## INTERNATIONAL CHAMPIONSHIP REGATTA


 Hr: and 1 irre. Wialter Suzindrwate

Spray Beach Yacht Clut, (home of Johrny Tiegland, winner of the 1951 International Championshtp Regatta) played host to the 1952 Regatta and the Pressdent's Cup Series. Charles Dote, 3rd, treasurer of the Lightning Class Association served as chairman of borh series. The entire Lightning Class Association extend a "hearty, well done" to Spray Beach Yache Club and to Charlie Dore nd his various committees.

The first race got under way Thursday morning in a N.E. breeze of eight mph. This race developed into a two-boat race with Hern Nickels of Lake Fenton, Mich-
igan in the lead the first time around closely followed by Hank Cawthra of Detroie. On the second weather leg, Hank moved into the lead which be steadily increased and won going away. Nickels placed second with Bob Graf of the Buffalo Cance Club, Buffalo, N.Y., Howard Font of Erie, Pa. and Harry Sindle of Lirtle Falls, N.J. following.

The second race in the afternoon found the wind


Start of a race-latcrmational Chutpinnshif RComatio, 3952

## INTERNATIONAL CHAMPIONSHIP

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| 4533 | Prick wiele | Herman Nifktes | Lake Fenton Yachit Chb | 2 | 10 |  | 29 | 4 | 128 |  |
| 4545 | Triple I | Dr. G. Maryily | Lake Featen Yallt Club | 18 | 15 | 120 |  | 3 | 126 |  |
| 5180 | Varkee Doudle | Walter Swnileman | Tokdo Yutht Club | , | 7 | 29 | 6 | \% | 129 |  |
| 864 | Bay Radee | Harcy Simble | Livalete Yacte Club | 5 | 1 | 9 | 13 | 26 | 124 |  |
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| 4571 | Sedisatres: | Joln Tiegland | Syony Beach Yacht Club | 26 | 14 | Dise |  | . | 94 | 18 |
| 49 H | Jawhin | Dick Schaitz | - emal-Nodrway Yacht Ctub |  | 6 | 24 | 118 | 24 |  |  |
| 33.33 | Tixramen Tlicice | Kari Smither | Bay Head Yachit Clut Maifaly Cavoct Clut | 14 | 31 | 10 | 12 24 | 1.4 | 8 | 21 |
| 4881 | Zig Zag 2 | Cal Yaublas | Toledo Yacit Clab | 2 | 21 | 15 | 25 | 11 | 80 | 22 |
| 5147 | Bittoens Up | Hin Healy | Niartic Bay Yache Club | D. A F. | 1.3 | 21 | 12 | 12 | 86 | 23 |
| 1213 | Lagniappe | Jas. MeCistoh | Amarican Yacht Clob | 13 | 16 | 36 | 25 | 22 | 77 | 24 |
| 3744 | Gigoko | Ralph Clristman | Soutleen Yacht CJub | 11 | D. $\mathrm{N} . \mathrm{F}$, | 18 | 19 | 23 | 71 | 5 |
| 4447 | $\operatorname{Timx}$ | Dick Krauss | Tolelo Yacht Clab | 19 | 20 | 14 | 21 | D.N.F. | 70 | 26 |
| 4879 | Blas Jacket It | Dr. Jotsr Mclatosa. | Newport Yacht Clab | 24 | 12 | 33 | 27 |  | 04 | 27 |
| 3.24 | Spark | Wm. T. Thl | Mattituck Sailine Fleet | 31 | 31 | 13 | 16 |  | 63 | 28 |
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| 4.356 | Maialets | Stuernag Clantland | Black Rock Yacht Chuh | 17 | 2 R | 23 | 23 | 32 | 57 | 29. |
| 2794 | Wierlspear | Clise Hatlagat | Sodis Bay Yarlit Clnb | 32 | 17 | 27 | 28 | 29 | 47 | 30 |
| 3422 | Chatana | Clase Tome | Spofford liake Yacht Cluh | 30 | 29 | 34 | 31 | 30 | 26 | 32 |
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| ${ }_{2}^{415}$ | Dowam | Crant Hiolt Frank Kolk | Spofforn Lake Yueht Cluh Searliff Yarls Clut. | $\frac{29}{88}$ | $\stackrel{33}{\mathrm{NF}}$ | 32 | 31 | DN.F | 19 | 34 |


R. C. Aloft it Seray Bowh
direction the same but it had eased off to six mph. Sindle found this to his liking as he moved out in front on the first leg and stayed there the entire race. Cawthra gave him a good run and finished second. He was followed by Joe Hoffee of Nyack, N.Y. Gene Wallet, 3rd. of New Orleans, La, and Charley Dore of Spray Beach.

Friday morning found the wind in the North at 12 mph. This was right up Howard Foht's alley and he drove his Zephyr in first. Wes Wiedrick of Detroir, Charlie Allaire of Red Bank, N.J., Graf and Wallet trailed. Sarurday morning the wind was still in the north at 15.18 miles. It was this race that dashed the hopes of Cawthra as he fouled a boat at a mark while up among the leaders and withdrew. Dr. Gerald Murphy, also of Lake Fenton, Michigan showed the boys how it should be done as he went into the lead at the start and held it the entire race. Wallet, Wiedrick, Allaite and John Tiegland, the defending champ followed.

The standings before the last race found Gene Waller, the 17 year old Southern boy in first place with 125 points; Graf, second with 118; Sindle, third with 114, Wiedrick fourth with 109 and Foht fifth with 99. Thes was really the upset race of the series as only two of the first five survived and they changed positions. The wind had softened to abour eight miles nut of the N.E. with a strong ebb current running S.E. This race developed into a ding dong battle between Allaire and Graf. At


Sivae at the rose i_C_f. Fultrational Formatior
the finish line it was Graf who received the gun and with it the coveted title of Internstional Lightning Champion. Allare, Murphy, Nickels and Tiegland rrailed Graf in this race-

It couldn't have happened to a better guy!1111! This was the opinion of all the skippers and crews when the first place tophy was awarded to Bob Graf. Bob has been "knocking at the door" several times, but there always was that litele something that denied him the highest honor in the Lightming Class Association, In 1949 it was a tie with Dick Berrram of Miami. Last year at Toledo ir was a torn main sail thar ruined his chances, But this year he was not to be denied and he did it the hard way by coming from seven points behind going into the fast race to win and become the 1952 Champion. He was ably abetted by an excellent crew of Warren Hunt and Johr Lyons.

In second place was young Mr, Wallet, a newcomer in top-flite Lighming company. He did an excellent job and will be very much in evidence in the future. Going into the lase race, Gene had a seven point lead but he ratn into some bad breaks and finished 18th.

Herm Nickels, finished third with Dr. Murphy a fellow club member in fourth place. Walt Swindeman of Toledo, "Old Man Lightming," former two-time Champ got a fifth place due to a bad start in one of the races.

## RAMPAGE TELLS HER STORY

This being a zacing boat has irs compensations in the summer months. Driving hard to windward. The steady pull of a well tended spinnaker. Planning on a long reach with a fresh wind and choppy sea. The boom of the finish gun. Muoring parties after races. Continuous polishing and general fondling by crew. Admiring glances, This all stops abruptly with the final haul-out, and the problems and suspense of a long winter begint,

In the fall of 1951 I was put up for the winter with more than my shate of worries. The Internationals at Toledo catssed most of my prohlems. First, 1 weighed in ar 787 pounds, 87 pounds ovet the minimum for our
class and light boats seemed to be performing best Sccond, an inspection of standing rigging showed mine to be old, and much too heavy. And last, I blew out the mainsail we had come to call our "gold plater" which was considered my real mocor. I had an uneasy few weeks while my skipper mulled over the pros and conts of jilting me for a new lightweight job.

Suddenly in October, my cover was thrown off and my mahogany seats and floor board, were ripped out to make way for lighter material: my old rigging was stripped from the spar and the varnish completely re. moved from maide of thy hull. 1 knew now that I would


Rangage, Ne, to
be sailed by the same skipper once again, but what about crew!

Bob Maytham had been expertly handling my jib and flying my spinnaker sinse 1946, but Uncle Sam had Erst call on his service this summer. This added to my woes. Even if I did have new light rigging and was reduced in weighe, and even if akipper's wife, Jone, did give up her Faster nutfit for a new mainsail, I still needed a good jib man. This last problem was solved in May when Warren Hunt sold Meer Maid and signed on to replace Maytham. I now had a good jib man who needed only to learn our peculiaritics, Johany Lyons who had handled my main for five years, a very determined skipper who wanted one more good year, and Jane who would be number one substitute crew, sail fixer-upper, and best rooter. My mind was now clear for a good, enjoyable summer, and it proved to be.

This fall my troubles seemed few. I needed no major changes and no new canvas, but my skier found a new and different problem for me. Bob Mann asked him to write an article about this year's Internationa! Championships and because he was too busy getting teady for the skiing season, he turned the job of writing the $\log$ over to me.-- -

SUNDAY, AUGUST 31st-Enroute to Spray Beach, N.J.
Peculiar day for a lightning, tacking through moun tains of Pennsylvania, running at 70 MPH on Turnpike and reaching through Philadelphia. Protested for barging in parkways. (Landlubber offece classed me as a truck.) Skipper won protess. Proved I was for Pleasure.
(He lied.) Put to bed under pine trees off New Jersey Highway.

## MONDAY, SEPTEMBER 1st-Morning-Still en route.

Awaken under violently swaying pine trees and downpour with water over floor boards. The tail end of the hurricane, no doube Much like trip to Florida in 1949. Johnny Lyons and skipper pump me out, and we're off for Spray Beach.

Get first glance of Little Egg Harbor Bay from causeway joining Spray Beach and the mainland. It's all churned up and muddy.

## MONDAY, SEPTEMBER 1st-Afternoon

Roll into the Yacht Club which is small hur surrounded by flapping circus tents put up for the occasion. Great welcome from defending champion Tiegland and other greats. Left to ride out big blow on trailer near Yankee Doodle III and Tiegland's Seductress. Hope some of their glory rubs off ob me. Crew takes off to find lodgings and explore Island.

## TUESDAY, SEPTEMBER 2nd-Morning.

Crews' exploration of Island must have been good. They were late in arriving this morning. Skipper's head hurt, but he says it was worth it. They scrounged chatts of the Bay from a local fisherman tide tables from a local character, and made their own charts of local bars and sea food joints. I hit the salt watet finally, but it's blowing too hard to enjoy sailing today,

## TUESDAY, SEPTEMBER 2nd-Afternoon.

Fallon's Flare tries the course. I stay at the dock and wait. Flare comes in sale encrusted and telling tales of going aground every few feet, bitting strong tidal currents and four-foot waves. Local fishermen had warned the crew of this. This will be a tough regatta with tricky tidal curtent and shoal water completely surrounding the triangulat coutse.

## WEDNESDAY, SEPTEMBER 3rd-Tuneup Day.

Good sailing day. We try the course, find all the matks and keep from going aground by following charts carefully. Have brush race with Yankee Doodle, Zaphyr, and Thermis Thrice. This proves nothing.

## WEDNESDAY, SEPTEMBER 3rd-Night,

There is the annual Lightning Class meeting ashore toright. I hope they continue to control our class so that we old boats can still hold our own with the new ones. I am the oldest boat entered this year and proud of it. Not too much noise after the meeting. I guess all crews are getting set for tomorrow.

## THURSDAY, SEPTEMBER 4th-Morning

This is the big day. Skipper's wife, Jane, gives me fond pat on transont and I'm off for that big first race, under blue skies and gentle North wind. Tension aboard is mounting. Skipper grumbling because he forgot his habitforming lime lifesavers. Blames it on Jane. Johnny opens small botale and pours Abino Bay water over me and in Bay. Hopes it will dilute this blasted salt water. Hunt nervously checking all fittings, halyards, sheers, and stop watch.

Race starts with us in fair shape. We're sixth at first mark and good downwind sail handling moves us up to fourth for first time around. Dettoit's Hank Cawthra
in Broom well ahead. Can't be caught. We pick off Dore on second windward leg and hold third until the finish.

## THURSDAY, SEPTEMBER 4ch-Lunch Time

While crew pack away a good lunch, 1 learn that Hank Cawthra, this morning's winner won the Michigan District with four firsts. He'll be tough to catch.

## THURSDAY, SEPTEMBER 4th-Afternoon,

Wind freshens, but still under 10 knots. Nor so many jitters aboard now. Skipper even shewing lime lifeavers. Good leeward start suddenly becones disastrous, when wind shift purs us in blanket of Aeet. Skipper "takes his medicine" early, goes under almost every transom to get to windward. This looks like our bad race. We're 14 th at fitst mark, the best we can do is pull up to 8 th to finish. Harry Sindle in Bay Raider, Central Atlantic Disteict Champ, won this with Cawthra second. Towed back to dock where I get , wabbed with fresh water while Jane runs beer for all hands. Swabbing stops suddenly when news comes that cockrails are spreed. We mere boats are a sorry loc. Parry getting noisier while I worry about my third place atanding after two races.

They're at the singing stage now. Warren Hunt introduces his new song. "My Blue Rampage." Middred II, berthed next to me, hears familiar vorces as her crew breaks into those French Canadian songs. Yankee Doodle III and Zig Zag dance at ther moorings to tunes from the Toledo Gang. The fun part of the Regatra is really under way.

## FRIDAY, SEPTEMBER 5th-Morning.

North wind again, but more of it. We sail the long channel out to the course with full cut sails, but change to heavy weather canvas fust before start. Strong tidal current sweeps thost of the boats over the line before the gun. Race committee recalls entire fleet twice before we get real start. Naturally, our worst statt was the one for kecpo. Once again we tack under many transorns to gain a weather berth. The feesh wind on our flat sats does the trick and at the first mark we'te third, remaming there for the firat round. Wind drops sumewhat but leaves nasty chop for second time around. We drop to fourth at fimsh Foht it Zephyr, the Southeastern Districr Champ from Mismi, won handily. We still stand in thitd place after three races, but are closer to top than yesterday.

## ERIDAY, SEPTEMBER 5th-Afternoon.

I'm given the aftetnoont off-no race scheduled. This afternoon will be devoted to a Clambake and beach party for the crews Much tension relieved with a dumking in the pounding Atlantic surf. Nothing like sand, sun, clams and beer to cement aflations.

## FRIDAY, SEPTEMBER 5th-Moonlight.

More relarions cemented

## SATURDAY, SEPTEMBER 6th-Morning-

Sarne blue sky, same northeast wind, but being a weekend, more spectators, mare well-wishers, and more fishermen cluttering the race course. After two more nervewrecking recalls, we're away. Not good but ahead of the two boars that stand between us and pay dirr. Dr. Murphy in Triple B wins, but we are content to stay ahead of Cawthra and Sindle. Good spimaker work on last leg moves us up to fimish eleventh with Cawthra fourteenth and

foam rubber
CUSTOM SEAT CUSHIONS
for Lightnings

## BUCKLE IN - STAY PUT

DESIGNED SPECIFICALLY FOR LIGHTNINGS-Conform exacrly to Lightning seatr, one cushioe for each curved fore and oft seas and one for each thwartskip seat.
CANNOT INTERFERE WITH SAILING-No loose comers or snags that might fool $a$ line. Addis less then $1 / 2^{\prime \prime}$ to $\approx$ person's heipht above deck and weigbs less than 10 lbs .
EASY TO INSTALL-Hoid-down seraps pass through the cushion and buckle to themselves under the sear. To prevent shifting, strap has a ftting that snaps to a snapbeaded wood screw on under side of seat.
NON-SKID SURFACE-The plastie surface of the cushions is designed to help keep you on the srat, even when wer.
VON'T MAR FINISH OF SEAT5-Escept for the smaps and buckles, which are under she seats, there are ao grommens or other hard parts that might mar varnish.
MADE OF FINEST MATERIALS-Surface is tough plastic. Inside is a $1 / 2^{\prime \prime}$ new faam rubber pad, which is the finest cushion material there is. It will pasitively recai= ies softansx, is not harmed by water and dries out quickly.
LOVE THE WATER-TOp of cushion is waterproof. Bormom is very pocous woven plastic material which permits ventilation of the interiur of the cushion. In ease of a dunking, will dry out qaickly if laid hatteenside up in the sun. Only for comfort, cushion is not a life preservec.
MANY OTHER USES-Guaranteed to soften the bardest bleacher seat and are nice for picnics, etc.

Cators: monjum, green of gey. Frich: Forty-fous doilars and Gity cents, poetpaid. Fisd ane dollur if in Pacific tam zone. Cbeck of M,O, with ocies. If no! what you want, Teturnoble in ten days for refund of purchase price plus your teturn pantage.

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Sindle well back. Cawthra disqualified. Are we really guing into the last race ahead? NO! Spirit, from New Orleans ssiled by Eugene Wallet, had come from nowhere, finished second this morning and now leads us by six points. What a shock! Even if we can repeat our feat of '48, '49 nd '50 and win the last race, Spirit need only be seventh to make us only a "bridesmaid" again.

## SATURDAY, SEPTEMBER 6th-Afternoon-Last Race.

Many well wishes from long standing comperitors and friends, and we're away for the pay-off race. This has to be it! The skipper surprises me and the crew with the best start he has made in this Regatta. We reach the firat windward mark with only Valhalla (Charlie Allaire) ahead. Much looking around for Spirit. Can't spot her for sure on this leg. Finally spot Spirit's orange and white spinnaker on thied leg. She's at least behind 7th place now. Can we pick up Valhalla, Atlantic Coast Champ, for one mote point? We do just this on tire next windward leg against a strong tidal current. At last, nothing but open water ahead. And it's beginning to look cleaner all the time. Much quiet elation aboard as we definitely spot Spirit in about 17th place and staying there. Our billowing spinnaker pulls us down the last leg through a narrow channel formed by a large spectator fleer. Gun booms for our finish. Spirit still 17 th. Horns, sirens, whistles from spectator boats. Back slaps, handshakes and lumpy throats for us. We had finally done it. The International Championship was ours.

Coast Guard boat tows us back to the Club. Skipper
goes on wire recorder for the air waves. Jane comes tunning with drinks and smooches for all hands and a pat for me. Hurried calls home with the news. Johnny self-dubbed "bronze giant" during the Districts, is now just a quiet, weary, happy boy. Wareen our optimist, admits he bet on our winning even before the Districts. Entire crew durked in bay.

## SATURDAY, SEPTEMBER 6th-Night. Pay-off.

Skipper is presented with case of Champagne to fill Championship bowls. Big perpetual bowl filled and passed to mach relaxed crowd. Small permanent bowl filled for the private consumption of happy main man and jib man.

Don Bliss from Miami returns canvas beer bucket stencilled "Rampage" left behind in "49. Skipper promptly presents this to Runner-up Eugene Wallet to take back to southern waters. Wallet fills this with northern beer and this makes the rounds. Much more singing, dancing and relation cementing. The Regatta is over.

## SUNDAY, SEPTEMBER 7th-Get-away Day.

Skipper and Johnny show up not too early and not too sharp. Im hauled out. Last goodbyes to host and old friends and I'm bound for that clean drinking water of Abino Bay.

Back to the Buffalo Canoe Club that has spawned three International Champions, five Runners-Up and four Third placers. It is little wonder that 1 am proud of the gold etters "B.C.C." on my transom.

# MY FIRST INTERNATIONAL REGATTA 

By Gene Walet III

With "Spirit II", built by Lippencort, we rolled into Spray Beach the Sunday evening before the beginning of the Lightning Class International Championship Regatta. It was a dreary evening with a 35 mile wind blowing across the strip, which lies off the New Jersey coast; this was the tail end of a Catribean storm which had followed us approximately 1400 miles from New Orleans. It had been a good trip and we were happy to have arrived at the seene of the big regatta ship-shape.

The next day winds were too high to go overhoard
with Spirit II, but on Tuesday morning we took our first sail over the course where the Internationals were held.

I was naturally thrilled to have made the grade where I would sail with the "greats" of the Lightning dass. As the hour for the start of the regatta approached, my thtills increased, meeting and seeing the top skippers and the fine craft which they had. After the first race, we improved; there were good breezes, and Spirit II and my crew, composed of Pudgy McClure, my good friend, and my dad. were working smoothly; our thrills incteased when we found we could keep within striking distance of the good

skippers and good boats. We learned that each race was hard fought by every contestant with a high spirit of sportsmanship prevailing at all times,

As each race was completed, our thrills incrensed; the competition was keen; the leaders were being shuffled and at the end of the fourth tace, Spitit II was it the lead on peints. In that fourth race there were three starts and we were lucky-we had a good start each time and finished second to Dr. Murphy, that great and consistent sailor.

For us, the climax was yet to come; we planned to sail the fifth race to win the series; we thought we could stick with Bob Graf, but in the maneuverings before the start, he eluded us and we got off to our worst start in the whole series. I believe we were about the 33 rd boat immediately after the start. When I say that my greatest thrill was yet to come, was because with Spirit II running smoothly and my crew working hard, we picked up 16 or 17 boats to land us in the rumnet-up position in the Internationals. You know I was happy.

The regatta, as you all know, was won by a great sailor and sporesman and wonderful fellow, Bob Graf, and my greatest thrill, next to actually being runner-up, was when

Bob presented the at the banquet with his long-last canvas beer bucket, which had just been returned to him. The rest of the night, a good time was had by all-I kept the bucket filled with beer and Bob kept the beautiful winner's trophy filled with "bubbling wine".

The scene at Speay Beach was glamorous; the Yacht Club, though small, had been put in ship-shape and large colorfal white and green striped tents took care of the over-flow; the food was delicious and the hospitality of all of the Spray Beach crowd could not be surpassed. Our friend, Charlie Dore had done a grand job as Chairman of the Committee in charge of the regata; the race committee and other officials handled the regatta in wonderful style.

It has all been a thrill which my crew and myself will never forget; we hope to make the Internationals again this year; and we hope that some day in the not too distant future we will see the Internationals satled on the waters of Lake Pontchartrain at the Southeen Yacht Club in Nev Orleans.
P.S. We are practicing with the beer bucker and hope we can compere with the donor next time we meer.

## PRESIDENT'S CUP SERIES

Tom Allern, of the Buffalo Canoe Club in his Atom \# 4811 was the 1952 wimner of the President's Cup Series at Spray Beach, N. J. This gave the Buffalo Cance Club a clean swerp of the entire series. Tom won the series with two firsts, two seconds and a sixth to lead his closest rival Ed. Waters of Red Bank, by 25 points,

The course for the President's Cup was abour a mile s.w. of the International course and was leas affected by the tide or current that lay in the deepest waters of the Bay. The entire series was favored with ideal sailing wearher. Stroag winds and perfect vistbility provided some
thrilling experiences for both skippers and spectators.
As in the Internationals the positions were well shuffled except for the number one spot. Ed. Waters, Jim Carson. Bob Morcis and Joe Holler eading in that order from 2nd to Sth position were separated by only six points at the finish; however. they all had at least two races beyond 10th pasition with the exception of Bob Morris who falecred only once and that was to 24 th spot. John Kenney, sailing Black Spot No. 5072, had two fine races with a first and a second but ran into difficulty in two other races dropping to 31 st and 23 rd and finished with a DNS.


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# INTERNATIONAL IMPRESSIONS 

By Barney Crittenden

Upon approaching the eastern shore of New Jersey after driving the 752 miles from Michigan, we were surprised by the scrub pine and oak that covered the sandy soil much as it does the northern part of Michigan and it seemed as tho we were almost at horre again. Driving sourh down Long beach Island through the tesort towns along the way, the salk air whetted our anticipation of the races and the four full days ahead of us!!

The Lightning Internationals of 1952 were held under the "Big Top". The Spray Beach Yaclat Club put up two large tents to cover their out door dance floor and part of their grounds to provide space under cover for all the meetings and festivities. The large green and white striped tents helped to enhance che festive air of the oceasion. Hospitality was busting out all over, with sailors milling around meeting old friends and making new ones. A catering tompany setved all the lunches and dinners during the zegatta while a hot dog stand served the between meal snacks. The bat was open from early til late. It was a treat for some of us to enjoy fresh sea food and some were astounded to admit that they consumed 6 dozen clams ar one sirting! Our many thanks to Commodore Fred and Irene Schanche who introduced us to soft shelled crab! It was rugged going, what with the Brockett-Dore cocktal party, a beet parly on the beach after the clam bake, and dancing in the evening.

With over 80 boats entered in the two races and many entries from near and far, it is remarkable to note that no one had to stay over a mile from the Yacht Club. The housing committee, headed by Mrs, Lillias P. Griscom, is certainly to be complimented for the efficient handling of several hundred visitors.

The Internationals were tun on a theee mile triangular course in the sea channel, of West creek and Long Point on Litile Fgg Harbor. The President's Cup race was held on a triangle to the south. Theie windward tratk was about a mile to leeward of the International starting line-AND NOW, that we are out to the starting line, let the tell you about THE TIDE! "The dirr's out-the tide's in" 1 , and one hour late usually. Some of us hadn't known that tidal currents were so swift ( 4 miles per hour) and IF the tide was coming in against the wind, north to north cast, it sets up quite a chop. This littie trick that "Uncle Ed" threw at us, caused no end of difficulties for each skipger as he tried to estimate his atart. And, just to show how hard the Race Committee worked, they had to stant a couple of races 3 times. The tide was pushing the boats over the line!! The Race Committee, headed by George Gieseke and Richard O'Donnell, and aided by Rolf A. Flack, Tom Newman, Eugene Kipp and others, certainly were to be commended on their patience, and efficient handling of the various situations that arose.

As weather and wind prognosticators, Dore and Tieg. land should have been given the "deep six". They had promised a southeast wind at 20 miles per hour at 2:00 P.M. every day! Of course they didn's know that a hurricanc of mean proportions was to hover several hundred miles off the Jersey Coast throughout the Regatta. Had that thing ever turned around and paid Long Beach 1sland a visit! Oh brother!!!!! While we are on this subject of wind, it is a middle western practice that all the brethren assemble around an open man-bole, or a storm drain will
do, and pray to Uncle Fd for wind the next day. Dot Swindeman, as a matter of conversation, asked sailor's wife, who happened to be passing by, if she know the whereabouts of a man-hole, and was answered with the startling remark, "Man-hole! Why, I can't even find a man!" This, I must say, was at a time when most of the various participants and spectators were out on the course!

After Sindle went out on the flats with BAYRADER to win the 2nd race, "Doc" Murphy, with his wife threatening to leave him without even carfare, took the same course between two clam diggers and won the th race: $\mathrm{B} \psi$ the time he got back to the club, Commodore Fred Schanche, with the assistance of Mayor Shiffler of Spray Beach, presented him with a New Jersey Clam-digger's license! From now on, he shall be known as "Digget" Murphy:

There is at story they tell at Spray Bearh about Commodore Fred, who sails \#3703, "The Silver Blonde". It seems that Fred is a regular 'Captain Bligh' in a race, and in the instance we mention, he was practically working on his crew of Bob Flack and Austin Platt, Ir, with cat-o-nine tails. They were in second place on a spinnaker run, with the wind at about 12 knots, when the crew decided to mutiny, very effectively, too. They jumped overboard, leaving Fred to finish the tace as best he knew how! (No one told me how he doused that kite!)

Krauss was the firse boat in after the Sth race due to a technteal disqualification. One of his crew had an accident and the like of which he had not experienced since be was a wee sailor of three years. (Maybe it was the clams), OR if could have been the fact that there is a difference in Cadillacs, and Krauss might have taken a nap in the wrong one:

John Orelup, Past President, certainly attended the Internationals in the mosr ideal fastuon I can think of, as he and his party towed "Javelin" from Bay Head, New Jersey with his cruiset, and stayed aboard during the week of the Internationals,

MEMORIES-Those morning dips in the Ocean ... SPRAY BEACH . . . Ed McCain being the best might watch the Beach had ever had . . . Rotzell's Martini fountain at the cocktail party ... with a shift to iced tea for the luncheons . . . . wondering how Swindeman got out of that traffic ticket ....seeing Herme Nickels, Cal Youdas and "Pim" Epler come back to earth when their entries so the Internationals were approved . ... wondering who picked up the botrles after the Beach party $\ldots$ introducing Fred and Irene to a Bean Creek Valley phlegut cutter .... how did Murphy's photographer, Gal. lagher, get out of that claser? ... our visit to SHIP BOTTOM .... the presentation of trophies . . Karl Smithers invitation to "saul on drinking water and Canadian ale" . . Eugene Wallett congratulating Bob Graf

THE HOSPITALITY OF THE JERSEY SHORE! !
When you stop to think that any one of the top 14 , given the chance for a change in tactics in one or two taces, a beteer start or a little luck, could bave won the championship, you wall understand the thrill 1 got drinking champagne with the Grafs, Warren Hunt and John Lyons! And remember, Bob has been trying a long time!

Tharks Spray Beach Yacht Club for a wonderÍul Regattit See you all next yearl

## PRESIDENT'S CUP REGATTA

| B6at | No. | Nawa | SEiphir | Cimit | $\begin{aligned} & \text { First } \\ & \text { for } \end{aligned}$ | Second foar. | Third Pos. | Fourtis Pas. | Fifor <br> Prs. | $\begin{gathered} \text { Sulai } \\ \text { Hamis } \end{gathered}$ | $\begin{aligned} & \text { Finoti } \\ & \text { Pan } \end{aligned}$ |
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| 4811 |  | Atan? | Trom, Atlent | Beffito Camoe Club | 1 | 2 | 1 | $t$ | 6 | 221 | 1 |
| +918 |  | Reverger | Fal Waters | Red Dank Yaclit Club | 14 | 3 | 17 | 1 | 2 | 146 | 2 |
| 1004 |  | Flying-Miat | jim Carsen | Xetedeconk River Yacht Chub | 1 | 4 | 14 | 15 | 4 | 194 |  |
| 3075 |  | jolly Rosiger | Leb Morris | Cape Xay Yacht Clob | s | 6 | 4 | 24 | 1 | 19.1 | 4 |
| 2.45 |  | Tilform | Joe Holler | Niagara That (lot) | J | 8 | 8 | 12 | 12 | 190 | 5 |
| 4414 |  | Whom | E. 1. Mar Eryife | Tampa Pay Yarctit Cub | 4 | 13 | 11 | 23 | 5 | 1*0) | 5 |
| 3172 |  | Stiver blonde | Ikah Flach | Spray Brach Vacht Club | 12 | 11 | 16 | 4 | 10 | 181 | 7 |
| 257 |  | Whimi Wind 11 | Marge Adarn- | Xtetovjexmk River Yiacht Club | 10 | 11 | 5 | 19 | 14 | 175 | 8 |
| 1564 |  | Shur-Erur | Craig White | Lide Hupatoung Yacht Clit? | 3 | 9 | 10 | 6 | 27 | 174 | 9 |
| $15 \times 13$ |  | (Tlockenspiel | Stamert Andersom | Viacara Sailirig Club | 11 | 15 | 6 | 14 | 19 | 168 | 11 |
| 3.385 |  | Tag-A-tang | Franta Sctmetiler | Spray Eeach Yacht Club | 15 | 17 | 21 | . | 9 | 168 | 11 |
| 1281 |  | Rathger 11 | lohns Wsalell | Hamesat Day Fleet | 17 | $\underline{15}$ | 9 | \$ | 15 | 162 | 12 |
| 5145 |  | Masvitliun | F. R. 6vertan | Solxile Hay Yuctit Cluh | \& | 38 | 12 | 13 | 7 | 152 | 13 |
| $\xrightarrow{1170}$ |  | Retegarle | Dave Shay | Meterecouk River Yacht Clab | 28 | 12 | 7 | 7 | 28 | 151 | 14 |
| 351 |  | Intrigut | Dive Berty | Exrriegat Bay Fleet | 31 | 24 | 18 | 9 | 13 | 148 | 13 |
| $3+09$ |  | Hot Latiary | Sam Kroax | Wailawanterk Yacht CTub | 16 | 16 | 3 | 13 | D.N.F. | 1.8 | 16 |
| 4707 |  | Fitar Mirnds | Thos MeCain | Arwent Lake Yacht Clab | 1.4 | 26 | 22 | 11 | 2.) | 1.36 | 17 |
| 5072 |  | 17x-k Sout | Johts Kentiny | Cape May Yacht Clah | 31 | 1 | 2 | 2.3 | D) ${ }^{\text {NS }}$. | 1.8 | IS |
| 141 |  | L.te-N-Eiasy | Henrs C, olvon, Ir. | Hotasatosic Roat Cluls | 20 | 31 | 28 | 8 | 17 | 129 | 19 |
| 5009 |  | Fity-Eity | Clarence Hulman, Jr. | Luke Fontot Yacht Claht | 16 | 22 | 17 | 10 | 20 | 128 | 20 |
| 1587 |  | Fram | Chris. Mecutetreoti | Sray Reach Yacht Club | 18 | , 6 | 27 | 17 | 8 | 127 | 21 |
| 51.74 |  | Prater | Wayar mrockett | Resanford Yaclit Clab | 25 | 40 | 19 | 16 | 11 | 122 | 22 |
| 2504 |  | Wa-Hz | Warren lones | bayvien racht (lish | 8 | $1 \times$ | 12 | Dis! | 31 |  |  |
| 4864 |  | My Gial II | Giearem Fisluer | Fisclocye Iake Yacht Club | 9 | 14 | 24 | 21 | [N... | 121 | 2. |
| 11.88 |  | Han Gre | Junce Methot | Red Bank Yasht Club | 22 | 19 | 25 | 2 n | 22 | 118 | 36 |
| 4191 |  | Bandit | Boh Adams | Xetedeconk Kiver Yacht Cluh | 24 | 34 | 13 | 29 | 16 | 117 | 27 |
| 37.310 |  | The Iank | lim Stevenson! | Sjiray Beach Vsarht CTub | 23 | 20 | 30 | 22 | 26 | 112 | 28 |
| 308 486.7 |  | Cymgat | Wms A Stranh | Newport Yachet Club | 27 | 21 | 31 | 28 | 18 | 66 | 29 |
| 486, 4816 |  | Nipper Kiat Jade | Sterman Allen | Little E-ge Harkor Yacht Muh | 31 | +1\% | 20 | 37 | 25 | 111 | 30 |
| 1206 |  | Jacle | Thas. Coe | Rivertoe Yarht Club | Disy. | \% | 25 | 33 | 32 | 91 | 31 |
| 3108 $3 / 077$ |  | Sil Tione | Leightan Wates | 5. Shrewshury Yacht Clab | 26 | 3 | 29 | 35 | 3 | 86 | 32 |
| 36694 |  | Rip Tine Rlanclue II | Wm. Webb | Litte Ege Harbor Yacht (Imb | 21 | 31 | 35 | 31 | 34 | 81 | 3.3 |
| 4202 |  | Rabeal | V. W. Gurdori | Rod Pank Yacht Clah | 3) | 27 | 34 | 30 | 36 | 75 | 37 |
| \$225 |  | Strike One | Dave İangworthy | Iatte Eigh Hartar Yauht Club | 37 | 35 | 11 | 25 | 34 | 61 | 35 |
| 4890 |  | Matmess's Mink | Carleton 1. Altan | Por: Clinton Sailine (7ob) | 37 | 35 39 | 36 | 19 | 30 | 67 |  |
| 3630 |  | Water Witch | Jolm W. Sywisle | Rad Bark Yacht Clubs | 35 | 4.3 | 15 | , ${ }^{5}$ | 1) $\mathrm{N}, \mathrm{F}$ | 411 |  |
| 97 2000 |  | Fosterts Up | Jotu P Kelly | Hrant Bearh Yarht Club | 16 | 32 | D)N.F. | 41 | ${ }_{37}$ | 30 | 19 |
| 32001 |  | Tramitat | 6. H. Hatch | Red flank Yacht <luh | 4 | D.N.F | 38 | 12 | 35 | 36 | 40 |
| 3103 |  | I, irgo | Jach Maffentwier |  | 13 | DNF. | 411 | 37 | 39 | 36 | 41 |
| 1276 |  | Jigardos | Haruht Therpe | Siray Hoarl Yucht tluh | 18 | i7 | 43 | 3 | D.N.F. | 33 | 42 |
| 1278 |  | Corsiat | R. E Kinmey, Jr. | Suri City Yocht Cloh | 4.5 | 41 | 42 | 4. | 18 | 27 | 4.3 |
|  |  | Mapa-Loug Hostice | Rogden Kraip | Raritan Hay Fleet | 40 | $4 \geq$ | 39 | D.NS. | 1).N.F. | 22 | 4.4 |
| 2781 |  | Hustier Sea Fever | Herts Smith | Prmatmoris Yachit Clab | 41 | 1).NF | ! | Ding. | 3.3 | 31 | 45 |
| +1195 |  | Sa Fever Smay Hown | $\mathrm{H}, ~ \& ~ A r c h a m h a n l t ~$ Ratry Broset | Grotan-Lome Point Y, C. | 1) N5 | 39 | DN.F. | DNS | $10 \times 5$ | 19 | 46 |
| +1) |  | -pıay liamin | Hatty Erasti | apray Fiearh Eacht Clith | 1)NF | 44 | 45 | 4.31 | DNS. | 111 | 47 |

## ST. PETERSBURG SIXTH ANNUAL WINTER REGATTA

Booming to an all time bigh in national interest, the unnual Mid-Winter Lightning Regatta again took place n Tampa Bay on February 2Cth, 21st and 22md. The St. Petersburg Yacht Club and Lightning Fleet \#109 with Commodore Stan Shaver again played host for this big event. There were seventy entries, many trailing their boats from the frozen north for their winter vacation or boneymoan.

An event of this size requires hours of planning and good committees to carry through. George Pierson as general chairman deserves all the thanks of the Lightaing Association. Wallace Rifley, face chairman and his commictee did a splendid job. They were successful in angling the starting line to accommodate the large number of participants with the least amount of trouble. The registration committee headed by Martha Frush took over their daties in a most capable manner. Dick and Mary Jane Mienct had charge of the entertaimment. of which we will speak later.

The ladies of the St. Pete Yacht Club hold their
weekly Pram races on Wediaesday afternoons. Same of the top-visiting Lightning skippers were challenged by the ladies for their Wed, Feb, 18th race. This proved to be quite entertaining for the spectators. Dr. Gerald Murphy who won the Lightaing Regatta didn't do so well in this race. After a dunking at the dock he made mare sternway than headway. Walt Swindeman, Dick Krauss and Bob Mann had a great deal of trouble rounding the first matk due to hooking the out haul clew on the pipe. Harry Sindle in SP2 was the winner with M. Moebs, a lady dipper, coming in for second place.

Dr. Gerald Murphy of Mc. Morris, Michigan through his consistent salling and a win in the last race, emerged victor with a total of 310 points, followed closely by Gene Walet of New Orleans with 309, Walt Swindeman of Toledo, Ohio with 307 and Howard Foht, last year's winreer, Harry Sindle, Herman Nickels, Ernest Mac Bride. Joe Stueland, Ed Overton and Magnus Pedetson in that order.

The first four races were held in medium to heavy


Take your pick
breezes, whereas in the last race the breeze was moderate to light with peositions changing many times. No one skipper monopolized the wimning spot; howevet, Howard Foht was able to garner a first in the second and fourth taces, with John Tiegland, Harry Sindle and Dr. Murphy winning the other individual races. John Tiegland was subsequently disqualified in one race, which robbed hum of a chance to place in the upper bracket,

Charles Allaire, sailing a new craft, less than two weeks old, did a magnificent job of sailing. He was able to amass a total of 311 points, enough to take first place had his new boat werghed the required 700 pounds. Unfortunately for Charlie, he was also disqualified when the weight discrepancy was discovered after the last race, at which time the first six boats were weighed by the official Lightuting scales.

On Friday evening all skippers and crews assembled at the Club for a Skipper's meeting and a "Sound-off." The big event of the social season was the "Barbary Coast Ball." With just a slight imagination, one could place himself on carnival night in the midst of Can-Can gitls, prospectors, Chinese coolies and characters in general as walked the strects in California coast towns at the turn of the century. This conglomeration of humanity mingled


De. Harphy . Hfatiac camiong if

 7nd owtr.
and thronged in the southwest corner of the St. Petersburg Yacht Club ballroom during the cockcail hour preceding the Costume Ball.

Commodore Stan Shaver presided at the presentations which followed the sumptuous buffet dinner on Sunday evening. Commodore Stan extended a gracious welcome to all and an invitation for a repeat visit in "94. Everyone who was there hoped that they might be among the fortunate ones to enjoy a perfect Winter Vacation on Tampa Bay.




