIKES!! By Roy E. Lindahl of Pontiac, Mich.

Dedication

To all those early Officers of the Lightning Class Association who gave so much of their time that this Class might be firmly established as the leading one-design boat in the racing field—this book is humbly dedicated.—The Editor.



*C. N. Nicholson
Commodore*



*Hon. L. Stauffer Oliver
Vice Commodore*



*E. Gordon Cronk
Vice Commodore*

In response to our earnest letter of inquiry, knowing that the members of the Association would be interested, we would like to quote from some of their letters—

JUDGE L. STAUFFER OLIVER writes: "Like the skipper who wrote so delightfully in the April issue of *YACHTING* about yachtsmen and gentlemen farmers, I deserted sailing in 1944 to buy a farm. Now, like the author, I have sold my farm and am returning to sailing. Both yachting and farming offer a wonderful outlet for the man who works under pressure. The amazing growth of the Lightning Class is not surprising. The boat is so good its popularity was inevitable."

From A. J. WEBB: "The Class has certainly had a wonderful history and will continue to grow. The Lightning is an excellent boat and the organization of the Class very sound . . . At present my sailing interest is confined to Race Committee work and the promotion of Junior sailing activities."

JAMES M. TRENARY writes . . . "Times have certainly changed since I was Secretary-Treasurer and we handled all of the Association's affairs from the dining room of our home in Greenwich. We thought nothing of working until one or two in the morning putting the Yearbook together and we enjoyed doing it. Then we were struggling with about 900 boats. That alone will give you some idea of the growth and progress the Association has made. You fellows have done a swell job".

And a letter from JOHN L. KOEHNE says . . . "Your gracious invitation to drop you a line comes from a source which after thirteen years is still a pleasant memory and a current interest . . . we did believe then as I do now, that no one-design class has stressed that feature more sincerely or enforced its rules to retain that feature more successfully."

And from C. L. NICHOLSON . . . Believe me, the growth of the Class far exceeded any ideas that I had when I undertook the sponsorship of the Class. It is a real honor to be associated in a continuing way with such a fine Association. May I express my sincere thanks and appreciation to those who have carried on the original work to the present high degree of perfection.

From D. W. WEAVER: "It makes one feel good to realize that the present Officers of the Association remember some of us old timers. Permit me to congratulate you and the other Officers on the continued progress of the Association, and believe me I am still interested in the Bulletins and Year Book of the Association which I still receive regularly. I wish you all the Best of Luck and continued progress".

LEN LADENBURGER writes us: "I really think fellows like Jim Trenary, Nicholson, and especially Gordon Cronk and Judge Oliver are probably the outstanding men who really built the Class. As to myself, I am still sailing and hope to again this year."

From A. C. DUMKE: "Pleased to state that I am still a Lightning enthusiast but more as a member of the Race Committee than as a participant in competition. I still feel the Lightning is the best racing and family boat and am very happy to see the Association grow, but am apprehensive for the future, unless we adhere strictly to measurements and specifications. Let's keep the Lightning a Lightning. I want to toss an orchid to Judge Oliver and Tip Trenary whose able hands held the Class together during the war years and to Al Webb whose firm, fair minded decisions as measurer were so important at that time."

ROBERT F. HART, JR.: I think it is very wonderful the way the Class has grown and the healthy type of growth it appears to have had. Best wishes for the continued success of the Class.

GEORGE R. JOSLYN: I still follow with avid interest the affairs of the Lightning Class and its phenomenal growth. Due to ill health I am not at present doing any sailing but there will always be a warm spot in my heart for sailboat racing and many happy memories. To paraphrase Wordsworth:

"For oft when on my couch I lie
In vacant or in pensive mood
They flash upon that inward eye
That is the bliss of solitude
And then my heart with rapture sings
And skims along with the Lightnings."

FOREWORD

We have a great racing and sailing Class. There are several reasons for its great success. The boat itself is excellent. It has everything the small boat sailor desires. But the real secret of its success is the Association. The Association is composed of people and boats and friendships. Especially friendships. Without them there would be no Association.

The friendships are as varied and far reaching as the summer winds. There are friendships between people in the fleets, the districts and people in many nations. With people in Canada, South America and all over the world.

A past President of our Class was heard to remark that he didn't care if he ever won a race. The grand people that he had met and the fond memories of his friendships with them was better than winning all the races ever sailed.

Many of us remember the large Regattas and happy days in each other's company, whether racing, cruising or just plain sailing: The way we eagerly look forward to seeing each other again: The exchange of letters: The chance meeting and the joy it brings: The excitement of the race and the pleasant hours with one's competitors reviewing the exciting moments: Or sitting around a fire on a beach after a pleasant cruise to some secluded spot.

We have lost a few of these dear friends, and the grief at their going has made us realize how dearly we hold these friendships. There seemed a great gap in our lives for a long time following their loss.

As long as there are boats to sail, sailors to sail them, and winds to blow, will there be friendships between us all.

Wayne Breckett,

President

Officers of Lightning Class Association

President

Wayne L. Brockett

Moulthroupenie,

North Haven, Conn.



Wayne has been a hard working and very conscientious President this past year. He is well known to all Lightning sailors and has had over ten years sailing and racing experience. Wayne came to the Lightning Class in 1945, has participated in every International Championship Regatta since and placed well up among the leaders. He organized the Branford Yacht Club Fleet, served on the Executive Board of the Eastern Connecticut Yacht Racing Association and is a former Editor of "Flashes". Wayne is in the printing business.

VICE PRESIDENT & CHIEF MEASURER—

H. Richards Krauss

3720 Woodmont Rd., Toledo, Ohio

Dick, our 1950 International Champion, has been one of the hardest working Chief Measurers our Association has ever had. He has been doing an excellent job of checking all new boat certificates for approval and this can be a tedious task indeed. He is sincere and direct in his desire to keep our one design Class as it should be and Dick is very prompt and helpful in answering all inquiries sent both to him directly or through the South Haven office. Between Lightning activities, Dick earns himself a living operating his own insurance agency.



VICE PRESIDENT—Clifford J. Prados

946 Ockley Drive, Shreveport, Louisiana

Cliff has been building and racing his own boats for 32 years on the Mississippi Gulf Coast and Lake Pontchartrain in Louisiana. He is at present a member of the Shreveport Lightning Fleet but has been Captain of the Lake Pontchartrain Fleet at New Orleans and Secretary of the Bay-Waveland Fleet at Bay St. Louis, Mississippi. He is Commodore of the Southern District and has been very helpful in the office of Vice-President this year. Cliff is District Sales Manager for the Southern Bell Tel & Tel Co.



VICE-PRESIDENT—Morgan Powell

c/o St. Petersburg Yacht Club, St. Petersburg, Florida

"Pidge" has been sailing boats of some kind since early childhood having had a father who was in the boat business. He has been sailing a Lightning since 1945 when a Fleet was organized in St. Petersburg. He served in the Navy five years, has a sailor wife and a son who will be a sailor.

Besides serving as Vice-President this year, he was the Chairman of the St. Pete Regatta. When "Pidge" is not sailing his boat, he is engaged in the Investment Securities business.

VICE PRESIDENT—David P. Shay

381 Somerset St., North Plainfield, N. J.

Dave has served as VP this year and has been a very helpful one too. He has been a past Secretary of the Central Atlantic District and is a 'hot' skipper from the Metedeconk River Fleet No. 34. When Dave isn't sailing his Lightning or serving in his capacity as Vice-President he operates his own insurance business.

VICE-PRESIDENT—Mrs. Carl J. (Teddy) Ackerman

4011 Sequoia St., San Diego 9, Calif.

Teddy has been the only "Gal" among the Officers this year and has been in charge of publicity for the Association. She spent a great part of her life sailing in Hawaiian waters from Honolulu and was a charter member of the Cruising Club of Hawaii, serving later as Commodore for two terms. Teddy joined Coronado Yacht Club in 1944 serving them as Publicity Chairman since 1946 and part-time Entertainment Chairman also. She has sailed in the Lightning Class since 1941 when her husband built the "Tutu" in Honolulu and was instrumental in the organization of the Lightning Class in Southern California, serving as Secretary to the California District at present.



SECRETARY—C. B. "Barney" Crittenden ✓

R. F. D. No. 1, Manitou Beach, Michigan

"Barney" organized Devil's Lake Yacht Club Fleet 31 which he has served as Fleet Secretary and Fleet Captain. He is Past Commodore of Devil's Lake Yacht Club and Past Commodore of the Michigan-Ohio District. He was the 1st Champion of that District. He has been sailing since 1931 and in 1940 purchased Arrow III (No. 22) and has been sailing her ever since. Between pages of the 1952 Year Book he is a Maintenance Products representative of the S. C. Johnson & Sons, Inc.



TREASURER—Charles H. Dore III
100 Gill Road, Haddonfield, N. J.

Charlie is one of the great Lightning Sailors from the Central Atlantic District. He is a former Champion of that District and served this year as Commodore as well as LCA treasurer. Charlie was in charge of the advertising for the Year Book as well as carrying out his regular duties. When not out racing, he is a representative of Pittsburgh Plate Glass Co.



ASSISTANT CHIEF MEASURER—Clifford O'Kane
252 Somershire Drive, Rochester 5, New York

Cliff has been sailing in various Classes since 1933. He promoted and managed the building of six Lightnings to organize the Genesee Yacht Club Fleet. He was instrumental in organizing the Lake Shore Lightning Squadron of over nine Fleets and has served as their Commander. Cliff has also served as Fleet Captain and Secretary, Commodore of the Genesee Yacht Club and Restrictions Chairman of the Central New York District. When sailing doesn't interfere, he works as a Mechanical Engineer at Eastman Kodak Company.



HONORARY COMMODORE—
Walter E. Swindeman, Jr.
2828-111th Street, Toledo 11, Ohio

Walt was appointed Honorary Commodore after having served as both Chief Measurer and President. As Chief Measurer his chief aim was to keep our one design Class as it should be and as President he was one of the hardest working officers the organization has ever had. His sailing feats are well known to the entire organization, being twice winner of the Internationals, a repeater on the District Championship and winner and runner-up of the St. Petersburg Winter Open Championship. Walt is a charter member of the Toledo Lightning Fleet 42 and owns the Edgewater Furniture Company in Toledo.



EXECUTIVE SECRETARY—Mrs. Olive S. Cain
308 Center Street
South Haven, Michigan

Former National Officers

C. N. Nicholson	President	1940-1941	Richard Carr	Vice-President	1947
L. Stauffer Oliver	Chief Measurer	1940-1941		Honorary Vice-Commodore	1948
	President	1942-1943	Walter G. Vogel	Vice-President	1948
E. Gordon Cronk	Secretary-Treasurer	1940-41-42-43	Frank H. Watson	Vice-President	1948
Gilbert L. Wolfe	Vice-President	1940	Louise Cattus Miller	Vice-President	1948
John L. Koehne	Vice-President	1940-1941	Henry Williams	Treasurer	1948
Russell J. Nall	Vice-President	1940-1942	Edward W. McCain	President	1948
Robert F. Hart, Jr.	Vice-President	1942		Honorary Commodore	1949
Mortimer E. Graham	Vice-Pres. & Chief Measurer	1942	Arthur Burtischer	Vice-Pres. & Chief Measurer	1947-1948
George R. Joslyn	Vice-President	1942-1943		Honorary Vice-Commodore	1949
Henry L. Schimpf, Jr.	Vice-President	1942-1943	Dr. W. W. Jennings	Vice-President	1949
A. J. Webb	Vice-Pres. & Chief Measurer	1943-1944	Park S. Hedley	Vice-President	1949
Dr. A. C. Dumke	Vice-President	1944	W. A. Grimm	Treasurer	1949
Ted Siferd	President	1944	Karl Smither	President	1949
	Honorary Commodore	1945		Honorary Commodore	1950
Dwain E. Weaver	Vice-President	1945	LeRoy Amy	President	1950
	Vice-President	1943		Honorary Commodore	1951
Len Ladenburger	Secretary-Treasurer	1944	Russ Luchtenberg	Vice-President	1950-1951
	President	1945	Magnus Pedersen	Vice-President	1950-1951
	Honorary Commodore	1946	Ed. B. Overton	Vice-President	1950
James H. Trenary	Secretary-Treasurer	1945		Treasurer	1951
	President	1946	LeRoy Amy	President	1950
	Honorary Commodore	1947	Carl J. Ackerman	Vice-President	1950
William Stubbins	Vice-President	1947	Alfred V. Amy	Treasurer	1950
Alexander Dougan	Vice-President	1947	E. F. Cotter	Vice-President	1951
John W. Orelup	Vice-Pres. & Chief Measurer	1945-1946			
	President	1947			
	Honorary Commodore	1948			

OFFICIAL MEASURERS

ALABAMA—

Jack W. Bonnell, Box 142, Fairhope, Ala.

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 Marold Eyestone, 2405 Pacific Ave., Manhattan Beach, Cal.
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 Beverly Waddell, Sombra, Ont.
 J. LaFontaine, Valleyfield, Que.
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 Robert H. Anderson, 28 Maxfield St., West Roxbury, Mass.
 Horace P. Abbott, 8 Norwood St., Winchester, Mass.
 Michael J. English, 123 Cedar St., Wollaston 70, Mass.

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 Irving K. Pershing, Saugatuck & Holland, Michigan
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Joby Denis, Pass Christian, Miss.

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 Eric J. Hauschild, 4205 Bergensline Ave., Union City, N. J.

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 Robert S. Blumenstock, 60 Lee Ave., Scarsdale, N. Y.
 Paul Ruby, 414 South Ave., Oneida, N. Y.
 Gordon Meyer, 133 Main St., Perry, N. Y.
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 Warren Perkins, Skaneateles, N. Y.
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 J. Lewis Foster, P. O. Box 1005, Wichita Falls
 Mr. Earl Fetzer, 3121 Greenbriar, Dallas, Texas

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 D. A. Waddell, P. O. Box 924, Tacoma, Wash.
 Walter B. Morris, Bellingham Yacht Club, Bellingham, Wash.

WISCONSIN—

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 Walter Roller, 213 Caroline St., Neenah, Wis.
 Edward Brismaster, 324 E. Irving St., Oshkosh, Wis.
 John F. Karl, 2629 70th St., Milwaukee, Wis.
 Robert Cunningham, 2606 N. 35th St., Milwaukee, Wis.
 Nate Walters, 619 E. Mason St., Milwaukee, Wis.
 Morris Thomas, 2225 S. Aldrich St., Milwaukee, Wis.

LIGHTNING CLASS ASSOCIATION

POLICY

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

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

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

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

JURISDICTION

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

ATTENTION OWNERS, BUILDERS AND SAILMAKERS

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

to take whatever steps necessary to protect both the Lightning name and emblem from any unauthorized use.

ROYALTIES AND REGISTRATION

The Association will refuse to issue a number or grant a measurement certificate to any yacht on which the royalty has not been paid or which was not built by a recorded owner of Official Lightning Class plans. The fee for each and every boat built is \$15.00 which includes the assignment of a registered number, blueprints and the book entitled "Building the Lightning."

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



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

PLANS

Plans are not transferable. They are sold subject to the terms and conditions of the notice thereon. Plans and specifications are subject to annual revision only as provided in the Constitution and By-Laws. It is the policy of the LCA to make no changes which would give more recent Lightnings any advantage over the first Lightnings built. The responsibility of keeping advised as to these annual revisions rests with the purchaser of plans and specifications. Never copy another Lightning.

CONSTITUTION - BY-LAWS - RULES SPECIFICATIONS

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

MEMBERSHIP

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

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

Our Champions

1939—BAY HEAD YACHT CLUB BARNEGAT BAY—BAY HEAD, N. J.

Champion—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in "Ay-Ay-Ay" No. 35.

Runner-Up—John C. Hirst of Mantoloking, N. J. (Fleet 3) in "Anyhoo" No. 102.

1940—RIVERSIDE YACHT CLUB LONG ISLAND SOUND—RIVERSIDE, CONN.

Champion—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in "Ay-Ay-Ay" No. 35.

Runner-Up—Carl Dixon of Riverside, Conn. (Fleet 7) in "Feather", No. 242.

1941—SKANEATELES COUNTRY CLUB SKANEATELES, N. Y.

Champion—John M. Stern of Buffalo, N. Y. (Fleet 12) in "Thunderbolt", No. 680.

Runner-Up—David G. Cluett of Lawrence, Long Island (Fleet 2) in "Linnett", No. 131.

1942—SOUTH HAVEN YACHT CLUB LAKE MICHIGAN AT SOUTH HAVEN, MICH. (FIRST SPECIAL WAR TIME REGATTA)

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

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

1943—BAY HEAD YACHT CLUB BARNEGAT BAY—BAY HEAD, N. J. (SECOND SPECIAL WAR TIME REGATTA)

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

Runner-Up—John W. Orchip of Short Hills, N. J. (Fleet 3) in a local boat drawn by lot.

1944—BUFFALO CANOE CLUB LAKE ERIE, POINT ABINO, ONTARIO, CANADA (THIRD SPECIAL WAR TIME REGATTA)

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

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

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

Champion—George R. Barnes of Skaneateles, N. Y. (Fleet No. 1) in "Westerly."
Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.

**1946—SKANEATELES COUNTRY CLUB
SKANEATELES, N. Y.**

Champion—Walt. E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.
Runner-Up—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice", No. 588.

**1947—TOLEDO YACHT CLUB
TOLEDO, OHIO**

Champion—Walt. E. Swindeman, Jr., Toledo, Ohio, (Fleet 42) in "Yankee Doodle" No. 800.
Runner-Up—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.
President's Trophy Winner—Robert H. Siemer of Williamsville, N. Y. (Fleet 59) in "Salt Shaker" No. 1676.
President's Trophy Runner-Up—George A. Wasserburger of Pontiac, Mich. (Fleet 54) in "Aqua Leta" No. 838.

**1948—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO**

Champion—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Dodge Trophy" No. 2891.
Runner-Up—Walt. E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.
President's Trophy Winner—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.
President's Trophy Runner-Up—J. R. Ludlow Wray of Philadelphia, Pa., (Fleet 91) in "Nipper" No. 3704.

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

Champion—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Sue", No. 2891.
Runner-Up—Bob Graf of Buffalo, New York (Fleet 12) in "Rampage", No. 467.
President's Trophy Winner—Dr. Herbert Virgin, Jr. of Miami, Florida (Fleet 111) in "Flame", No. 3880.
President's Trophy Runner-Up—Felix Ross of Miami, Florida (Fleet 130) in "Tavana", No. 4411.

**1950—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO**

Champion—H. R. Krauss of Toledo, Ohio (Fleet 42) in "Jinks", No. 447.
Runner-Up—Magnus Pedersen of Nyack, N. Y. (Fleet 75) in "Two Bits", No. 1565.
President's Trophy Winner—Bill Walker of Erie, Pa. (Fleet 24) in "Caroline II", No. 4282.
President's Trophy Runner-Up—Dr. Gerald Murphy of Lake Fen-ton, Mich. (Fleet 53) in "Double B", No. 4545.

**1951—TOLEDO YACHT CLUB
TOLEDO, OHIO**

Champion—John Teigland of Bedford, N. J. (Fleet 91) in "Seductress" No. 4571.
Runner-Up—John Robertson of Hamilton, Ontario (Fleet 118) in "Riuda" No. 2327.
President's Trophy Winner—Howard Folt of Erie, Pa. (Fleet 24) in "Zephyr" No. 1916.
President's Trophy Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 3333.

International Championships at Toledo

Wednesday, August 29 to September 2, 1952

By Cal Yaudas

John Teigland of Spray Beach Yacht Club, N. J., sailed his "Seductress" into first place at the International Lightning Championship Regatta held at the Toledo Yacht Club, Aug. 30, 31 and Sept. 1st. Sailing in winds that varied from 12 to 45 miles per hour, Teigland sailed one of the finest five race series in Lightning Class history.

The first race got under way at 10:00 A.M. Thursday in a 12 to 15 miles south east breeze. John Robertson of Hamilton, Ontario shot into the lead on the windward leg with Chuck Kehoe, Bob Graf, Chuck Dore, Teigland and Chuck Berc not too far behind. A reach to the second stake saw most of the fleet flying spinakers. After a jibe for the first run home, the same conditions prevailed. Rounding the home mark for the second beat found Robertson still in the lead which he increased by some excellent windward work. In the meantime, other boats had come from far behind to move into contending positions. Going into the last leg home it was still Robertson with a comfortable 100 yard lead over Magnus Pederson who had come out of nowhere and was fighting it out with Teigland for second. Foot by foot they started to overhaul Robertson. One hundred feet from the finish line Pete had closed the gap to two boat lengths with Teigland just overlapping Pete. At the line it was Robertson the winner a scant two feet over Pederson with Teigland still holding his overlap on Pete. Bob Graf of Buffalo came in a good fourth with the defending champion Dick Krauss of Toledo fifth. Dick had moved up from 18th spot the first time around.

The second race started at 2:30 P. M. and the wind had hauled to the north east and increased up to 18 to 24

miles per hour. This air was evidently made to order for Bob Graf as he took the lead shortly after the start and held it the entire race. But the fight for the next contending positions was terrific with places changing on every tack. After a bitter struggle, Teigland finished second with Ed Waters of New York, Walt Swindeman of Toledo and Pederson finishing in that order. Thursday evening was featured by an amateur program with that champion of adjectives, genial Jerry Garinger as MC. Starting off with a welcome song by the Toledo gang, we were favored with songs and monologues by the assembled throng. The great Buffalo gang really put on a show. This lasted from ten until we don't know when.

Friday morning found the wind back in the south east with a velocity of 35 miles and up to 45 in the puffs. Once again Robertson showed us his fine windward sailing as he took the lead and steadily increased it throughout the entire race. Again the fight for the other favored places was very keen with excellent seamanship prevailing in the heavy going. Teigland continued his consistent sailing with another second. Henry Minor of Central New York came in third with Chuck Dore and Dick Krauss trailing. A number of accidents occurred in the heavy going. Robert Connor of Long Island capsized while attempting a jibe. Jack Campbell of San Diego, California broke his rudder and John Bollinger of Long Island lost his spar. All were taken in tow by Coast Guard boats. Due to increasing winds up to 60 miles per hour, the race committee canceled the fourth race which was scheduled for the afternoon. The rest of the day was spent repairing damaged gear and discussing the chances of the first six contenders.

Teigland was leading with 104 points, Robertson second with 103 points, Graf third with 98 points, Dore and Krauss were tied at 93 points and Pederson sixth with 91 points. The social highlight of the evening was the annual cocktail party followed by a dance in the Pirates Den. Of course another songfest took place before the evening was over.

Saturday morning found the wind back in the north east from 25 to 30 miles per hour. A cold drizzling rain was falling and continued the entire race. But the rain did nothing to dampen the heat of the battle between Teigland and Robertson for first place. While this was going on Dore drove his "Hustler" into first place and held it for the entire race. Another ding dong battle was staged by the two top contenders and at the finish line it was Robertson, Teigland, Krauss and Swindeman in that order. This race dashed the hopes of Graf and Pederson. On the first leg while up with the leaders, Bob's mainsail ripped along the foot. Changing mainsails in a championship race is too much of a handicap to overcome and Bob finished 18th. Disaster overtook Pederson on the second weather leg. Pete had moved up fast and was snapping at the heels of Dore when his rudder broke and he was forced to withdraw. This was a tough break for two top contenders.

Going into the fifth and final race the tension was high and ulcers were jumping as Teigland and Robertson were tied with 138 points. The rain had stopped but the wind direction and velocity remained the same. Krauss was off to a flying start and soon moved into a fair lead. At the end of the first lap it was still Krauss in the lead with Minor, Teigland, Dore, Robertson and Graf closely bunched and anything could happen. On the second weather leg, Minor went into the lead and as they rounded the last stake for the spinaker run home the positions remained the same. Minor, Krauss and Robertson worked up high for the line while Teigland dropped low. It looked like the wrong maneuver as Robertson pulled up even and a good 100 feet to windward. But Teigland still had that something of which champions are made. About 200 yards from the finish line he hardened up to almost reaching trim and hit the line about two boat lengths ahead of Minor to receive the gun and become the 1951 International Lightning Champion. Krauss finished third with Robertson and Dore following.

And so ended one of the most thrilling Lightning Championship regattas ever staged. A Championship that was decided in the last 200 yards. The final standings found a new Champion in Johnny Teigland of Spray Beach Yacht Club, New Jersey; Johnny Robertson of

RESULTS INTERNATIONAL CHAMPIONSHIP REGATTA, TOLEDO, OHIO

4872	WINSOME SAL	Henry Minor	13	31	3	9	2	125	9
359	GRAND TURK	E. W. Carpenter	16	19	22	27	16	85	18
458	QUEST	E. J. Hamilton	27	22	24	31	27	54	28
4748	FIDDLERS GREEN	W. J. McGennis	17	16	25	25	25	77	24
2327	RHODA	J. N. Robertson	1	6	1	2	4	171	2
467	RAMPAGE	Bob Graf	4	1	8	18	6	148	6
2891	SUE	Chas. Kehoe	9	11	11	8	10	136	7
4670	RED WITCH	Morgan Powell	13	14	6	12	7	133	8
4774	HUSTLER	Charles Dore	7	7	4	1	5	161	3
864	BAY RADER	Harry Sindle	10	10	10	10	23	122	10
4571	SEDUCTRESS	John Teigland	3	2	2	3	1	174	1
8616	BLOODSHOT	Jim Gagnon	14	26	9	29	22	85	19
8620	LIANNE	Chuck Berc	11	15	20	23	DNS	79	21
4874	BETSY	Sam Stowell	35	35	27	DQ	23	23	35
3422	CHALANA	Charles Toms	36	33	16	20	20	60	26
3716	EL TORO	G. N. Bull	29	12	14	28	11	91	17
4901	VALHALLA	M. Pedersen	2	5	13	DNF	9	119	12
4918	RAVENGER	Ed Waters	28	3	7	15	13	119	11
4060	G-WIZ	Jack Campbell	31	25	DNF	26	24	31	29
4447	JINKS	Dick Krauss	5	8	5	4	3	160	4
4810	SOOKEY	Jerry Garringer	26	23	17	14	12	93	15
4668	MEAT WAGON	R. Englebeck	12	20	18	16	26	93	16
4880	YANKEE DOODLE	W. Swindeman	6	4	12	5	8	150	5
4239	RAG WAGON	Dr. W. Barnes	21	17	26	6	14	101	13
4924	NO-NAME	H. J. Cawthra	8	9	DNS	17	DNF	77	23
1338	ADONIS	Geo. Maludy	30	DNF	15	7	17	79	20
1982	WEE-DEE	W. Wedrick	24	18	21	11	15	96	14
4058	DIXIE DOODLE	Cliff Prados	25	32	19	13	19	77	22
3498	AEOLUS	R. A. Roy	20	29	23	30	24	59	27
4108	SHMOO	K. O'Connor	33	21	DNF	21	21	52	29
4802	RASCAL	V. Randall	34	34	DNF	32	29	19	36
372	SCHNITZEL	N. Schaller	23	24	28	19	18	73	25
4610	BLUE CLOUD	J. Bollinger	19	30	DNF	DNS	DNS	25	34
4251	BLACK JACK	R. Connor	32	13	DNF	22	DNS	44	30
3524	SPARK	Wm. Uhl	18	28	DNF	24	DNS	41	32
4354	FURY	R. Blair	22	27	DNF	DNF	DNS	25	34

the Royal Hamilton Yacht Club, Ontario second; Charles Dore also of Spray Beach third; the defending champion Dick Krauss of Toledo fourth; and a former two time champion Walt Swindeman of Toledo fifth. The Toledo Yacht Club with Commodore John Glauser and club members were hosts at this exciting regatta. The race committee was headed by Clarence Crites and he was ably assisted by Len Ladenberger, Les Thal, Russ Luchtenberg, Tom Newman and Clarence Struckey.

Three races were sailed for the coveted Presidents Cup. Thirty boats answered the starting gun and the competition was just as keen and hard fought as the Internationals. At the end of three spanking races, Howard Foht of Erie, Pa., sailed his Zephyr into first place with 81 points. Last year's winner was Bill Walker also of Erie. Bill is now in service. A former National Champion, Karl Smither of Buffalo finished second; Eugene Walet of New Orleans, La., was third; Thomas Allan of Buffalo took fourth and

George Fisher of Buckeye Lake, Ohio, fifth. An added International aspect took place in the presence of Mike Zazzaratti of Honolulu, Hawaii. Mike made the trip with his wife and son just to take in this regatta. He served as a crewman for Bob Mann of Buckeye Lake in the Presidents Cup series.

The annual banquet took place Saturday evening after which the presentation of flags and trophies was held with President Walt Swindeman presiding. Walt took this opportunity to thank all the boys and gals who worked so hard to make this fine regatta a huge success. Walt then turned the gavel over to our new President Wayne Brocket who closed the meeting with some very fine remarks. An evening of dancing followed in the ballroom. Also another songfest was promoted with that late arrival Bob Seimer leading the session.

Good luck to our new Champ and we'll see you at Spray Beach next year.

TO THE LADIES By Grayce Panches

To all the Ladies who took part at the International Lightning Regatta, held at Toledo Yacht Club, Toledo, Ohio on Aug. 29, 30, 31, and Sept. 1, this article is dedicated.

Sincerest admiration to the ladies who crewed in the races. They had lovely sailing on Thursday, but they really had to take it the hard way on Friday, and Saturday. But cold, or not, blistered hands and all, they did their job and did it well.

Congratulations to the ladies on the committees who worked weeks before the regatta, planning entertainment, making decorations, arranging accommodations for about three hundred expected guests. Theirs was a big job well done.

And "thank you for coming" to the wives, mothers, sweethearts, and friends of the Lightning fleets all over the country. You made the regatta a gay, social and friendly affair.

The first arrivals were Doris and Wayne Brockett, North Haven, Conn., on Aug. 21st. Doris pitched in, in true Lightning class style, and helped all week with preparations for the big event. She worked hard and told me she loved every minute of it.

The first social event was a Splash Party for the ladies, on Wed., Aug. 29th at Jack Bradley's summer home on Lake Erie. Betty Compton was hostess to the visiting ladies. It was a beautiful afternoon. Swimming was perfect, and we all enjoyed the comfortable chairs, and cool breezes and refreshments for a couple hours.

Mrs. John McIntosh from Rochester, N. Y., almost wept when she saw the golf course across the road from our yacht club. "Why didn't someone tell me," she cried, "I could have brought my clubs and played golf while my husband sailed!" Golf clubs were provided, but Mrs. McIntosh didn't use them. She found the races more exciting, and had no time left for that game of golf.

Mrs. Kay Somner from Shreveport, La., said it was her first large regatta and was very thrilled to attend the Internationals and had a wonderful time. This was the stock answer of all the ladies who were asked "are you enjoying yourself," "Yes we are having a wonderful time."

Everyone was given an opportunity to view the races. The spectator boat "Arrowana" was filled to capacity for all five races. The Arrowana followed the races and saw the exciting start and finish of each one. The overflow

was put aboard stake boats and on private yachts. Excitement and tension is the prevailing atmosphere of any regatta, but here at the Internationals we all felt it to the nth degree.

Mrs. John Robertson from Hamilton, Ontario, had attended regattas for many years, first with her husband, and now with her son, Johnny, who finished second in the series. She is an ardent race fan, and was just as enthused and had as good a time as those gals attending for the first time.

Mrs. Loa Jessie Zazzaretti, her husband, and son, came from Honolulu, Hawaii, for the regatta. Her husband crewing for Bob Mann of Buckeye Lake, Ohio. She entertained on "Amachoor Nite" with a typical Hula dance, and taught President Walt Swindeman just how it should be done.

Mrs. Wm. McGennis from Buffalo, N. Y., was here to watch her husband sail his "Fiddler's Green". One can usually figure out the meaning of the names tacked to the transom of these Lightnings, but that was a new one, and here is the definition for you who do not know it. "The imagined Elysian Field of Sailors and vagabond craftsmen, where credit is good . . . where there's many a lass and many a glass . . . and never a stormy sea." Cute, eh?

Mrs. Ann Cox, "Squirrely" to most of the Lightning sailors was here from Nutley, N. J. She said "At one time I thought I would never again want to go to a regatta, but I love sailing and sailors, and will never miss one if I can help it." Squirrely entertained with one of her inimitable dances.

Mrs. Stan Shaver, St. Petersburg, Florida was so happy to come north to get out of the terrific heat they have been having down there. So, what happens, Friday afternoon was the hottest day Toledo has had for five years. Phillis said she knows it is never that hot at home. But the sailing was so good it was worth the trip.

Jane Odger from Philadelphia, said, "I'm sick of looking at boats, I'm tired of talking nothing but boats; all I do is wait and wait to see my husband, why he even talks boats in his sleep!" Jane is a bride of six months! I met Jane one morning when the spectator boat was sold out, she was almost in tears because she might not get out to see the races, and she just beamed, because she just did not want to miss that race!



Left to right: Black Magic, Ed Anderson; Dramatic, Commodore Norvel Diamond; and Adios, Bill Pirie, racing on Mission Bay.

California Year 'Round Racing

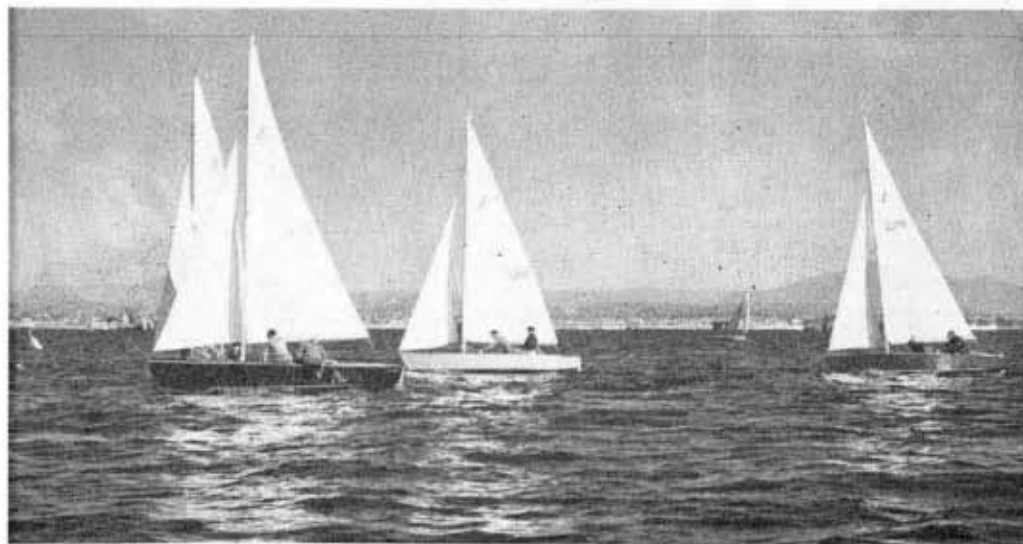
**THE WELCOME FLAG IS ALWAYS FLYING FOR ANY OF OUR
FRIENDS TO COME AND JOIN US,**

FROM:

Fleets, 102, Carbrillio Beach YC, San Pedro
107, Balboa YC, Newport Harbor
114, Coronado YC, San Diego Bay
194, Mission Bay YC.

ALSO, We lost our shirt back in Toledo last year to a
Floridian, but . . . brother! We're returning
with a new gleam in our eye and . . . a new shirt!
District Commodore, John Potts
District Secretary, Teddy Avkerman.

Lightnings racing in Coronado Yacht Club's annual Thanksgiving Lightning Regatta (Racing on San Diego Bay.)



John Potts

