

### DISTRICT OF BRAZIL

District Secretary: Cyril W. Milbourne  
Deputy Dis. Secretary: Fernando Pimentel Duarte

**Fleets:** Flotilha de Lightnings do Rio de Janeiro (84); Flotilha Carioca de Lightnings (144); Flotilha de Lightnings de Sao Paulo (147); Flotilha de Lightnings de Florianopolis (162); Flotilha de Lightnings de Victoria (201); Flotilha de Lightnings Banderante (234); Flotilha de Lightnings de Pernambuco (245); Flotilha de Lightnings do Parana (259).

**District Report:** There are today eight chartered fleets in the District but reports and information received unfortunately indicate that some of the fleets are not as active as they should be. This, of course, cannot be said of the fleets based in Rio de Janeiro and Sao Paulo, the two biggest yachting centers in Brazil. Here activity has been as keen as ever and enthusiasm is still growing.

The major regatta of the District was held this year in October when the first District Championship was sailed in Rio de Janeiro harbour. Invitations were extended to all district fleets but entries were only received by crews representing the Rio and Sao Paulo fleets. Ronaldo Costa Souza in "Pinduca" (Fleet 84) was the well deserved winner and thus becomes the first District Champion. Runner-up was Rubens Gomes de Sa in "Peregrino" (also of Fleet 84).

Another top regatta was that sailed, also in Rio, between teams representing the Rio and Sao Paulo fleets. This is an annual event for the "Eterna-matic" trophy and is sailed alternatively in Rio and in Sao Paulo. Four boats per team sail and in 1956 the Rio side was an easy winner.

No entry was sent in 1956 to the Pan and South American Championships sailed in Peru. However, we are happy to report that two entries from the District of Brazil are sure participants in the next meeting which is scheduled to be sailed in Montivideo, Uruguay, towards the end of February, 1957.

### CALIFORNIA DISTRICT REPORT

District Commodore: Marold Eyestone  
District Secretary: Ty Vaughn

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

**District Report:** The California District has had a very busy 1956 with a great deal of activity reported by all Fleets. Following is a summary of the interfleet events.

The first interfleet event of the year was the Midwinter Regatta in February at Cabrillo Beach Yacht Club. Bill Pirie took first place with "Fury"; Marold Eyestone in "Vespa" was second.

Next came the California District Championship held the end of June at Cabrillo Beach Yacht Club. Carl Eichenlaub Jr. in "Billie" took first place to become the District Champion for the second year in succession. Marold Eyestone placed second with all the other hot skippers right on his transom.

Something new this year was the Pacific Coast Championship Regatta at Eugene, Oregon July 23-24. Several boats from California trailed up there to compete with the Pacific Northwest District. The Barber twins, Manning & Merritt, of Fleet 229, Eugene, took first place and Dave Wright, Fleet 114, San Diego, second. Marold Eyestone of Fleet 102 Santa Monica Bay was third. It might be of interest to note here that the Northern District invited our California skippers who were on hand to sail in their Pacific Northwest District Championship Regatta which was held immediately prior to the Pacific Coast Championships. The result was, Dave Wright took first place, the Barber twins second and Marold Eyestone third.

This Pacific Coast Championship Regatta is to be an annual event. Next year it will be sailed in Southern California and judging from all the enthusiasm shown, this event is going to develop into something maybe even greater than the Internationals which have always been held in the East.

In August the S.C.Y.A. Regatta was held at Balboa Yacht Club.

Al Coha in "Delta" took first place, Elmer Poirer in "Anita" was second.

September 15-16 the Ken Reynard Series at Coronado. Bill Pirie again kept Coronado from regaining possession of that coveted painting by coming in first with Marold Eyestone right behind for second place.

The next event was the Bob Herrmann Series, Sept. 29-30 at Coronado Yacht Club. Carl Eichenlaub Sr. first place, Dave Wright second.

October 13-14 the ninth annual Stanley Andrews Regatta at Mission Bay. First place, Carl Eichenlaub Jr., second place Ty Vaughn in "Fury". During this Regatta a District meeting was held and Carl gave a report on his trip to the 1956 Internationals. Perhaps it would be better not to say anything here about the various new devices and gimmicks seen on some of the boats back there, such as under the deck winches, lofted hulls etc. because someone might get the idea we are unhappy about the way our representative's boat was singled out by the Chief Measurer because of some minor detail about his rigging; the same boat and rigging having been approved the previous year at New Orleans.

We CAN say however, that it might be a good idea to have the rules clarified to the extent that EVERYONE in the Lightning Class, not just a few, would know just what IS and what IS NOT going to be allowed.

Bringing the year's activities to a close was the Thanksgiving Regatta at Coronado, November 24-25. Ken Moore in "Zoom" took first place with room to spare; Dave Wright again in second spot.

At our annual meeting June 30th we unanimously elected Dave Wright District Commodore and Gerald Noll District Secretary.

### CENTRAL ATLANTIC DISTRICT

District Commodore: Bob Adams  
District Vice Commodore: Bill Fortenbaugh  
District Secretary: Jack Hesketh  
District Treasurer: Bob Morris

Fleets: Barnegat Bay (3); Delaware River Yacht Club (8); Tri-State Yacht Club (18); Little Egg Harbor (26); Metedeconk River (34); Shore Acres Yacht Club (86); Spray Beach Yacht Club (9); Toms River (92); Great Egg Harbor Bay (99); Lavallette (104); Brant Beach (173); Surf City (196); Cooper River (197); Mantoloking (210); Cape May Harbor (213); Brigantine Yacht Club (217); Riverton Yacht Club (228).

**District Report:** In 1956 the Central Atlantic district again enjoyed a very successful season, although the C.A.D. performance at the Internationals left something to be desired.

The names that dominated the district Flashes headlines were not unfamiliar to the class as whole, nor have the needs and trends facing the district changed. The district intensified its appeal to all Lightning owners for further support and active interest through increased publications and up to date records. The problem created by the influx of new lighter boats has partially been offset by more district wide acceptance of a "heavy" and "light" class—two separate classes with separate races. It is hoped that in the coming year more unaffiliated boats will join in on district affairs and become associated with fleets in their areas.

In 1957 it will be the goal of the officers to stimulate more district wide consciousness, increase district membership, and support a program which will keep the Lightning as much a one-design class as possible. It is the intention of the district to exert continued pressure on the national officers to clarify their policies and rules and operate in such a manner as to discourage all rule infractions, particularly in boat construction. Serious attention must be given to the latter or a stampede to one builder will occur which would result in increased expense for the sailor, further rule infractions, variance from one design and bad publicity for the class as a whole. The importance of tighter restrictions over-hull design was nowhere better demonstrated than at Buffalo in the 1956 Internationals.

#### Racing Results:

Vagabond, Blitzpof, Whirlwind and Shady Lady carried off all the honors this season. In the third week of June, Metedeconk River Yacht Club played host to its annual tune-up regatta, a regatta which over the years has served as a preliminary to the state championship on the following weekend. The results were as follows:

- 1st—Bob Adams—Vagabond
- 2nd—Jim Carson—Sparks
- 3rd—Bill Fortenbaugh—Blitzpof

On the following weekend Bob Adams repeated, winning the Hubert Johnson trophy emblematic of the New Jersey State Cham-

pionship, serving notice that the Vagabond and its crew, Cliff Auchmoody and Don Ort, would be a threat during the course of the summer. Former International champion, Johnny Teigland was second and Dick O'Donnel in his Shady Lady third. Little Egg Harbor Yacht Club was host to this controversial regatta.

On the same weekend, Tom Coe of Riverton was 1st in the Governor's Cup regatta.

Several weeks passed before district skippers from North and South Jersey again convened for the C.A.D. eliminations for the Internationals. Subsequent to the Annual District meeting over which Commodore Charles G. Rule presided, the eliminations were under way. Bay Head Yacht Club was host; a fleet of 20 boats competed, and the waters were those adjacent to Green Island. The regatta was well run, but unfortunately seaweed and light variable winds (uncommon to this area) intensified the pressure already on the skippers. The results were similar to the previous regattas, although the margin of victory was greater.

Vagabond prevailed with a 1, 2, 1, 3, 4, series and thus brought victory to the host club. In second place, five points back was Shady Lady (2, 4, 3, 4, 3) ably sailed by Dick O'Donnel of Little Egg Harbor, Fleet 26. Third place was won by Jim Carson 8 points back, and fourth by Charlie Dore (8, 3, DSQ, 1, 1) 18 points back. Trop Chere sailed by Bob Woolman was 5th, although tied with Dore in points. Individual race winners in the series were Bob Adams two, Dore two, Johnny Teigland one.

On the following weekend August 4th and 5th with Bay Head again as host, the Atlantic Coast Championship was sailed. This time Shady Lady was victorious with 67 points, with Dore in his new Queen Bee only one point back. Third place was taken by Vagabond, eleven points behind the victor. Fourth went to Teigland and fifth to Joe Hoffee of Nyack. Prior to the regatta an Atlantic Coast Committee was appointed consisting of the following members:

June Methor, Red Bank, N. J.  
Sam Know, Noroton, Conn.  
San Stouell, Lake Bamaheen, Va.  
John Teigland, Little E Harbor, N. J.  
Capt. A. E. Montrieff, Quantico, Va.  
Bob Adams, Bay Head, N. J.  
Wm. Cox, Sr., Noroton, Conn.

The express purpose of this committee is to increase interest in

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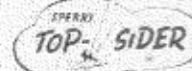
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the Atlantic Coast Championship. Entries are now unlimited except for the host fleet which is limited to five entries.

Other regattas of district interest and their results are as follows:

#### Red Grant Regatta

- 1st—Bill Fortenbaugh—Bay Head
- 2nd—Dave Shay—Raritan
- 3rd—Bob Woolman—Bay Head

#### South Jersey Lightning Championship

- 1st—Marge Adams—Bay Head
- 2nd—Dave Shay—Raritan
- 3rd—Joe Neiner—Raritan

In the latter event, Marge regained the Brigantine Bowl, emblematic of South Jersey Lightning supremacy, after a summer in Europe.

In the Internationals at Buffalo, C.A.D. skippers didn't fare well. Tricky winds, break down and foul outs took their toll. Dore fouled out of one race and Adams broke his main hallard in another. Marge Adams, however, sailing in the President's Cup won two races and finished only two points behind the winner, Dick Karslake of N. Y. with a 1, 10, 24, 4, 1, series.

Also of note is Bob Adams victory in the semi-final eliminations of the Mallory Cup. His victory thus gave the Barnegat Bay Y.R.A. the Central Atlantic Cup, and the L.C.A. a representative at the finals in Seattle.

Congratulations to Bill Cox for his victory at the Internationals and to all the other L.C.A. sailors who distinguished themselves this past season.

### CENTRAL NEW YORK DISTRICT REPORT

District Commodore: Glenn A. Poyzer

District Secretary: Frank L. Unbehaun

Fleets: Skaneateles Country Club (1); Crescent Y.C. (9); Onondaga Lake Fleet (10); Mayfield Y.C. (13); Canandaigua Y.C. (44); Newport Y.C. (77); Lewis Point Fleet (93); Great Sodus Bay Fleet (108); Red Jacket Fleet (125); Conesus Fleet (140); Genesee Y.C. (148); Owasco Y.C. (149); Cazenovia Fleet (164); Henderson Harbor Fleet (225); Keuka Lake (252); Brockport Y.C. (267).

District Report: The 1956 Spring meeting of the District was held at Newport Yacht Club on Irondequoit Bay. We had some excellent movies of the 1955 District Championship Regatta that had been edited and a sound track added by Warren Duerr. These pictures were taken by a professional photographer from the Eastman Kodak Company using the best equipment that Kodak could supply with excellent results. It was the general opinion that these pictures would create more interest in LIGHTNING sailing. Warren Duerr and Dick Crittenden offered to donate their time to show these pictures for any interested yacht club or other organization.

The first Regatta of the district was the LAKE SHORE LIGHTNING SQUADRON REGATTA held at NEWPORT YACHT CLUB on Irondequoit Bay in July. This was won "hands down" by a newcomer in this regatta—Skinner Reynolds in his "Wild Goose" from Skaneateles. This is the first time that Skaneateles has participated in this regatta and was represented by two boats.

It was of interest this year that in the Central New York Yacht Racing Association Regatta held at Canandaigua Yacht Club that the number of Lightnings competing seems to be increasing from year to year. This year there were 39 Lightnings and this division was won by "Stu" Anderson in "Glockenspiel" representing the Niagara Sailing Club. Pete Grange sailing "The Rampage" also represented this club, ran into some tough luck in one race when his boat swamped. However, they bailed it with their hats and everything else available and went on to finish the race.

The 1956 District Championship was held at Great Sodus Bay Yacht Club in August and this was again won by Skinner Reynolds of Skaneateles in his "Wild Goose". He succeeded in beating out Dr. McIntosh for first place by a narrow margin. There were 22 boats in this regatta representing most of the Central New York District fleets. The District was entitled to send three boats to the Internationals at Buffalo Canoe Club, however, the third place boat—Charlie Doerflinger's "Lamp Chop" could not go to the Internationals consequently the fourth place boat—Charles Hallagan's "Wind Spear" represented the District in his place.

The Lewis Point Annual Invitation Regatta was held at Oneida Lake the week-end following the District's. There were nice moderate winds throughout the regatta and although not represented by a quantity of boats—the quality was very good. This regatta was won by Dr. John McIntosh in "Blue Jacket II", second

place was taken by Skinner Reynolds in "Wild Goose" and third place by Dr. Carpenter in "Helen Hywater".

This year marked the first Annual Invitational Regatta of Skaneateles Country Club Fleet #1. This was held on the 18th and 19th of August and was won by Pete Grange of the Niagara Sailing Club sailing "Rampage", second place was taken by Skinner Reynolds of Skaneateles in "Wild Goose", third place went to Dr. Eugene Carpenter of Lewis Point sailing "Helen Hywater".

The Annual Sodus Bay Invitational Regatta was held August 25th and 26th. This was the first year the Dragons competed in this regatta. We had a very good Lightning turnout and there were also Snipes, Comets and Thistles represented. First Place in the Lightning Division again went to Pete Grange of the Niagara Sailing Club sailing "Rampage", second place was Dr. John McIntosh's "Blue Jacket II" of Newport Yacht Club and third place was Skinner Reynolds' "Wild Goose" of Skaneateles.

We hope that there will be even more boats represented in the various Central New York District regattas in the coming year and that we will have more entries in both next year's Internationals and also in the President's Trophy Regatta.

### CONNECTICUT DISTRICT REPORT

District Commodore: Robert B. Crane

District Secretary: Robert J. Thorpe

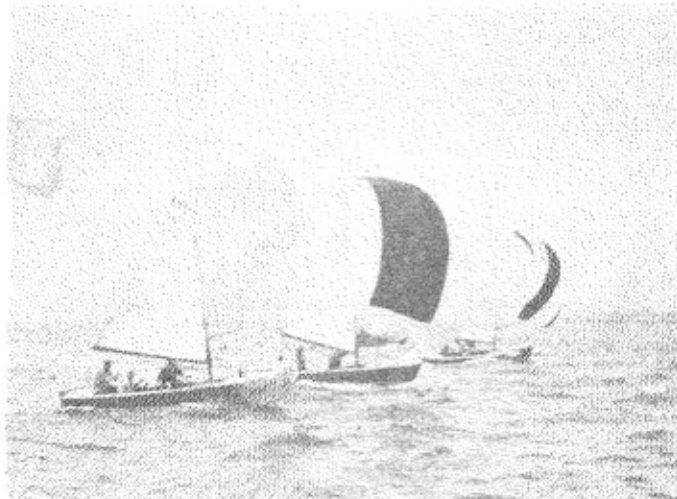
Fleets: Housatonic (6), Black Rock (17), Columbia Lake (49), Branford (63), Candlewood Lake (82), Niantic Bay (85), Groton Long Point (105), Western Narragansett Bay (119), Madison Beach (129), Noroton (134), Pequot (153), Wadawanuck (183), Norwalk (230), Milford (238), Darien Boat Club (255), Sachem's Head (269).

District Report: 1956 saw the culmination of the dreams of Connecticut Lightning enthusiasts become a reality. The paid up membership of the District surpassed two hundred for the first time, and Bill Cox of Noroton brought back the International Championship to the sunny shores of Long Island Sound, for the first International Lightning championship ever won by a Connecticut District sailor.

The season started off early with a mid-winter meeting in Stratford with over a hundred Lightning sailors in attendance. Magnificent color slides of this year's St. Pete regatta were shown, and Bob Bavier, Secretary of the NAYRU and one of Noroton's top skippers conducted a very interesting refresher course on some of the fine points of the racing rules. Dates were set for the coming season's major Lightning regattas, and a District Newsletter was authorized—christened on the spot by the ever imaginative Tom Ross as "Connecticut Sheet Lightning".

Niantic Bay was the scene of this year's District Championship. This reporter can do no better than quote the article published in "Connecticut Sheet Lightning" describing the series.

The first race was started in a light northwest breeze. Thirty-three boats hit the line and started the beat to windward. Due to



Close finish in the Governor's Cup

the flukiness of the breeze, there was much shifting of positions on the way to the first mark. Bob Smith, who had lone-wolfed it way in on the beach rounded first, followed by Bud Olsen, Sam Knox, Bill Cox, and Bob Crane. The run downwind to the second mark really scrambled the fleet, as the last gasps of the dying Northwester petered out. As they rounded the mark it was Smith, Crane, Johnny Richmond, Cox and Olsen. Finally the breeze from the Southwest came in, at first gently, and then a little better, and the boats finished with everyone hiking in a gorgeous 10 to 12-knot breeze. At the finish it was Cox, Smith, Richmond, Jaffee and Knox.

After lunch the second race got underway in a 13- to 15-knot Sou'wester. Bill Cox and Bob Smith, those speed demons from Noroton, led all the way, taking a long board across the bay under the Black Rock Point shore, overstanding the mark, and still beating the rest of the fleet to the weather mark by a country mile. Following them around the weather mark were Al Kuehl, George Flynn, Crane, and Billy Healy. On the long downwind run Bob Crane moved into third spot, followed by Kuehl and Flynn. The beat to the finish turned into a close reach in which the order remained the same except that Flynn overtook Kuehl for the 4th spot.

Sunday morning the start was postponed waiting for the breeze to come in. When it did it was a nice Southeaster that continued to strengthen as the morning wore on, so that at the finish it was eight to ten knots. It was twice around a triangle, starting off Black Point. The Eastern Connecticut boats sensing the advantages of the strong ebb tide and the possibility of more wind off shore, stood out and really took off. At the first mark it was Brockett, Healy, Knox, and Flynn.

The second leg was a short broad reach which did little to change positions. On the third leg back to the committee boat Knox went into the tank for about a dozen boats, and the reporting ceases. Suffice it to say that the inevitable Bill Cox just kept coming along, and from nowhere at the first two marks, wound up passing Brockett and Healy to win. Healy was second, Brockett third, Ben Case fourth, and Richmond fifth.

The standings for the 3-race series were as follows:

		1st Race	2nd Race	3rd Race	Total Pts.	Position
5841	Bill Cox	Noroton	1	1	1	98
6339	Bob Crane	Noroton	8	3	6	84
5984	Bob Smith	Noroton	2	2	14	83
5694	Bill Healy	Niantic Bay	6	10	2	83
4111	John Richmond	Black Rock	3	11	5	82
5986	Peter Jaffe	Noroton	4	7	9	81
6263	Ed Olsen	Housatonic	7	8	7	79
4609	Wayne Brockett	Branford	13	12	3	73
5949	George Flynn	Niantic Bay	10	4	17	65
5408	Sam Knox	Wadawanuck	5	15	16	65
6500	Martin O'Meara	Niantic Bay	15	14	8	64
2467	Donald Rondeau	Niantic Bay	18	6	13	64
6445	John Barton	Black Rock	20	18	10	53
5172	Harold Scott	Noroton	12	16	24	49
1010	John Pettit	Madison Beach	17	22	15	47
5655	Art Van Winkle	Groton Long Beach	11	23	20	47
4767	David Gill	Niantic Bay	9	13	DNF	46
5946	Sandy Sellers	Wadawanuck	21	9	26	45
6346	Bill Howe	Noroton	19	20	18	44
2550	Al Kuehl	Branford	23	5	29	44
4872	Ren Case	Noroton	DNF	19	4	44
6307	Linda Hoist	Black Rock	14	Disq	11	42
3108	Sam Dorrance	Noroton	16	26	22	37
6394	Ted Merritt	Black Rock	26	32	12	31
6016	Walter Gertenberger	Milford	22	24	27	28
1186	Dick Van Houtin	Candlewood Lake	27	27	19	28
5948	John Williams	Madison Beach	29	25	21	26
3323	Douglas Peacock	Groton Long Point	28	21	30	22
4415	Joe Weissiger	Niantic Bay	30	17	DNS	21
5453	Bruce Biddle	Wadawanuck	25	28	28	20
4213	Wesley Wheeler	Black Rock	31	30	23	17
5941	Rudy Smith	Housatonic	24	29	DNF	15
5947	DeWitt Barlow	Madison Beach	32	31	25	13

Three weeks later the second major event of the season was held at Noroton. This was the "Long Island Sound Lightning Championship". This regatta, conceived four years ago by the Noroton Yacht Club, is an invitation regatta for all Lightning Fleets based on Long Island Sound in the Connecticut District and the Western Long Island Sound District. Each fleet may send its top skipper, and fleets having over twenty paid up members may send two. Here again your editor quotes from "Connecticut Sheer Lightning".

**Long Island Sound Lightning Championship.** The 4th Annual Sound Championship was held this year at Noroton over the weekend of August 18 and 19. Sixteen boats from 13 fleets participated: seven Connecticut fleets, and six Western Long Island fleets. The morning race was sailed in a light southwest breeze and considerable haze. Set for twice around a triangle, the course had to be shortened to once around plus the second windward leg, tow lengths astern of John Barton of Black Rock in "Quick Trick". He caught Barton on the reach and lengthened the advantage on the spinnaker run. At the finish it was Cox, Barton, John Richmond of Black Rock, Dick Sykes of Manhasset, and Fred Hibberd of American Y.C.

A nice Southwester of twelve knots held for the afternoon race and the fleet covered a 7-mile triangle. Cox was never headed, and Bob Smith of Noroton, moving very fast through most of the fleet, snagged second place. On the downwind leg Smith moved from 8th to 3rd, passing everyone, except Cox and Hibberd. On the final leg, a close reach, he passed Hibberd, who held on to his 3rd spot. Neither Barton or Richmond, who had done so well in the morning, did well in the heavier going, winding up 9th and 10th in the afternoon race. At the end of two races the standings of the first five boats were Cox, Hibberd, Smith, Healy of Niantic Bay and Barton.

Sunday morning saw a fine sailing breeze of about 15 knots, with winds up to 20 or 25 in the puffs. Bizzy Monte-Sano of Larchmont led almost all the way, with Cox and Smith breathing down his neck. On the final leg Smith passed both boats to win, and Cox beat Monte-Sano out for the 2nd spot. Healy came in

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fourth and Dick Sykes of Manhasset was fifth. The final point standing at the conclusion of the 3-race series was as follows:

Bill Cox	Noroton	47 1/2
Bob Smith	Noroton	39 1/4
Bill Healy	Niantic Bay	36
Bizzy Monte-Sano	Larchmont	34
John Barton	Black Rock	30
J. A. Richmond	Black Rock	28
George Carter	Pequot	27
Fred Hibberd, Jr.	American	26
Richard Sykes	Manhasset Bay	25
Terry Clark	Riverside	23
Sam Knox	Wadawanuck	23
Michael Flynn	Niantic Bay	22
Peter Hannan	Sea-Cliff-Hempstead Harbor	16
Arthur P. Ismay	Execution Rock	13
Barbara Raymond	Norwalk	8
Al Kuehl	Branford	2

The Governor's Cup Regatta, held at Wadawanuck this year, was won by Wayne Brockett by one point over Michael Flynn. John Pettit, in one of the oldest boats in the fleet, made a shambles of the Eastern Connecticut Yacht Racing Association annual regatta at New London.

The Internationals are covered fully in the Yearbook, so suffice it to say that never before has the Connecticut sent as large a contingent to the big Casino. Besides Cox, Bob Crane and Bob Smith, both of Noroton, and Bill Healy of Niantic all made the trip, and four other die-hards, George Flynn, Sam Knox, Ed Olsen, and Fred Daizley went for the President's Cup. The prophetic statement made by Tom Ross a year ago in the last paragraph of the District report has come true and we are all looking forward to welcoming The Lightning Class to next year's Internationals.

## DIXIE DISTRICT

District Commodore: Barney E. Mead

District Vice Commodore: Capt. A. E. Montrieff

District Secretary: Charles O. Everly

Fleets: Washington Fleet (50); Indian River Fleet (72); Sue Island Fleet (87); Patapskut Fleet (128); North East River Fleet (192); Susquehanna Fleet (253).

**District Report:** We of the Dixie District are proud of our progress over the past several years. On the Chesapeake and Potomac, Lightnings used to be a rarity. Now they have increased to such numbers that we frequently are the largest or one of the largest participating fleets.

The season's plans were started at the winter meeting which was held in Washington, D. C. with Fleet 50 as hosts. The attendance was good even though the day was a messy one with rain, sleet and snow impeding the transportation of many who came from upper parts of Maryland and Delaware. Those attending unanimously elected to hold the championship races at Baltimore Yacht Club. Those outsiders who attended last year's Atlantic Coast championships at Baltimore can appreciate the wisdom of this decision.

In most places the season got off to a relatively slow start. Winter seemed very reluctant to let go, delaying the usual paint-

ing and reconditioning by several weeks. The result of this was that some of the local early spring activities were not very well attended. Before summer came, though, it was apparent that there was going to be a big year for the Dixie District.

By the time of the District's championship regatta, the paid up membership had passed the one hundred mark. This meant that three boats could go to the Internationals at Buffalo. With this as an extra shot in the arm, the already hotly contested regatta was hotter than ever.

The members of Baltimore's Star Fleet ran the race committee and did one of the best jobs I have seen. (This may be disputed by some because they were protested, but I'll back up this statement.) The breezes were gentle but ample for the first three races. In each race the fleet seemed to split into two groups for the beat and happily neither group seemed favored, because there was never a very wide gap at the first mark. No matter where you would see him on the course (and he could get pretty far back sometimes) Barney Mead always managed to be at the front or not far back when there was a finish line to be crossed.

The final race proved the downfall of several hopefuls and the breath of life for some others. After delaying the start for two hours waiting for wind, the committee gave the gun when a light easterly showed some promise. For the boats who played everything just right, the breeze was nice. For those who guessed wrong or who later didn't notice the hazy sky in the west, the sudden shift of the wind to the west turned the race into a series of heart-breaking beats.

Carrol Burress, Marb Fox, Barney Mead, and Bob Gintling each won a race. Barney and Marb got first and second, and Herm Henschen copped third with some very consistent and in one instance very fancy sailing. Carrol Burress took home the novice trophy. (Novice Trophy, indeed!)

The now famous Quantico Regatta proved to be everything it was expected to be in spite of rains, floods, wind and calm. For the first time since its inception in 1953 the first place trophy was taken by an outsider. John McIntosh came up from way down in Atlanta, Georgia, and conquered the roily, flooded Potomac like no one else could.

To conclude, this has been an extremely good year and next year's potential is even greater with so many new boats.

## ITALY DISTRICT REPORT

Honorary District Commodore: Lorenzo Daret Adm.

Honorary District Vice Commodore: Riccardo De Sangro Fondi Franco Action di Leporano

District Commodore: Enzo Di Lorenzo

District Secretary: Mario Cavallo

Treasurer Committee: Antonio Tafuri and Adriano Cosentino

Fleets: Naples Fleet (191); C.R.V. Italia Sorrento Fleet (223); Marivela Fleet (235); Castellammare Fleet (237); Liguria Fleet (247); Roma Fleet (271); Anzio Fleet (278)

**District Champion:** Turbine 2nd. 5745; Mario Merola, Mario Lo Sardo, (Eugenio Cannada)

**Runner-up:** Temporale 4122; Camardella Ralf, Capolino Sergio, Bonetti Salvatore

The District annual meeting was held at Anzio. The meeting



Dixie District



**EUROPEAN CHAMPIONSHIP**  
*La Neuveville (Switzerland) 37 boats at starting line.*

was called to order by district Commodore Enzo Di Lorenzo at 6:30 p.m. The roll was called with 5 fleets being present.

The treasure report was read by Mr. Antonio Tafuri, and was approved. Then Mr. Di Lorenzo expressed his appreciation to the governing board of the Tevere Remo Club, for the splendid organization of the Italian Championship, and to his fellow district and fleet officers, for their cooperation during the past year. Mr. Di Lorenzo delivered a short address covering the district activity during the last year. The order of business presented was discussed and approved.

The nominating Committee presented the same slate of District officers as past year for the election—Enzo Di Lorenzo, Commodore, Mario Cavallo, Secretary. It was moved that the nomination be closed and a unanimous vote cast for the slate as presented. The meeting adjourned at 8 p.m.

The most outstanding event in the season has been the European Championship, which brought for the first time the Italian Lightning sailors in a race out of their country, in Switzerland. The Championship was very well organized, and the Italian sailors keep the best of their souvenir for this regatta.

Six Italian boats entered the Championship. Some of them, were trailed on a long trip over the mountains of Switzerland and Italy.

The Italian boats had few chances in the first two races. In the second race Finland with Koskimies was first classified. In the third race the Italians with a good breeze won the first place and began to have better positions. At the end of the championship they get the first five places and a seventh place.

Winner was Temporale 4122, of Club C. Napoli, with Ralf Camardella, Sergio Capolino, Salvatore Bonetti.

Runner up was Fandango, with Franco Cavallo, Maurizio Picicelli, Mario Cavallo of Club R. V. Italia of Naples.

Five countries entered the championship: Switzerland, Greece, Finland, United States and Italy. The championship was open to all European countries.

Another big event was the Italian championship, held at Anzio, as reported in September Lightning Flashes.

During May, the Italian District has organized an international regatta in Naples. Three races for the Gustavo D'Andrea Cup, won from Temporale, With Camardella, and three races Coppa Lauro which was won from Fandango with Franco Cavallo.

## LAKE ERIE DISTRICT REPORT

District Commodore: Robert C. Coleman

District Secretary: Richard J. Carrel

**Fleets:** Buffalo Canoe Club (12); Chautauqua Yacht Club—inactive (19); Erie Yacht Club (24); Novice Yacht Club—inactive (28); Silver Lake Yacht Club (47); Niagara Sailing Club (59); Sandy Beach Yacht Club (78); Buffalo Yacht Club (81); Cuba Lake Fleet (115); Royal Hamilton Yacht Club (118); Toronto Bay Lightning Fleet (146); Conneaut Lake Lightning Fleet (180); Tower Yacht Club Lightning Fleet (Chautauqua) (198); La Salle Yacht Club (221); Buffalo Sailing Club (258).

**District Report:** Defending Champion Tom Allen of the Buffalo Canoe Club sailed his jet blue-hulled "Atom" to his fourth consecutive Lake Erie District Lightning Championship Title at the Hamilton Yacht Club, on Hamilton Bay, Hamilton, Ont., Canada, Aug. 10, 11 and 12.

We feel Tom is really to be congratulated as one of the top skippers our district or any district has produced. Many of you know Tom as the recent 2 time International Champion. This year he placed third in the International Championships at the Buffalo Canoe Club, while our other four entries placed 4th, 7th, 11th, 13th. In a district this "hot" it takes an excellent sailor to be a consistent winner. Our hats also go off to the crew, Ann, his recent bride and Ken Warren III.

We will say that Tom had considerably more difficulty winning this year. "Pete" Grainge in the famous Rampage led the five race series until the last race, when Pete finished only one point behind Allen to take second place. Pete is a relatively new skipper sailing under the Buffalo Canoe Club Burgee and we will hear a lot more of his name. Third place went to Karl Smither in Thermis 5 M's, one of the most consistent winners in the lightning class; also sailing out of the B.C.C. Fourth place went to that great "Tomo" ("Red") Fallon, another B.C.C. sailor. Fifth place was captured by "Stu" Anderson in Glockenspiel, sailing under the colors of Niagara Sailing Club. "Stu" received a great hand. He has been trying for many years and really found the formula to make the Internationals.

The wind combination for the Regatta was as fine as anyone could ask for: Friday morning saw fair weather, the wind velocity around 12 mph. Grainge went into the lead followed by John Robertson of Hamilton and then Allen. The afternoon race provided more excitement with the wind velocity increasing to about 20 mph. Grainge again came out on top followed by Allen. Saturday saw the same weather and wind combination. "Pete" Grainge took his third first, again followed by Allen. In a brisk breeze Allen worked out in front in the fourth race and was followed to the finish by Tom Fallon; Grainge taking a fourth. The weather to this point sounds ideal but there is usually one hitch and ours was trying to guess where the wind shifts would bounce, as they reflected from the hills on one side of the bay and the tall buildings on the other side. Sunday dawned calm, cool and collected for the last race; but not for the skippers. The starting gun was postponed about 45 minutes for the lack of wind. The

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"Stu" Anderson—Tom Fallon—"Pete" Grainge—  
Tom Allen—Karl Smither.

race committee finally lowered the red flag in about a 2-3 mph Zephyr and from there on it was get out in front, sit-and watch the rear sail up and through you. Allen experienced one of his most nerve wracking races as he took an early lead and then sat several times watching Grainge crawl up to his transom with the wind catching Allen at the last minute, allowing him to keep his safe leeward position. Fallon and Anderson also came from behind in the final minutes to earn their qualifying positions. A newcomer, Dick Karslake, managed to sneak into second place on the last leg to give Allen his one point win over Grainge, who finished third in the race.

Our hats off to Hamilton and General Chairman, Tim Nelson, for a fine regatta.

At the Lake Erie District Meeting, held Friday evening, Aug. 10th, Bob Coleman of the Buffalo Canoe Club Fleet 12 was elected District Commodore and Dick Carrel, Buffalo Sailing Club, Fleet 258, was elected District Secretary for the coming year.

We will not say any more about the International Lightning Championship, as you can read about them in the publication; however, we would like to say we are proud to have again had them held in our District.

Our annual winter meeting of the Lake Erie District will be held in Buffalo, N. Y. the third week in March, 1957 at which time the movies of the Lightning Championships will be shown.

## METROPOLITAN DISTRICT REPORT

District Commodore: Robert S. Shuris

District Secretary: George Garrecht

Fleets: Paupack Sailing Fleet (16); Lake Mohawk Yacht Club (25); Lake Hapatacong Fleet (29); Chelsea Yacht Club (39); High Tor Fleet (41); Red Bank on the Shrewsbury River Fleet (80); Awosting Yacht Squadron Fleet (95); Black Hawk Lightning Fleet (172); Raritan Bay Lightning Fleet (224).

District Report: The 1956 Metropolitan District Championship was held at Monmouth Boat Club, Red Bank, New Jersey on July 28th and 29th, 1956. The three race regatta was sailed on the Navasink River. Due to a Coast Guard Auxiliary Rendezvous opposite the club, the Saturday race and the Sunday morning race were sailed two miles down river.

The first race was sailed on a course which was comprised of seven marks twice around. The highlight of this race was the fact that six of the fourteen legs were spinnaker runs, requiring four settings of the spinnaker and numerous jibes. Needless-to-say, even the most experienced crews were given a real workout. At the final gun it was Dickerson of Monmouth who was safely home

by a half mile, followed by Shay of Raritan Bay and Hoffee of Nyack.

A five piece band accompanied a dance which was held at the Boat Club Saturday evening. An indication of the time being had by those attending was the passing of the hat to retain the band an additional hour, and the dancing of "Charleston" Charlie Allair.

The district meeting was held and Robert Shuris of Nyack was elected Commodore and George Garrecht, also of Nyack was elected Secretary. Nyack Boat Club on-the-Hudson River, Nyack, New York accepted the District Regatta for 1957.

The second race, Sunday morning, was sailed in variable, fluky, puffy air. At one point in the race two boats approaching the same mark about 100 feet apart on parallel courses were close hauled on opposite tacks. Oliver Fillippi of Nyack was first, Dickerson was second and June Methot was third over the finish line.

The last race was sailed in air that was still slightly variable. Charlie Allair from Monmouth came in first followed by Shay of Raritan and Dickerson of Monmouth.

Silver plates were awarded to Ried Dickerson—first, Oliver Fillippi—second, and Charlie Allair—third. The crews of the first three boats were awarded a silver dish and spoon.

The district winners went to Buffalo in September to compete in the Internationals. Charles Allair of Monmouth placed 18, Oliver Fillippi of Nyack placed 37, and Ried Dickerson of Monmouth placed 39. June Methot of Red Bank entered the President's Cup and placed 11 out of 50 entrants.

Many other fine regattas were held in the Metropolitan District during the past season. The National Sweepstakes Sailing Regatta at Red Bank, the Mid-Hudson Regatta at Shattamuc, and the Atlantic Coast Championships at Bay Head, New Jersey. In addition to these regattas five members of the district sailed in the Regatta at Quantico, Virginia in October. They were June Methot of Monmouth, Roy Knapp of Raritan Bay, Joe Neiner of Raritan, and Howard Mullins of Nyack who placed third in the series. Dave Shay of Raritan entered and placed first in the State of Vermont Regatta.

## MICHIGAN DISTRICT REPORT

District Commodore: Warren F. Jones

District Secretary: Floyd Arnold

Fleets: South Haven Yacht Club (30); Devil's Lake Yacht Club (31); Crescent Sail Yacht Club (51); Lake Fenton Yacht Club (53); Pontiac Yacht Club (54); Crosse Ile Yacht Club (68); Bayview Yacht Club (83); Higgins Lake (110); St. Joseph Harbor (113); Fleets 123, 124 & 131 inactive; Gull Lake (137); Tawas Bay Club (152); Watkins Lake Yacht Club (155); Omena-Traverse Yacht Club (174); Leland Yacht Club (184); Northport Point (202); Macatawa Bay Yacht Club (204); Saginaw Bay (216); Ford Yacht Club (233); Burt Lake (254).

District Report: The season started with the winter meeting at Lake Fenton Yacht Club at which time Bayview Yacht Club and Fleet 83 were chosen as host for the Michigan District.

The District Regatta but for a brief rain storm before the second race, was a huge success. The series was held on Lake St. Clair over the weekend, July 20 to 22.

Mack Goodwin of Pontiac Y.C. captured the top prize with 186 points in the five race series. Hank Cawthra of Crescent Sail Y.C. and former National Lightning Champion, placed second with 183 points and was followed by Herm Nickels of Fenton Y.C. 178 and Wes Wiedrick of Bayview Y.C., 176.

Consistent sailing was Goodwin's prescription for his victory. He didn't win a single race but managed to stay in the top ten of the 39 boat fleet throughout the series. Goodwin had 3 seconds to his credit.

Cawthra and Wiedrick both captured two of the races but when they missed the three they dropped far down in the fleet to lose valuable points that couldn't be regained. Cawthra has won the Michigan State Lightning title three times before and Wiedrick took it once.

Working with his crew of wife Marilyn and Ron Callahan like a precision machine Goodwin managed to stay out of trouble and protect his hard earned lead. He was sailing Doc Murphy's old boat in which the Good Doctor had done so well over the past few years. At the end of the series Murphy was ready to trade his new boat "Even Steven" but Mack would have no part of it.

Two races were sailed on each Friday and Saturday, July 20 and 21, and under almost identical conditions—southwest wind

8 to 10 miles per hour. The final race was a whistler out of the southwest which provided the only casualty. Jim Schudel capsize his "Itch"—believe it or not—to weather. The first race was won by Wiedrick, who was followed over the line by Goodwin and Bob Flack of Pontiac. The second race went to Joe Stueland with Herm Nickels taking second and Wiedrick third. At this point Wiedrick appeared to be on his way to the crown. But in the third race he finished far back in the fleet as Hank Cawthra won, followed by Goodwin and Nickels. Wiedrick made a come back in the fourth race to win it over Goodwin and Cawthra, who placed in that order. Cawthra bounced into second place in the final standings when he won the final race with Stueland taking second and Nickels third. The Races were held under the sponsorship of Bayview Y.C. whose Vice-Commodore Lynn Stedmann, Jr., ran the races in near perfect fashion from his Yawl "Lurer", and with the able assistance of Bayview's Commodore Bob Benkert, who handled the patrol boats. With 39 of the little 19 sloops charging around the three-mile triangle one would believe someone would get in someone else's way—but there were only five protests lodged, which is about par for the course. Bayview and Commodores Benkert and Stedmann were given a standing ovation for the way they handled the series. Final Point Standings are as follows: Goodwin 186, Cawthra 183, Nickels 178, Wiedrick 176, Carlin 160, McKinley 152, DeVries 148, Holman 147, Gobel 140, Stueland 140, B. Jones 140, O'Dell 132, O'Hara 111, Schudel 108, Grant 105, Northmore 103, Gray 99, Millies 98, Oberon 89, Flack 84, Fairchild 84, Bennett 83, Schreck 81, W. Jones 79, Wilhelm 78, Friedman 75, Eccleston 74, Roualet 72, Pinkerton 71, Roney 65, Fourniew 61, Buck 54 Crittenden 53, and McKay 39.

The District has many other fine regattas each year, which provide along with good racing, the opportunity for the District's fine band to perform at the parties which are held. Such as Kendall series in Detroit which was won by Hank Cawthra. Higgins Lake taken by Herm Nickels, Gull Lake which was the first one they have held and very fine it was indeed, the only problem was a fellow who sails out Chicago way, came and won the regatta Al Berg and his Istar II. Devils Lake Regatta was won by Wes Wiedrick, with the season's final, the Lake Fenton Snow Ball being taken by Herm Nickels.

So here is to the '57 season and more racing and bigger and better parties.

## MIDWEST DISTRICT REPORT

District Commodore: Bob Grohne

District Secretary: B. O. Buckles

Fleets: Chicago Corinthian (5); Burnham Park (56); Neenah-Nodaway (67); Milwaukee Yacht Club (69); Decatur (74); South Shore Milwaukee (79); Green Bay (112); Island Bay (117); Ivy (160); Highland Park (186); Sheboygan (187); Jackson Park (199); Gary Boat Club (222); Harbor Point (231); Kentucky Lake (242); Nashville (262); Crab Orchard (266); Clearwater Bay (277); Thunder Bay (279).

District Report: The 1956 Midwest District season started with a midwinter meeting on February 4th at the Conrad-Hilton hotel in Chicago. Abe Jacobs, Commodore was in charge; Julie Wingard, secretary pro tem. The bid of the Corinthian Yacht Club for the District Regatta was accepted and the date of July 21st and 22nd agreed upon. Films of the Pan-American races were shown after which the meeting adjourned to the Chicago Boat Show. The lack of a Lightning in this show was conspicuous by its absence.

The District Regatta was ably handled by the Corinthian Yacht Club. Sails were measured and for the first time in several years boats were weighed and several turned up light. A mad scramble for weights ensued causing a one day flurry in the price of scrap metal. The District meeting held the night before the races, resulted in several items of business being transacted including a revision of the By-Laws removing the limitation on number of boats which may be entered in the District Regatta by the home fleet. Dues payable to the District were increased to 50 cents per boat. Abe Jacobs was succeeded as District Commodore by Bob Grohne (5228 Decatur). Bob Buckles (6446 Decatur) took over from Julie Wingard as District Secretary. Both Bob's are members of Fleet 74 and Commodore Decatur Yacht Club. The District Regatta proved that the youngsters have what it takes to win. Jay Doty sailing "Miss Trudy" 5047 romped home with the Big trophy in a Regatta which had only 1/4 point difference between

the first three boats. The average age of Doty and his crew was 15 years which shows that some of our old accepted theories can be jolted at times.

The Midwest District was well represented at the Internationals by three boats which made the trip to Buffalo. A really fine time was reported by all.

The Red Flannels at Corinthian Yacht Club off Montrose blew up too much wind for the home boys and wound up with Michigan sailors taking home the first three places. Things will be different next year.

## NEW ENGLAND DISTRICT REPORT

District Commodore: Gardner L. Brown

District Secretary: Lewis J. Griffin

Fleets: Centerboard Yacht Club (14); Prout's Neck (94); Taylor Pond (101); Spofford Lake (145); Annisquam Lightning (151); Wequaquet Lake (181); Marblehead (189); Portland Yacht Club (190); Bomooseen Yacht Club (227); Lake Dunmore (243); Harraseeket Lightning (244); Winnepesaukee (246); Massabesic (273); Chequesset (280); Eastern Point (285).

District Report: Lightning activity in the New England District in 1956 again gained over previous years. Two new fleets were formed: Chequesset Lightning Fleet sailing at Wellfleet, Mass. and the other, Fleet 285 based at Eastern Point Yacht Club, Gloucester, Mass. There is the hope for two more fleets, one at Manchester, Mass. and the other at Orr's Bailey Islands, Casco Bay, Maine. Both these areas now have a number of active, interested Lightning skippers.

Particularly encouraging during the year was the increase in the number of good boats, which, combined with the increased experience of more skippers, is steadily upgrading the competition in the New England District events. Marblehead Fleet 189 and

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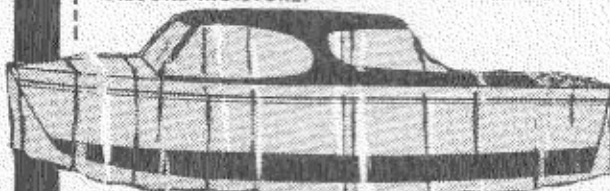
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Annisquam Fleet 151, in particular, are growing with leaps and bounds both as to quality and quantity.

The District year started with the Mid-Winter Meeting, January 11, 1956, at Lynnfield, Mass. In spite of the torrential rains there was a good turnout, and with Dick Price presiding, the invitation of Spofford Lake, the home fleet of defending New England Champion Leonard Pratt, to hold the 1956 New England Championship was accepted. The meeting was featured by a great deal of discussion on the problem of how to rotate the location of the New England District Championship so that both the fresh water and salt water skippers will feel that they are being treated fairly. The annual meeting has come and gone and there is still no satisfactory solution to this problem.

Inasmuch as the various fleet reports will cover in detail the season's regattas, the events and results are merely summarized here.

#### State of New Hampshire Open and Lake Winnepesaukee Combined Championship

Fleet 246, Lake Winnepesaukee, N. H., July 14 & 15, 1956  
29 entrants from 8 fleets

Winner: Henry Ashley, Six Bits #5025  
Marblehead Fleet #189

#### Marblehead Race Week

Marblehead, Mass.

#### Race Week Overall Results

Skipper	Points	Fleet
1. Ben Smith	258 1/2	151
2. Henry Ashley	237 1/4	189
3. Arthur Ries	234 1/4	189
4. Richard Price	230	189
5. Fred Pothier	229	189
6. Melissa Lordan	226	151

Ben Smith, sailing Teaser VIII, #6343, received the Milton Larson Trophy, perpetual trophy established by Fleet 189 for Race Week winner.

#### State of Maine Regatta—August 11 & 12, 1956

Fleet 14, South Portland, Maine  
30 entrants from 7 fleets

#### Winners:

##### Open Championship

Samuel Stowell, Yankee Dandy, #5477

Lake Bomoseen Fleet 227

##### Ernest Randall Memorial Trophy (State of Maine)

Gardner L. Brown, Encore, #5550

Taylor Pond Fleet 101

#### State of Massachusetts Championship—August 25 & 26, 1956

Fleet 189, Marblehead, Mass.

27 entrants

Winner: Henry Ashley, Six Bits, #5025

Marblehead Fleet 189

#### State of Vermont Regatta—September 8 & 9, 1956

Fleet 227, Lake Bomoseen, Vermont

17 entrants from 6 fleets

Winner: David Shay, One-Hoss Shay, #5400

Metedeconk River Fleet #34

#### Lake Umbagog Annual Regatta—October 6 & 7, 1956

Fleet 273, Manchester, N. H.

Lightning Class

8 entrants from 4 fleets

Winner: Leonard Pratt, Bon Joy, #1737

Spofford Lake Fleet 145

#### New England District Championship—August 4 & 5, 1956

Fleet 145, Spofford Lake, N. H.

Winner: Fred Harris, Sandy Kay, #5654

Spofford Lake Fleet 145

As always the New England District Championship, which determines those qualifying for the International Lightning Class Association Championship, was the big event of the year. With 115 paid up registrations in the District, we were eligible to qualify three boats for the Internationals. Spofford Lake Lightning Fleet 145 was host to 23 skippers representing 7 New England District fleets. The light air that prevailed was more to the liking of the fresh water boys and girls, with the first seven places going to the land-locked skippers. Fred Harris and Len Pratt, both of the home fleet, tied for first on points, 58, but the championship went to Fred and his Sandy Kay on the strength of having beaten Len's Bon Joy twice. Only one-half point behind these two was Ed Ellis of Lake Bomoseen Fleet 227, and tied at fourth with 53 points were Susan Holbrook of Spof-

ford and Gardner Brown of Taylor Pond Fleet 101. Brown had beaten Susan twice so fourth place went to him.

As customary, the Annual Meeting was held at the end of the first day's racing. At this meeting, which was conducted by District Commodore Dick Price, the principal item of business was the election of officers. After a great deal of arm-twisting and brow-beating the nominating committee presented a slate that resulted in the election Gardner L. Brown, Taylor Pond Fleet 101, as District Commodore for 1956-57, and his capable jib-man, Lewis J. Griffin as Secretary-Treasurer.

Unfortunately, Fred Harris, the reigning New England Champion, was unable to go to Buffalo. The District honor rode in the boats of Len Pratt of Fleet 145 and Ed Ellis of Fleet 227. Both skippers reported sailing conditions a little different from what is usually encountered in this area. Nevertheless, they had a good time and learned a lot.

The 1957 season will start with the Mid-Winter Meeting early in January at Concord, New Hampshire. With the events already planned, at this date, and the Internationals expected to be in Connecticut, 1957 should be quite a year in the New England District.

## OHIO-INDIANA DISTRICT REPORT

District Commodore: Edwin Kennedy

District Secretary: Dr. Donald S. Booth

**Fleets:** Indian Lake (23); Leatherlips (27); Turkey Foot (33); Pymatuning (36); Mentor Harbor (37); Toledo (42); Buckeye Lake (43); Edgewater (45); Cincinnati (57); Rocky River (71); Port Clinton (136); Mohican (150); Wawasee (154); Northeast (207); Atwood Lake (212); Kiser Lake (241); Berlin Reservoir (263); Indianapolis Sailing Assn. (270).

**District Report:** The 1956 sailing season started out with several members of the Ohio-Indiana District fishing their boats out of moth-balls and trekking to the mid-winter regatta at St. Petersburg. Swindeman, Krauss and Booth from Toledo, Allen from Port Clinton and Mann from Buckeye Lake, make the trip without

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mishap. W. Sindeman, Mr. Lightning himself took the first spot. To anyone attending this particular regatta, it is obvious that St. Pete sets a standard of excellence by which all other regattas must be judged.

Memorial Day Week saw the Annual Great Lakes Regatta at Toledo, with 31 boats from Ohio, Michigan, Indiana, the East Coast and Canada. When the final gun sounded, it was Swindeman, Wedrick and Nichols. Dave Shay came out from the East Coast and Ted Jocelyn from Hamilton. An enjoyable time was had by all.

In June we had the pleasure of the Annual Hoosier Regatta at Lake Wawasee. This is run nicely and is becoming quite an affair. At the finish it was Kennedy of Cleveland, R. Blair of Chicago and Fran LeClerq of Green Bay, Wisc.

July Fourth week-end, Pymatuning held their Annual Invitational. The weather was excellent, there was a good turnout and a great round of good-fellowship existed. Walker of Erie, Pa. skillfully captured first, followed by Kennedy of Cleveland and Fisher of Buckeye Lake. This is one of the many regattas held in our district really worth looking forward to.

The last part of July, the Ohio-Indiana District Championship was held at Port Clinton. There were 26 boats competing. Swindeman emerged first, followed by Kennedy, Fisher, Mann and Buchanan. In this hotly contested race, there were the usual fouls and protests, with the final issue settled only after the last race.

Two regattas followed closely in our district. The ILYA at Put-in-Bay on Aug. 15-16, and the Annual Port Clinton Regatta Aug. 18-19. In the former it was Kennedy of Cleveland, Allen of Port Clinton and Auer of Cleveland. The latter regatta was called at the end of two races because of inclement weather. The winners were, Allen of Port Clinton, Englebeck, his fellow townsman and Rowland of Worthington, Ohio. At the Internationals held at Point Abino in September, boats were trailed down by Swindeman, Kennedy, Fisher and Mann, to the big casino. Our representatives left much to be desired, with only Swindeman finishing in the first ten. But as they say in France, "C'est La Guerre".

Three fall regattas have been held so many times that they are taken for granted as standard fare. First, Harvest Moon Regatta at Atwood Lake, taken by H. Spitz of Pymatuning, followed by J. Rundt and E. McCain of Atwood. Second, the Snow Flurries at Port Clinton which had to be settled on the basis of two races because of the "white water". J. Schudel was the winner, followed by Wedrick of Detroit and Nichols of Lake Fenton. The third and last regatta was the Snowball, held at Buckeye Lake. This was well attended in spite of variable winds, and won by our former Commodore, Pinky Allen, followed by R. Blair of Chicago and B. Nelson of Toledo.

1956 has been a good season. Winds and weather have been good and bad, now favoring one and now another with a nice balance over the year. We are looking forward to 1957 as another round of fine regattas and good companionship.

## PACIFIC NORTHWEST DISTRICT

District Commodore: Dr. John E. Tysell

District Secretary: Wilson H. Jewett Jr.

Fleets: Maple Bay (64); Royal Victoria (66); Lake Washington (132); Bellingham (158); Chinook (229); Columbia River (288).

District Report: The Northwest Lightning fleet has continued to grow during the past year, with the addition of the Columbia River fleet 288 (Portland) sponsored by Rose City Yacht Club under able assistance of Dean Davis and H. G. Brault. With all of the activity in the Vancouver area and with the help of Tom Job and Des Sessinghaus, there should soon be a new fleet in that area. Tacoma has begun to show interest in an organized fleet of Eugene, Oregon, the largest fleet in the district continues to add more boats each year.

As a result of last year's decision at Bellingham, the Northwest regatta was held on Fern Ridge Lake, Eugene, with Chinook fleet

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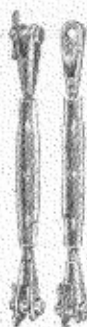
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as host. This regatta offered a new experience to many of our visiting sailors who are accustomed to coast waters and bays, rather than inland lakes. In order that visitors might be conveniently located near their boats, rental trailers were moved into the picnic area near the club. Twenty-eight boats from clubs in the area were represented in the regatta week-end. The Barber twins came in first, while a three way tie for second place was settled on elapsed time as each boat had beaten the other twice. On this basis Dr. Campbell placed second, Jim Gowdy third and Wilson Jewett fourth.

The year also saw the birth of the Pacific Coast Regatta, the brain child of Harold Eyestone and Bill Piere of Southern California with the help of Des Sessinghaus of Seattle. It serves to bring the fleets of the Pacific coast from points as far south as San Diego to Canadian waters in competition at least once a year and to provide the type of competition so long organized on the Atlantic Coast.

This year the first such regatta was held immediately after the northwest regatta on Fern Ridge Lake. Our Pacific coast visitors were allowed to "warm up" in the northwest regatta preparatory to the Pacific coast competition.

We had a splendid turn out from the Southland. Our Southern California visitors driving one thousand three hundred miles each way to attend. Four boats came from Cabrillo Beach, one from San Diego, one from San Francisco, one from Victoria B. C. three from Seattle, and one from Portland. These boats added to the Chinook fleet gave a fine showing for the first of such meets. The Barber twins took first place, followed by three California skippers, second Dave Wright, third Harold Eyestone, fourth Harter.

Chinook Fleet has provided a permanent trophy, a large silver punch bowl to be awarded each year. The California District will be host to the next Pacific Coast regatta which we hope will be well supported by all of the Lightning fleets on the coast and become one of the largest Lightning regattas in the country.

## SOUTHEASTERN DISTRICT REPORT

District Commodore: David T. Johnson

District Secretary: James M. Artley

Fleets: St. Petersburg (109); Savannah (127); Tampa L. F. (168) Biscayne Bay L.F. (226); Clark's Hill (257).

District Report: A meeting of the Southeastern District was held at the Savannah Yacht and Country Club July 15, 1956. At this meeting David Johnson was elected District Commodore and James Artley, District Secretary. Several problems in the District were discussed, the most important of which was the finding of a permanent and central location for the District Eliminations. Miami was selected as the site of next year's District races unless before that time some other site can be found which will be suitable to all fleets. We welcomed to our District the first year of active participation by the Augusta Sailing Club. They have a new club house and excellent sailing facilities on Clark's Hill Reservoir.

Our District was also honored by having the President of the Lightning Class Association come from our District. President Ross Allen is a member of Fleet 127 at Savannah, Ga.

The Southeastern District started their sailing for the season with the annual Mid-Winter Lightning Regatta which was described in last year's Year Book. It will be impossible to say too much about the thrilling races and the wonderful hospitality shown by Fleet 109 of St. Petersburg.

The Southeastern District Championship Race was held at the Savannah Yacht and Country Club on July 14th and 15th with representatives from Fleet 127, Savannah, 109, St. Petersburg, and 226, Miami. The entire series was sailed in light and shifty air with strong tides. The first race saw John McIntosh in Scalawag IV fighting it out all the way with Ted Turner, with McIntosh pulling ahead on the last leg and winning the race. David Johnson was third. The second race was John McIntosh fighting it out with David Johnson in the Possum with McIntosh finally ending up in first place followed by Johnson, Turner, and Ross Allen. The third race, sailed in a little heavier air, was won by John McIntosh followed by Ted Turner, Roy Gordon, and Ross Allen. The highlight of this race was the excellent spinnaker work by McIntosh and the somewhat daring spinnaker work by Turner.

The fourth race was never a contest. Roy Gordon, sailing the Vixen, took the lead at the start and proceeded to sail away from the rest of the fleet. Howard Foht and John McIntosh had a thrilling fight for second place—McIntosh taking this spot. In the fifth and final race, Howard Foht, sailing the Zephyr, threw off all bad luck which had plagued him during the earlier races and sailed home first closely followed by Gordon, McIntosh, and Turner. This series saw McIntosh the winner, Turner second, Gordon third, Johnson fourth, Foht fifth and Allen sixth.

We are all looking forward to the coming season when the first big event will again be the St. Petersburg Mid-Winter Lightning Championship.

## SWISS DISTRICT REPORT

District Commodore: Charles Nicolet

District Secretary: Theo Moeckli

Fleets: Fleet of Lake Neuchatel and Morat (169), Fleet of Lake of Zurich (219), Fleet of Lake Sempach (250), Fleet of Lake of Bienné (268) and Fleet of Lake Lucerne (281).

At the end of November 1955, Fleet 268 was willing to organize the European and Swiss LCA Championships at La Neuveville. For this reason, the Swiss District authorities went over to the Fleet officers of Fleet 268.

Though 1956 was a rainy season, it gave nevertheless good satisfactions to our District. Thus we have pleasure in informing you of the creation of a new Fleet, on Lake Of Lucerne (281), with Theo Christ, captain and Kurt Kaeslin, secretary. During 1956 the new-born fleet could contact other district fleets. It is worth quoting that our Lightnings travel more and more from one lake to the other, some even go down to the Mediterranean!

At Whitsuntide, the Italian District invited the Swiss fleets to compete with them at Naples. Two Swiss skippers, P. Gonset and C. Lambelet went with their crew; they thus had a first contact with sea racing and were delighted.

But the great event of the year was of course the European and Swiss District championship at La Neuveville. For the first time

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"Tonnerre De Brest"—Swiss District 1956 Champ!

in LCA history, all European Districts were represented: Italy, Greece, Finland and Switzerland, with 30 boats. We all welcomed a USA crew, Mr. Alexander of Chinook Lightning Fleet, Eugene City, Oregon. It was also the first time that we were honored by an American visit in lightning races. Let us hope that this will change into a tradition and set forward year by year!

The first two races saw a Swiss victory, that of J-P. Weber, "Santa-Maria" and of J-P. Luthy with "As de Carreau", with light winds. But from the third race till the fifth, the wind got stronger and stronger and the Italian boats showed superior. Final victory crowned "Temporale", skipper Mr. Camardella, runner-up, "Fandango", skipper F. Cavallo, both from Naples. The races were broadcast and commented, both in French and English for the numerous public which followed the races with great interest. The races were timed by Longines Watch Ltd, who also gratified splendid watches to the crew of the first three boats. At the banquet which joined 230 persons we welcomed the presence of the ambassadors of Italy, Greece, Finland and a representative of USA, and two LCA vice-chairmen, Mr. Cavallo and Mr. Weber. Toasts were numerous, everybody thanked everybody, Mr. Alexander for USA, Mr. Sinopoulos for Greece, Mr. Koskimies for Finland, Mr. Ratti for Italy and our Commodore, Ch. Nicolet for Switzerland.

As already known, the Swiss district championship took place at the same time as the European one. "Tonnerre de Brest", skipper Theo Moeckli (crew M. Pelet and E. Matthey) was crowned Swiss champ for 1956, runner-up "As de Carreau". 21 Swiss boats from Lakes of Neuchâtel, Morat, Sempach, Zurich and Bienné were fighting for this title. Hereafter the results.

1. Tonnerre de Brest, winner also of the challenge "Pro-Jura"; 2. As de Carreau, runner-up. 3. Milan 4. Sinoe 5. Garoupa 6. Santa-Maria 7. Zephir 8. LaRafale 9. Quand-meme 10. Bosco III 11. Pluto 12. Fripon 13. Marie-Galante 14. Schufri 15. Maeki 16. Tonga-Tabou 17. La Danae 18. Barada 9. Yseult 20. Risen 21. Kuk.

At the end of season 1956 the representatives of the Swiss District met to discuss next season, which we hope will be active and more sunny.

## WESTERN LONG ISLAND SOUND DISTRICT REPORT

District Commodore: Wait Jackson

District Secretary: Ray Rodemich

Fleets: Western Connecticut (7); Larchmont Fleet (32); Little Neck Bay Fleet (55); Seawanhaka Lightning Fleet (88); Cold Spring Harbor Fleet (89); American Yacht Club Fleet (96); Northport Bay Lightning Fleet (98); Execution Rocks Lightning Fleet (106); Manhasset Bay Fleet (133); Hempstead Harbor Fleet (138); Eastchester Bay Fleet (163); Oyster Bay Lightning Fleet (200); Greenhaven Lightning Fleet (260).

District Report: The Western Long Island Sound Lightning District has just completed the 1956 season, a season highlighted by some of Long Island Sound's most fickle weather and most unusually conducted races.

The District Championships were held on August 11 and 12 with Larchmont Yacht Club acting as host. Dick Sykes of Manhasset Bay sailed his "Dixie" to a complete sweep of the series, winning all races. Andy Connell of Port Washington had two seconds and a fourth with "Blue Cloud" to take second place, followed by fifteen year old Terry Clark of Greenwich Cove with "Sea Lark".

The Senior Series, open to all adult skippers and sailed in conjunction with the District Championships, was won this year by Howard and Jack Bradfute's "Tribee", followed closely by C. Townsend Corning's "Wiggleslop" and Dr. Seymour Hordell's "Gold Crown".

On August 18 and 19 the Long Island Sound Championship was held off Noroton Yacht Club with Bill Cox of the host club repeating his 1955 victory. This was the fifth of this series which is conducted jointly with the Connecticut District. Bizzy Monte-Sano of Larchmont, sailing his "Gray Ghost", finished fourth in the series and was the first Western Long Island Sound boat in the standings.

Winner of the Yacht Racing Association of Long Island Sound Championship was Fred Hibberd of American Yacht Club in "Flash", followed by Monte-Sano and Fred's sister, Six Hibberd, in "Splash".

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