

"From A Sea Scout Master To Third Place In The Internationals"

By Bud Olsen

In September 1943 the big decision was made. We were going to build a Lightning. As Skipper of a Sea Scout Ship, we decided to build a second Lightning for the Ship at the same time. We purchased plans from the Lightning Class Association and started. We all felt the Lightnings should be stronger than the plans showed, so-o-o-o we used plenty of oak and mahogany and fir—oversized, too. After many, many hours of the Scouts' and my labor, we had two wonderful 1,000 pound Lightnings which we felt could sail over any ocean.

The next step was to join the Housatonic Boat Club and Fleet #6 in June, 1943 and learn how to sail. Many lessons and thrills and races were enjoyed during our first summer under sail. We found some Company named Skaneateles was making fast (no doubt illegal) Lightnings which left us in the tank every race! We finished an easy last in our Fleet but planned to do better next season. Well, anyway we had the strongest and heaviest boat. We knew those other 850 pound lightweights would never stand up.

One of our first season thrills was sailing home from Port Jefferson, Long Island, where our Fleet had an overnight cruise. We had slept on our Lightning bunks? and were so happy when daybreak finally came. The breeze was southwest at 20 m.p.h. and getting stronger, so off we go sailing for home on a broad reach. We felt very safe in our half-ton Lightning as we slid over the waves to arrive home in 1 3/4 hours for the 12 mile run! We never did learn how to stop our boat in this kind of air, so after several futile passes at our berth with full sail and the Boat Club "rocking chair fleet" watching, we ended up smack on the main float! (Oh well, one more lesson!)

Some lad came along and purchased our Lightning right out from under us, so we spent the next winter building our second Lightning, "Padalin II". We sailed and raced this boat for two seasons getting nearer to the middle of the fleet standings all the time.

"Padalin III" was launched in 1946, and we found ourselves getting some third and fourth places. This wet our racing spirit with a desire we haven't been able to quench yet.

"Padalin IV and V" were launched in succeeding years with refinements and below 800 pounds, too. Also these were rigged for a newfangled idea called spinnakers. Our first experience with this new kite ended up with all sails full and drawing with our bow up on the mud bank at the side of the river. (How embarrassing!)

About this time (being in the marine business) I've decided to act as agent for Lightning builders, so we started with a beautiful Lightning by Hoerneke in Milwaukee—"Padalin VI". What a thrill to own a factory-built boat. By now we were able to get an occasional second and third for the season in our Fleet, which was hot for those days in our Connecticut District.

We then purchased a beautiful Lightning from Seaman (Padalin VII) on Long Island, which was one of three Lightnings we raced of theirs in succeeding years. We were very fortunate in our racing with the Seaman Lightnings getting more than our share of firsts at home and in visiting Connecticut District regattas.

"Padalin X" from Lars Olsen was so beautiful (700 pounds) we hated to put it in the water. We picked it up May 30 in the morning and raced and won in the afternoon. We really enjoyed our season with our "#10" and hated to see it go in the Fall.

1960's "Padalin" came from Saybrook Yacht Yard and was a black and white and mahogany beauty. We took her to Savannah and St. Pete and Miami. We hit a mark in Savannah, almost dumped in St. Pete and lost a man overboard in Miami but still enjoyed every minute of the Southern Circuit.

In our Fleet and other regattas we finished in the top four boats consistently. In our Districts we made a seventh place in drifting races, but we qualified for "the big one"!

Oh Happy Day! Now that we qualified for the Internationals plans get underway immediately. Can we go? Yes! Who will crew? Our son, Dave, and nephew, Jim. O.K. We checked finances and by being frugal we can make it. September 3, 1960 we're on the way with "Padalin" in tow, loaded with sails and gear, headed for Tawas Bay, Michigan. We arrived in Tawas Sunday afternoon, checked in at the Motel, then to the Yacht Club to rig "Padalin", get checked O.K., and launch her.

The Race Committee fired the gun at 1:30 P.M. Monday for an informal tune-up race with 66 boats hitting the starting line together with all skippers wondering, "How do you find free air?" The wind was 5-8 m.p.h. easterly and shifty. We all enjoyed our first test on Tawas Bay with Carl Eichenlaub's "Bull" coming in first. Many skippers were now wondering if all the winds would be light and shifting up to 45 degrees. We'll soon know!

Tuesday morning the first of the three qualifying races was held at 9:30 (Blue Group) with one more group starting five minutes later (Green Group) and a third group (Yellow Group) starting five minutes after the second. The breeze was westerly 10-15 m.p.h. and shifty. There were seven legs for each flight. There was a 2:00 P.M. start for the second set of races with the flights shuffled by pre-arranged schedule. The air was the same with plenty of place shifting and real fine sailing.

Wednesday, 9:30 A.M. all boats out and ready for the final third qualifying race. The wind westerly 10-14 m.p.h. It is so much easier and fairer to the sailors to start in these 24 boat flights as each has a very good opportunity to make a good start or recoup fast after a poor one.

Qualifying scores tallied up show Hank Cawthra (1,1,3) and ourselves (1,2,2) tied for first place, with 28 skippers close astern to make up the International flight. The next twenty boats were set in the Presidentials and the following twenty in the Governors Series.

Thursday, 9:00 A.M. out to the course with our Blue pennant proudly waving from the back stay (designating International contestant). The first gun was at 9:30 and it looked like the leeward end was best but jammed, so we elected the weather end in clear air on the gun. The wind was southwest 12-15 m.p.h. and shifting every 60 seconds as we split tacks on the starboard side of the triangle; then a starboard tack to the lay line and port tack to the flag. What do you know—we're in eighth

position! Hope we can hold it! Then two close-reach spinnaker legs with all hands hiking as the breeze seems to be picking up. What a thrill to finish the seventh leg still in eighth place in this competition. Al Bernel from Buffalo Canoe Club sailed to a beautiful first. Into the Club for some of those special "sloppy joes", relax, and then Bang! from the Committee Boat. Let's go. All out and ready for No. 2.

The same conditions prevailed for the start of the second race as in the morning with wind 15-18 m.p.h. Clear air at the windward end seemed attractive, so we started there climbing those shifts to round the weather mark 10th. The positions change like crazy, but we finished 11th so we're still hopeful as most of the morning leaders are down the tank. Carl Eichenlaub from California is nicely in first, and with his third in the morning race, sits in an enviable spot.

Friday morning, 9:30 start, the wind southwest 15-16 m.p.h. The leeward end of the line was jammed so we started near the Committee Boat in free air and really moving and chopping up the waves and shifts to be first at the weather mark. Then hike and fly that shute on the next two legs—too close, but we had to. Somewhere we lost one boat, Bill Uhl, who made a good first. The wind was going crazy with shifts as we approached the finish mark in apparent fourth place, but we starboard tacked behind Eichenlaub and Cawthra. Then my crew executed their best as we tacked to port and a fast thirty yard leg to shoot into the wind at the flag end and beat Eichenlaub by four inches the Race Committee said!! Cawthra had bad air between us but made a nice fourth.

We feel better now as we are tied for 6th. What a shuffle in the leaders in our favor. Salmon, tunafish and egg salad sandwiches prepared by the ladies of T.B.Y.C. with hot coffee and soup satisfied the ravenous appetites that we all had developed.

Back on the course at 1:30 P.M. with the wind southwest 20-22 m.p.h. and freshening. The gun was on time and away we go on the weather end again, hiking, luffing, shooting for that red flag weather mark which we rounded about 6th. We tried to set the spinnaker and fought it every minute until we took a puff which put us out of control. As water came in over the cockpit we managed to uncum the spinnaker and main sheets and the Good Lord pulled our mast upright. Down with the shute, up jib and away we go! on an easy course to mark #2 after losing several boats. We honestly thought we had had it. Jibed at the mark and reached fast for the third mark about 10th position. A rugged beat again with the wind freshening to 25 m.p.h. and puffs over that as we whittled our way to the weather mark still 10th. We rounded the mark, fell off and reached up playing the puffs and waves to plane almost the whole leg, jibbing crazily in 4th position to ride the fastest plane to the next mark. Tom Allen had reached out and set his spinnaker and crossed our bow looking like "Echo" flying low, bearing off with his two crew with him on the stern deck hiking beautifully all the way. We rounded 6th and then beat like veterans (which we all were by now!) to finish a clean 5th. This moved us into 3rd for the series, 12 points behind Eichenlaub who was first—4 points ahead of Cawthra.

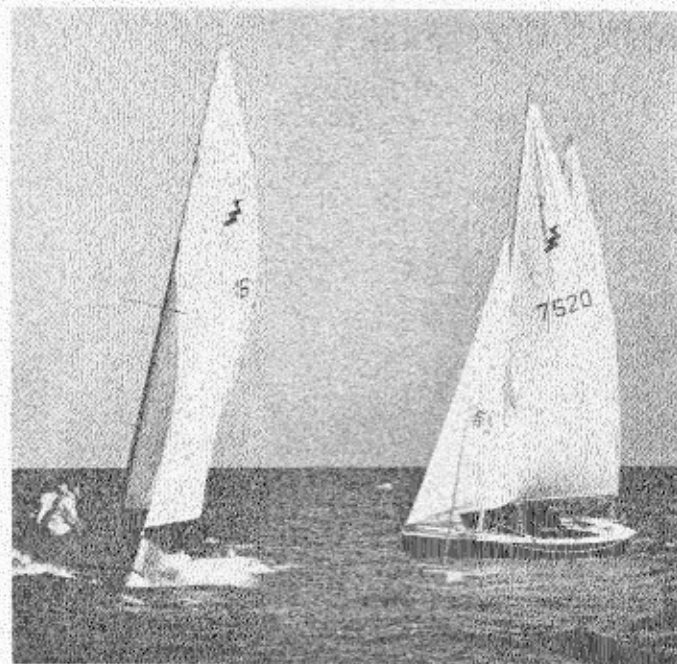
Saturday morning we're first at the Club again. Weather report calls for northwest winds 22 m.p.h. (Oh Joy!!!) Our air. We selected the same sails used all week, bent them on and checked everything again. 10:00 A.M.

out on the course waiting for the breeze to come and settle in a direction. The Race Committee had trouble setting a line, but at last a 5 mile westerly wind came and Bang! We're off. Carter Ford on the leeward end has air and makes good use of it going up the port side of the weather leg for a first at the mark, and never headed to finish first. Most of us were scattered here and there, breeze hunting and looking for favorable shifts. We were 21st at the first mark, 2nd and 3rd marks also, then on the beat we worked to port some. Then a port tack lifted us right to the mark for a 10th. We noticed Tom Fallon, who had rounded with others $\frac{1}{4}$ mile ahead of us, at the leeward mark over by Martin's Motel (perhaps for a swim!) when the wind shifted to southwest, and they had to beat back to the mark and the fifth leg also. We then set the spinnaker for the 6th leg, and a reach and spinnaker for the last leg. We finished 16th for our worst race, but happy because as we see it we held our 3rd for this tough series. Carter Ford wins this race, Eichenlaub second, John MacIntosh 3rd and Cawthra 4th.

Final scores were: Eichenlaub 1st, well deserved as he sailed the finest set of all; Cawthra, always hard to beat, a nice second and then our own third—a welcome surprise to us! Bill Uhl was next for fourth and Father Lightning Carl Smithers' fifth sailing a real good series.

Comparing boats, notes and excuses later, it was the consensus that we all had finished one of the finest Lightning Regattas ever held, and we will be forever grateful to Hermy Nichols and Tawas Bay Yacht Club for their hospitality, efficiency in handling all the chores of this undertaking, and best of all for the blue skies, air and fine sailing. Our hats off to the ladies and gents of Tawas Bay Yacht Club.

This epistle written riding home with "Padalin" in tow in the pouring rain with the hurricane "Donna" waiting for us at home with breezes over 100 m.p.h. (Shall we put up the spinnaker??!)



Bud Olsen in #7520 at St. Pete, February 1960.

"SAILING THE LIGHTNING IN STRONG WINDS"

By Hank Cawthra, Past President & LCA Champion

Describing how to sail a Lightning in strong winds is a little like describing how to drive on an expressway—it is admittedly a little different than driving on ordinary highways, yet, when you try to explain those differences, it is not easy because all you find yourself doing is enumerating a lot of principles that should apply to all driving. So it is with sailing in heavy weather; what is required is not so much different technique, as experience and more attention to correct operation in every detail.

Sailing the Lightning, or any small sailboat, in strong breezes seems to depend more on strong and workable gear, an experienced crew, and lots of practice under severe conditions, than on any special technique.

First, I cannot overemphasize the importance of an adequate rig and fittings. The tendency to reduce the size of many essential parts of the boat to save weight can only lead to breakdowns and the loss of many valuable points. Also, there is an adverse psychological effect when a skipper is, perhaps even subconsciously, favoring his boat and rig by not driving it hard in heavy weather. In my opinion, the first prerequisite of winning races in strong breezes is to have an outfit that you know is impervious to all the usual breakdowns.

In regard to saving weight, I am not at all certain that the present practice to reduce weight throughout the hull and put it in teak floorboards, is beneficial. Besides being contrary to Lightning rules (some teak floorboards weigh as much as 70 lbs.), the concentration of weight in the bottom may give the boat a jerky motion. It is interesting to note that it was common practice in fast square-riggers carrying nitrate or other concentrated cargo to raise the entire cargo by building a false floor some distance above the ship's bottom, in order to raise the center of gravity. Many of the fittings and gear used on racing boats are adequate under moderate conditions but fails to serve its purpose in heavy weather. Cleats slip, blocks do not run freely with wet and partially fouled lines such as are usually encountered in the confusion of heavy weather racing, fittings pull loose or break, lines are too small and/or too slippery to hold in the hands, etc. A particular point to observe here is the layout of the gear so that the boat can be operated from the extreme hiking position; It is unfortunate but true that the necessity for handling gear with the utmost speed and precision always occurs when all three members of the crew should be hiking out as far as possible.

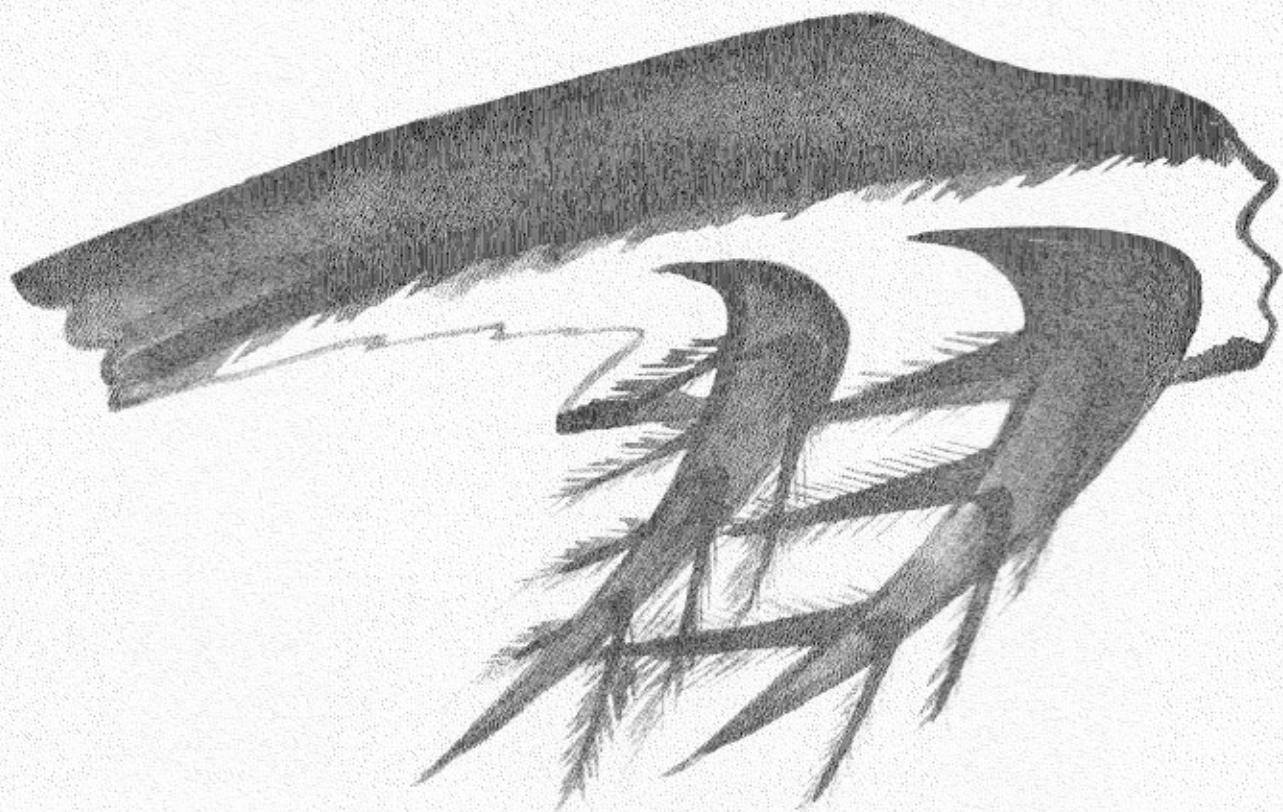
As time passes and some of us look back on 30 or more years of racing it is very amusing to recall some of the theories that have been disproved. One of these is the correct amount to heel the boat. I remember the owner of a cruising-racing type boat explaining in all seriousness that his boat sailed best to windward with the water over the deck and up to the edge of the cabin. I remember several classes of small centerboarders which were invariably sailed to windward with the gunwales awash. We know now how wrong these things are but why didn't we know it 20 years ago? I am a great believer in sailing nearly all boats, large and small, round and chine, in an

upright position. The fact that there are a few types such as the Scows, and a few weather and sea conditions, which call for some heeling, only confuse the issue. In case of doubt sail your boat nearly upright. If it doesn't seem to be sailing well, make every effort to straighten her up.

In moderate and strong variable air it is not enough to just hike; the hiking must be coordinated to keep the boat at a small and constant angle of heel. Many crews are always a little out of phase with the wind; a puff strikes—the boat heels—the crew hikes a fraction of a second too late—the skipper has already had to luff slightly, just about this time the puff subsides and as a combined result of the crew hiking, the skipper luffing, and the puff letting up, the boat straightens up sharply and may even heel to windward. Then about the time the crew reduces their hiking effort and the skipper bears off slightly another puff strikes and the process is repeated. A boat sailed in this fashion loses an unbelievable distance to windward as compared to one whose crew hikes at the exact moment the puff strikes, and stops hiking just as the puff subsides.

It is questionable as to how much a rig should be changed for heavy weather. In recent years I incline more to the theory that it should be left the same for all conditions. If, when starting the race, one could be sure that there would be a very strong and steady breeze, then some rig adjustments might be in order, but the wind may become variable or drop completely. Also, from a practical standpoint, a Lightning mast can only be bent appreciably below the jibstay, that is, with the lower spreaders as an approximate center, which probably does not flatten the average good mainsail in such a way as to make it faster in strong airs. Like everything else in sailboat racing, there are no doubt exceptions to this, but the point I am trying to make is that it is a mistake to assume that you should always tighten the backstay or jibstay in strong airs, as many times it will do you more harm than good.

Winning races in very strong air against the best outfits involves a certain amount of gambling, or perhaps more correctly, speculation. The potential gain with the large Lightning spinnaker, particularly when it provides the extra thrust to induce planing, makes its use very attractive, yet it can easily cause a capsize with a loss of many points. Here is just another one of those situations where the skipper must carefully weigh the possible gains and losses in points. If his boat is outstanding to windward, if his point situation is good, if there are few boats immediately ahead and behind, then caution is called for. If his boat is somewhat inferior to windward in strong breezes, if he must pick up points, if there are several boats immediately ahead, then he must use his spinnaker more frequently. When all is said and done, there is a considerable amount of plain ordinary luck involved in the wild spinnaker planing we sometimes encounter, and one must have a little bit of fatalism regarding this. We have all seen good boats with good crews knocked down,



VERY FEW PEOPLE *If Any*

Would recognize this drawing. Or would know a good sail when they see one.

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If you haven't guessed by now. It is a fragment of a birds feather much enlarged. Top portion is quill.

particularly when setting or lowering the spinnaker, while inferior boats with less experienced crews have ridden out the same puff just because it hit at a slightly different angle, or their boat was balanced a little differently, or it had a slightly smoother patch of water to sail through at the critical moment.

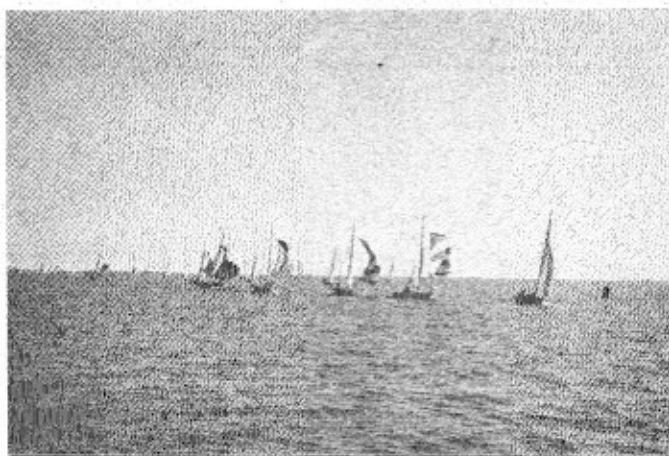
I believe that many good outfits capsize because the skipper is overconfident and a little haphazard in his steering. A Lightning or any small boat planing at high speed with spinnaker set must be steered with the utmost care and precision, and it is better to be a little apprehensive than to be careless. It is very important to keep the boat exactly level at all times as it is often the first small angle of heel that starts a capsize due to the tremendously increased resistance of the chine when planing.

On steering the boat to windward I can only suggest that each wave condition be studied separately. In the short steep seas such as are found in shallow waters a Lightning requires a lot of rudder action while in smooth water or very long regular seas it will almost sail itself. In this connection, I would prefer to have a boat balanced up so that it carries a fair amount of weather helm in very strong breezes, rather than one with a very soft helm that will not work itself up sharply in heavy puffs.

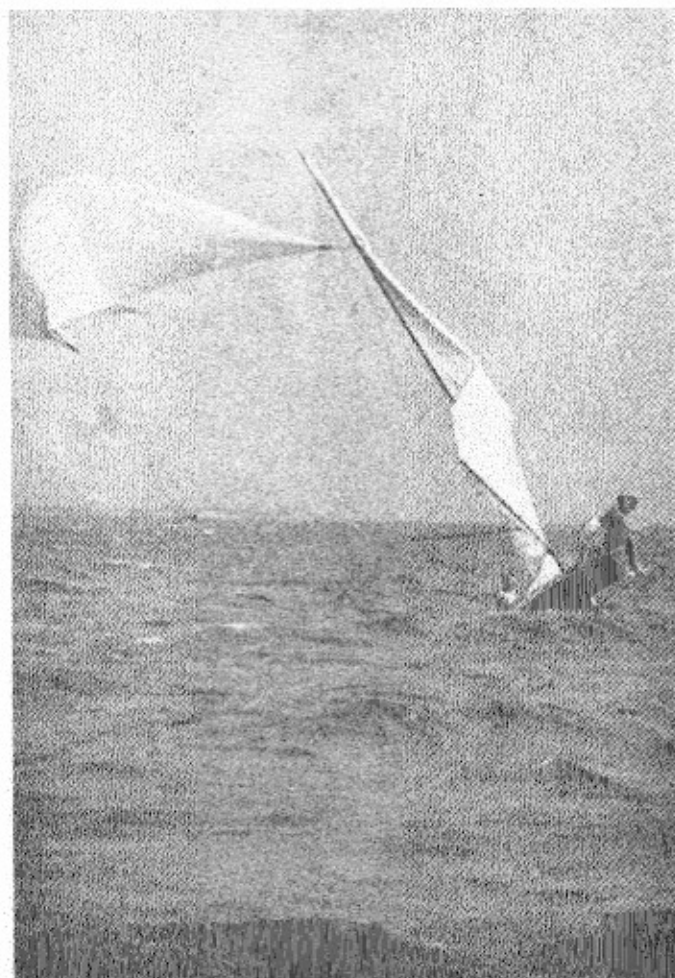
Inexperienced sailors tend to get careless about water inside the boat until it gets so deep that it can be felt in the boat's sailing action. This is a mistake; every effort should be made to keep the water inside the boat to an absolute minimum by using an automatic bailer or

pump. A little care in sailing the boat before the start will help to keep it dry. High speed reaching with the wind abeam tends to throw a lot of water into the boat and it is better before the start to jog along partially close hauled, and then run down on a broad reach. However, despite the importance of keeping the boat dry, one should put the boat hard on the wind for a short time, on each tack, to get the feel of the wind and sea before the start of the race.

Finally, it is essential to race at every opportunity in very strong breezes, since these conditions are not frequent, and must be capitalized on.



Fourth race at Tatwas, winds fresh. Who needs a spinnaker?



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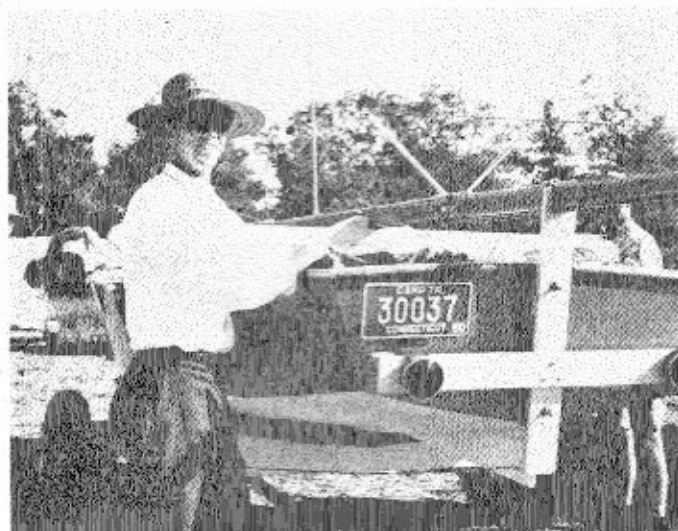
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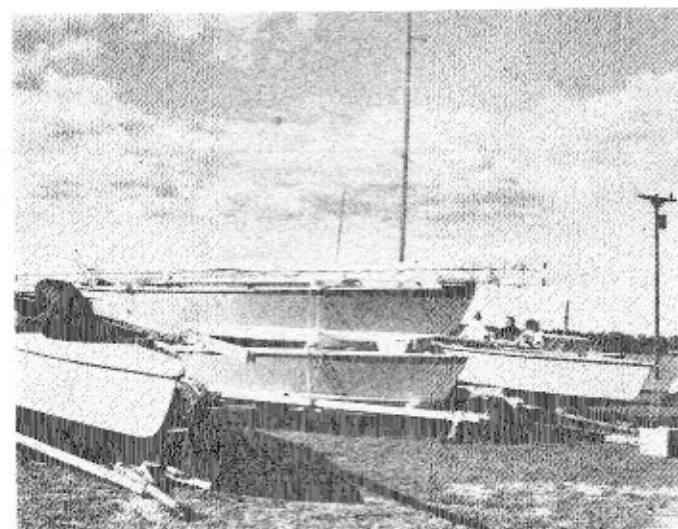
The 1960 Internationals as Seen by Norman F. Smith



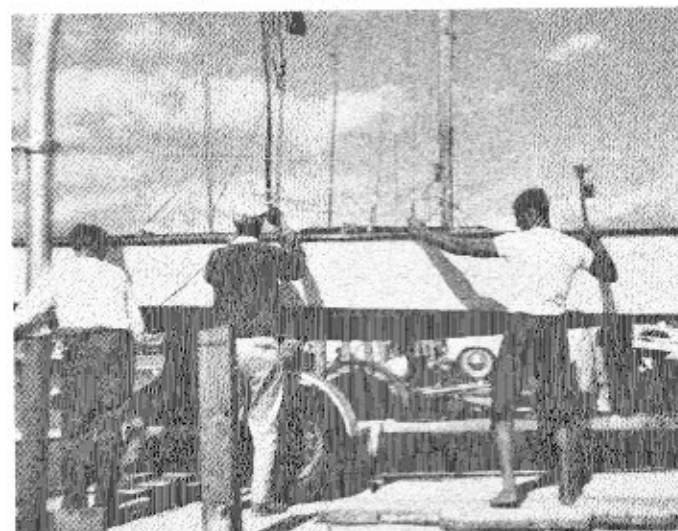
They arrived from the East



*They arrived from the West
We Won't forget the slogan!*



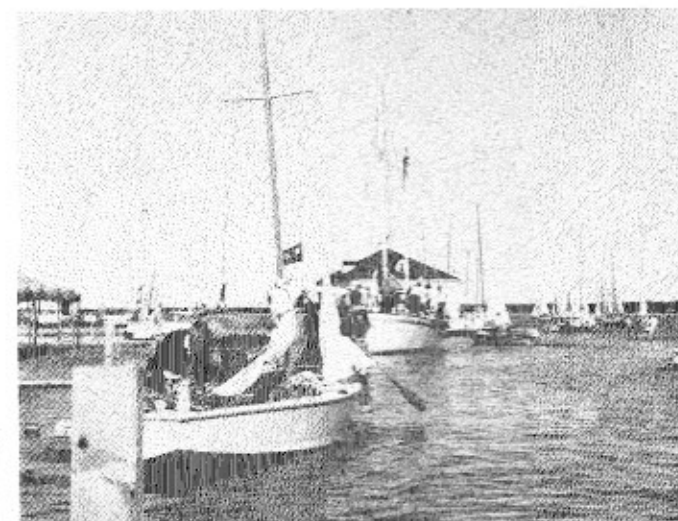
They arrived stacked.



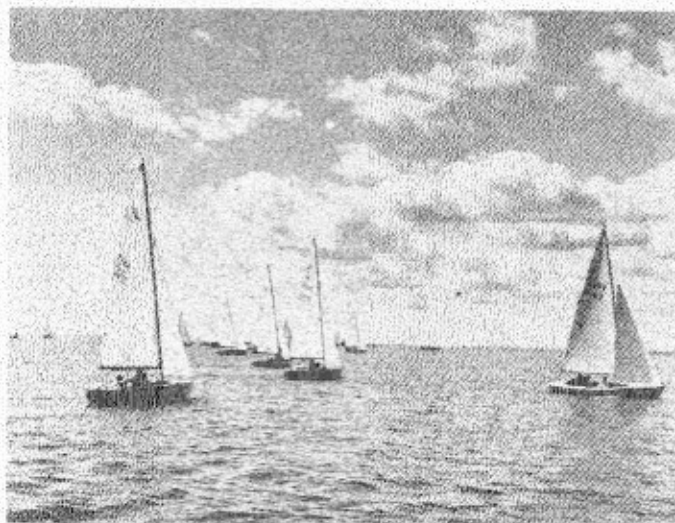
Into the water they go.



Snug and at ease at mooring.



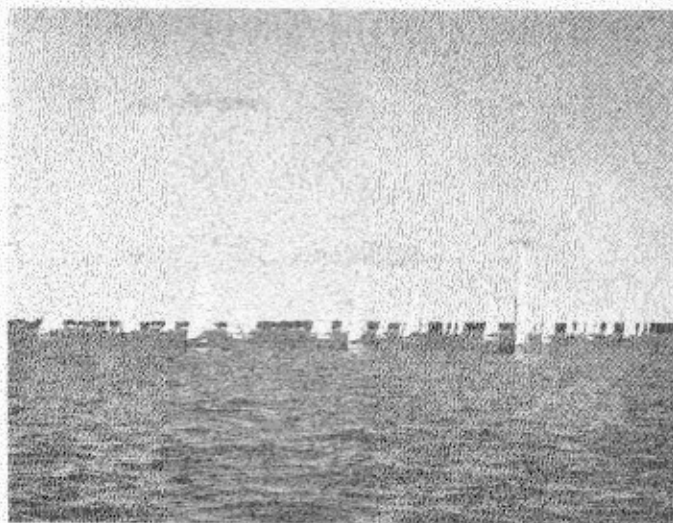
Out to the race course.



Following the committee boat to the starting line.



Race Chairman Ladd McKay sets the line by remote control.



Just before the start gun.

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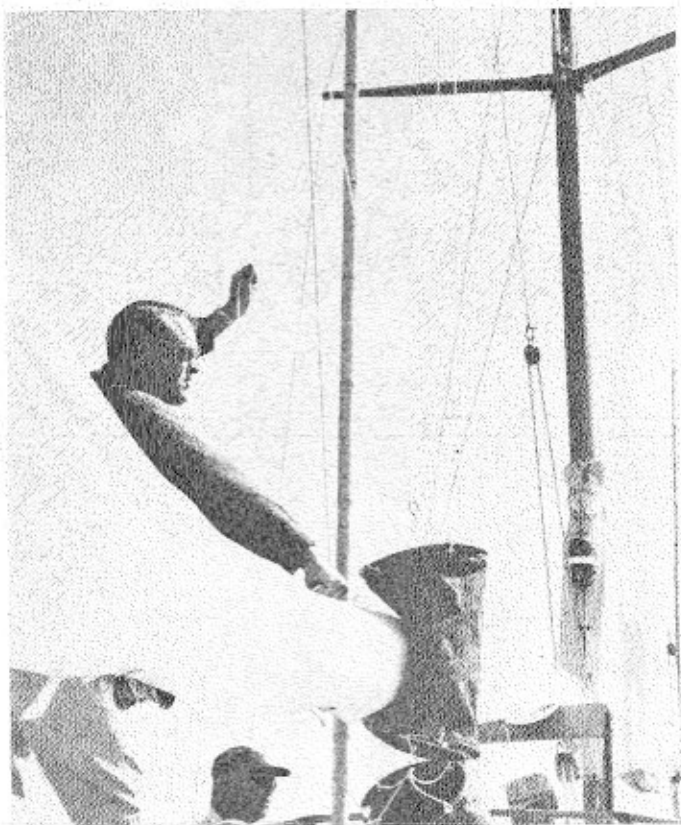
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LIGHTNING PERFORMANCE

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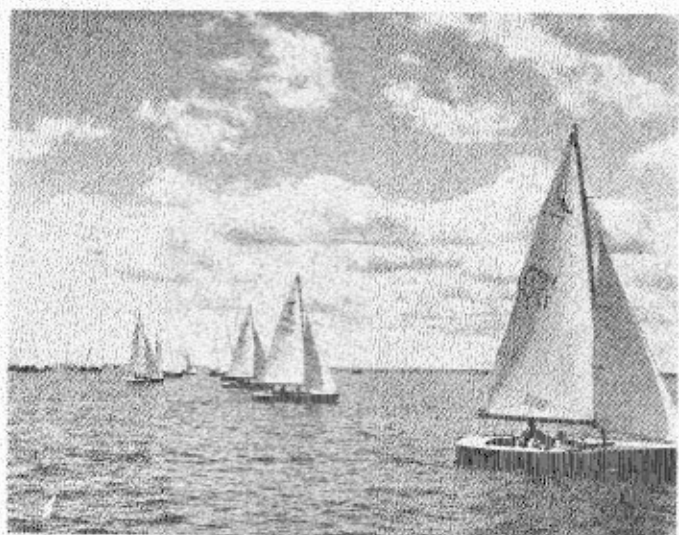
NORTH
Championship
SAILS

Carl Eichenlaub, 1960 Lightning
Class World's Champion

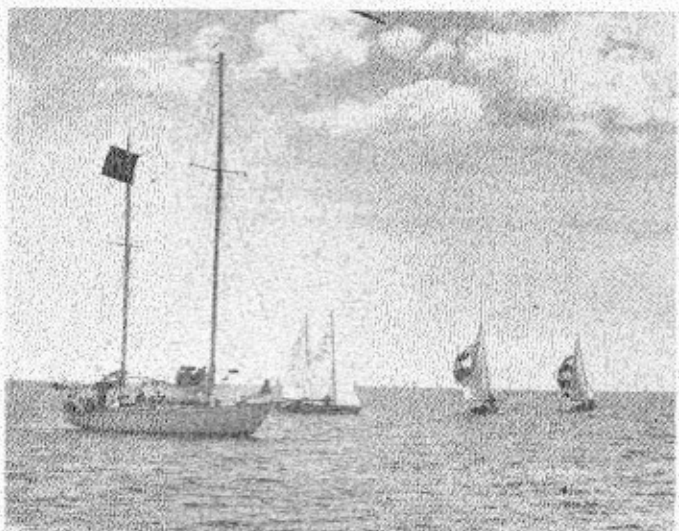
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1961

MAY 26 - 27 - 28

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JUNE 24 - 25

Shakedown Regatta
St. Joseph Yacht Club

JULY 1 - 2

Small Boat Regatta
Burnham Park Yacht Club

JULY 15 - 16

P & T Regatta
Milwaukee Yacht Club

JULY 22 - 23

Midwest District Championship
Milwaukee Yacht Club

AUGUST 5 - 6

Hoosierland Regatta
Michigan City Yacht Club—1961 Host
Co-Sponsors—Lake Wawasee Y.C.
Indianapolis Sailing Club

AUGUST 19 - 20

Hobelman Regatta
Chicago Corinthian Yacht Club

SEPTEMBER 9 - 10

Sand Dunes Regatta
Michigan City Yacht Club

SEPTEMBER 23 - 24

Red Flannel Regatta
Chicago Corinthian Yacht Club

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The second boat (7420) finishes and the regatta is won.

Editor's comment:

Norman Smith cut the top off of this picture, and that is the reason for this gap.



The winners relax.

PRESIDENT'S TROPHY RACE

By George Fisher

First Race: At the start there were southerly winds at six to eight mph, with the leeward end of the line slightly favored. Within five minutes after the start 7275 had worked out a 50 yard lead over the other 18 boats, and at the first weather mark it was 7275, followed closely by 7499, 6600 and 4932.

Number 7275 continued to lengthen out his lead on every leg of the race and was more than two minutes ahead at the finish.

Number 5932 was second at the finish, followed by 6600 and 7499.

Second Race: The winds were still out of the south at 10 to 12 mph. 7275 started again at the leeward, worked out a very nice lead and was first at the weather mark, which position he held again throughout the race. Second at the first weather mark was 4865, closely followed by 7388 and 5932.

At the finish it was 7275, 7388, 4932 and 4865.

Third Race: The winds had shifted to the northwest and were at 10 to 12 mph. There was a near perfect starting line and most of the boats had a good start. Throughout all the weather legs in this race there were severe shifts of from 10 to 20 degrees and a boat soon learned that what appeared to be a very good position could in a short while turn out to be very poor and at the first weather mark 7388 was first, closely followed by 4932, 6530 and 2706.

The second reach was a very beautiful spinnaker run and allowed many to dog fight and others to work through to leeward.

There were many treacherous shifts on the third beat to the finish line and no one in the race was sure of the position he was going to be in until he crossed the line. 7275 was followed by 7388, 4865, 7296 and 5082.

Fourth Race: The wind had piped up to 18 to 22 mph and at the finish there must have been gusts from between 25 to 30 mph. This fresh wind then brought on a short and very wet chop and made one appreciate the use of bailers on the leeward leg. The leeward end of the starting line was slightly favored, however, as in the race in the morning there were many severe shifts on these weather legs and the crew had to be on their toes every minute.

Number 7608 worked out a beautiful lead on the first weather leg and in all probability would have won the race but hit the weather mark as he rounded. 6600, 7296, 6932 and 7046 were bunched going around the first mark. 6932 and 7046 worked up well to weather on the first reach and then put up their spinnaker and from the view of the author appeared to plane faster than any other. Lightning he had ever seen. Several of the boats put up their spinnakers on this leg, however, except for a few they seemed to have their problems and didn't keep them up very long.

The spinnakers were flown on the second leeward leg and since the wind was a bit off the quarter, the boats didn't seem to have the trouble they were having on the first reach. The wind continued to increase in velocity throughout the race and by the start of the third weather leg it was necessary for boats to dump their main and in some cases the jib.

Number 6600 did a beautiful job of sailing and finished first, followed by 7296, 6932 and 7046.

Fifth Race: The winds were still out of the northwest at 10 to 12 mph. There was a very good line and for 15 minutes after the start it was difficult to tell which part of the fleet was in the lead since there were so many oscillations.

Number 4865 led at the first mark which he carried throughout the remainder of the race. 4911 was second, closely followed by 2706 and 6600. On the first reach the wind began shifting to the south and turned out to be a very close reach at the end of the lake. By the time the boats got around to the second lap this particular leg turned out to be another weather leg, with winds at 12 to 15 mph.

Number 4065 was followed across the line by 6600 and 4911. 7275 finished fourth, giving him three points over 6600. 6600 in turn had two points over 4865.

The race committee should be congratulated for the errorless manner in which these flights were handled and the series continued. Our hats are off to them.

In summary, this series provided all types of air, conditions and weather. It will without question go down as one of the finest President's Cup Regattas.

No.	Name	Fleet	Skipper	1	2	3	4	5	Total	Final
7275	Miss Trudy	5	Jay Doty	1	1	1	8	4	85	1
6600	Susitna	1	Dr. John Gentry	3	6	6	1	2	82	2
4865	My Gal 2	43	Geo. Fisher	6	4	3	6	1	80	3
5932	Cat's Meow	20	Harry Spitz	2	3	8	13	9	65	4
7296	Karin	58	Ray Harrington	13	10	4	2	8	63	5
7388	Gringo	51	Robert Knop	10	2	2	11	13	62	6
7499	Quantara	262	Cully Cobb Jr.	4	5	16	9	7	59	7
7046	Restless II	12	William Hughes	15	15	7	4	6	53	8
5082	Spirit II	43	Jay Limbaugh	5	9	5	DNF	12	49	9
2706	Fade	36	Frank Hornby	7	14	11	14	5	49	10
6530	Miss Fit	36	Jim Davis	8	8	17	5	14	48	11
6499	My Sally	51	Chas. Grant	9	7	12	15	10	47	12
4911	Tequila	137	James Coggan	14	13	14	10	3	46	13
6932	Panic	228	R. J. O'Donnell	11	19	10	3	15	42	14
7050	Lil Dude	126	James R. Allen	18	17	9	12	11	33	15
6898	Voo Doo	75	Oliver Filippi	16	11	15	7	DNS	31	16
6348	Vivo	153	Steve Bachman	12	12	DNF	DNS	DNS	16	17
7010	Bonnie Glengarry	110	Alex Carlin	19	16	13	DNF	DNS	12	18
7608	Fury	133	Arthur Buhr	17	18	DNF	DNF	DNF	5	19

THE 1960 GOVERNOR'S CUP

By Chuck Maltbie

Tawas Bay Yacht Club, the weather man and the smoothly operating race and regatta committees combined to make the first Governor's Cup one of the most enjoyable series we have ever taken part in. There was a range of wind velocity to suit every taste and, on more than one occasion, all in one race.

The first race Thursday morning started fifteen minutes after the President's Cup fleet off the East Tawas pier in a steady ten m.p.h. southwest breeze. We managed a favored leeward end start and shortly afterwards, could have tacked over all but Edgar Perry in Princess. The starboard tack seemed to favor us and the Hot Canary rounded the weather mark first, followed closely by Perry, Pete Hedblom in Rogue III, and Clytie, with Bob Birmingham at the helm. Hedblom moved very well on the spinnaker reaches and finished the seven legs a close second behind Maltbie, with Birmingham, third, and Paul Knapp in Kidnap, fourth.

The second race in the afternoon saw a softening of the breezes from the same direction, but somewhat shifty, especially at the start. Hedblom and Bob Mann in Little Audrey, worked out a big lead over the rest of the fleet and finished in that order, followed by Birmingham third, and Knapp, fourth. Maltbie took a beating on the first leg, but managed a sixth by the favors of a long port tack along the shore on the last weather leg.

The eighteen m.p.h. westerly for the third race Friday morning was more to the liking of the Hot Canary's 600 pound crew. Holding the long starboard off the leeward end of the line paid off as the header we met approaching the west shore lifted us right up to the mark on the port tack and into a nice lead. Bob Woolman in Trop Chere

worked up to second, and J. R. McWhorter, third. Bob Jamison in White Cap started moving in the fresher winds and finished fourth, with Birmingham fifth. Hedblom with an eighth, dropped into a tie for second place in the standings with Birmingham, three points behind Maltbie.

The afternoon provided increasing winds with puffs to thirty, for the fourth race. Sam Stowell in Yankee Dandy, sailing free and really churning, grabbed the gun in the last fifty feet from Jamison, in a see-saw battle. Maltbie was third and Birmingham fourth. We were awed by a spectacle on the fifth leg. Pete Hedblom in fourth place, was right on our transom when he popped his spinnaker, just as we caught a real spanker on the beam. Why they didn't go over I'll never know. The sheet, guy and halyard all went out to the limit and their kite was flying high, thirty-five feet away from the Rogue. They circled completely around the monster, jibed then tacked and finally pulled it in over the transom. We counted them out at least three times, and must have been a half-mile away, still planning on main and jib, by the time they got straightened around.

Saturday morning the fifth race started with very light air, from west to northwest (sometimes!). We were four points up on Birmingham, and at the first weather mark, he was in second place with eight boats and a half-mile between us. On the third leg, the lead boats hit a vacuum and the fleet gradually bunched before the wind picked up to fifteen from the south. The fifth leg turned into a good beat, and Birmingham took the lead with Jamison second and Maltbie third. We finished in that order, all overlapped, to end a series that included as much good sailing and fun as I have enjoyed in any regatta.

No.	Name	Fleet	Skipper	1	2	3	4	5	Total	Final Position
6033	Hot Canary II	36	Chuck Maltbie	1	6	1	3	3	81	1
7611	Clytie	198	Bob Birmingham	3	3	5	4	1	79	2
7127	Rogue III	151	Pete Hedblom	2	1	8	6	7	71	3
7025	White Cap II	77	R. L. Jamison	12	8	4	2	2	67	4
5048	Kid-Nap	36	Paul Knapp	4	4	6	7	9	65	5
5836	Trop Chere	77	Robert Woolman	10	10	2	5	6	62	6
7517	Lil Audrey	43	Robert Mann	5	2	9	8	11	60	7
3704	Simbi	192	J. R. McWhorter	9	5	3	11	8	59	8
7203	Princess	98	Edgar Perry	6	11	10	9	5	54	9
6283	Trio	152	Cox & Mallon	7	7	14	10	4	53	10
7	Yankee Dandy	227	Sam Stowell	13	13	11	1	10	47	11
7373	Jayant	50	Jim Gilbert	14	16	12	12	12	29	12
7516	Slave Driver	87	Earl Engler	15	12	7	DNS	DNS	23	13
7515	Vagrant	43	J. J. Ranft	8	9	DNF	DNS	DNS	21	14
4947	Gizmo	54	Claude Bennett	11	DNF	13	DNF	DNF	14	15
7273	Doregasa II	164	Don Sanford	17	14	15	DNS	DNS	11	16
755		10	David White	16	15	16	DNS	DNS	10	17
7632	Chaste	77	W. E. Notz	18	17	17	DNF	DNF	5	18

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