



HAVE TOPSIDERS
WILL CREW

WIRE

BOB HAEFNER

or

A Transient's Thoughts About Crews & Skippers

Our editor, Stu Anderson, thinks in past years there have been too many articles in the year book about "Choosing a Crew" or "Things a Skipper Looks for in a Crew." In Stu's inimitable gimmick fashion he decided what we needed for a change of pace this year, was an article about what free lancing crews looked for when choosing a skipper plus a few added sidelights on the advantages of crewing over skippering.

Before getting involved in any discussion about the crew's point of view, let's establish the fact that there are different types of crewmen (other than good and bad). Most of them should fall into one of the following categories:

REGULARS: Sail on the same boat most of the time.

LEARNERS: Sail to acquire knowledge so they can buy their own boat.

SKIPPER: Sail as crews on other boats for important races.

PROFESSIONAL CREWS: Not paid hands but just people who prefer to crew and like "sail-boat bumming."

Some of the arguments in favor of joining the ranks of the final category are included in this article.

For so many a year, skippers have had problems finding and keeping good crews. Many skippers "set-up" crews months in advance for regattas and districts and those who don't sometimes find themselves without experienced help. This situation seems to be quite normal and it

would seem in this case it might be better to be the quarry rather than the hunter.

Now, as for "How to Choose Who to Get Caught By:"

Skippers come in various sizes, shapes and temperaments. Size and shape is of little matter but temperament is all important. There are skippers like Stu "Pull up the Board, Put up the Pole—Hike" Anderson who really wants a tall octopus. There's also the Jack "That Was the 5 minute Gun, Change the Main" Swanson type. And, of course, there are skippers like Karl Smither who never seem to get excited.

Some skippers prefer a crew who tells them how the competition is doing or if they can beat a starboard tackler; others who want crews to just sit and only do what they are told to do.

Vagabond crewing allows you to sail with all types and allows you to "borrow" from their fund of information.

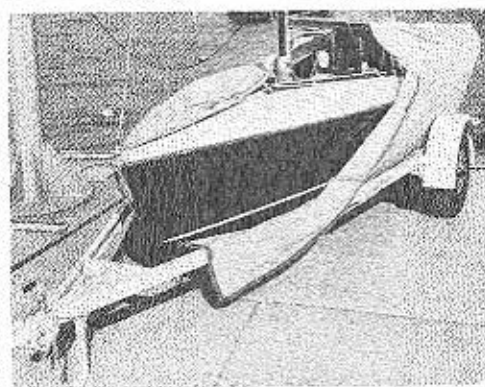
After an extensive survey among the "pros" we've come up with what should be a handy guide of stock phrases by which you can rate your skipper—

UNFAVORABLE:

"That port cleat doesn't work all the time."

"Your hiking strap is frayed but still good."

"I know that pulley is in the wrong place and I'm going to move it."



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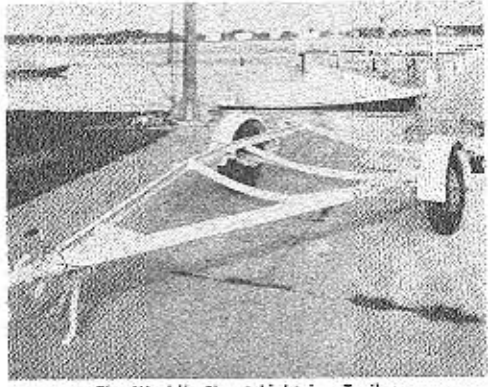
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FAVORABLE:

"That was a good job, have a beer."

"I've got new 5/16 heavy weather spinnaker sheets."

"That was a good job, have a beer."

"I've got new light weather jib sheets."

"That was a good job, have a beer."

"We've got accommodations with a friend of mine for the regatta."

"That was a good job, have a beer."

"I've just checked all the cleats and they work fine."

"That was a good race, have a beer."

As for a top-notch skipper's qualifications, they probably match just what he's looking for in a crew. Sportsmanship, punctuality, the desire to win, sense of humor, an acquaintance with the rules, ability to hike, knowledge of tactics, a little info, drive and determination.

If you find a skipper with most of the above qualities, hang on to him, he'll probably end up champ.

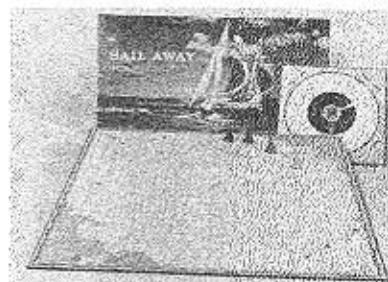
Now that you've joined the union, here's a word of warning. Skippers sometimes delegate the authority to call the lay line for the marks. If you don't lay it, he snarls, "Ready About." If you overstand just a little, he just snarls. If you lay it right on the button he figures that's your job. If, however, he calls the lay line and misses—there's been a wind shift.

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10th ANNUAL MARINE FROSTBITE REGATTA

Oct. 20-21, 1962

Quantico, Va.

STUART ANDERSON AND "GLOCKENSPIEL" SOLVE TRICKY WINDS AND BEAT NINETY-THREE OTHER BOATS AT QUANTICO

By Barney E. Mead, III

There is at last no doubt about it—interest is dying in our class. Only ninety-three Lightnings were on the starting line at the Quantico Tenth Annual Regatta sailing on the Potomac River on October 20 and 21 at the Marine Corps School. Except for the threat of a hurricane, the number of Lightnings on the starting line would probably have exceeded one hundred (100). This regatta, as far as anyone in the Lightning Class knows, is the largest one of its kind in the history of yachting in the world. Last year at Quantico there were ninety-six (96) Lightnings on the starting line.

The Marine Corps School conducted a fine regatta in probably the worst wind conditions in the history of the regatta. Except for the lack of wind everyone had a marvelous time. It is difficult to describe the thrill of starting a race with over ninety (90) other Lightnings all trying to get the perfect start. Lightnings came from all over the Eastern seaboard and as far West as Michigan and Ohio. In all, twelve states were represented.

The first race was scheduled to start at 11:00 a.m., but did not start until about 12:00 because of light, variable northwest winds of under 5 mph. The race chairman, Walter Collier, set the line for a perfect weather start and everytime the line was set, the wind would change. Finally, after moving the line several times, the race started. Scheduled twice around a triangle plus a weather leg, the weather end of the line was definitely favored. Barney Mead in Clancy got clear first and led the first part of this leg. Frank Williams, from Washington, D.C., was in second place and Stu Anderson, from Buffalo, was in third place. The air on the weather leg got lighter and lighter and then began to get patchy. Frank Williams to leeward took the lead and then Stu Anderson to weather of both Williams and Mead got into a patch of air and sailed into first place. At the weather mark, it was Anderson, Williams, Dick Armstrong, Mead and Mark Auer.

The second leg was a spinnaker run and as the boats rounded the weather mark, the wind died almost completely. This leg was sailed with most spinnakers collapsed. A puff of wind would come, the spinnaker would fill, and shortly thereafter would collapse again. Stu Anderson, in first place, did an outstanding job of spinnaker flying and increased his lead. At the second weather mark, it was Stu Anderson in Glockenspiel, first. John Sprague, who had moved up from tenth at the first mark, was second; Barney Mead was third. Dave Bruce, from Baltimore, who had sailed around almost twenty boats, rounded fourth and Earl Engler, in Slave Driver, rounded fifth. At this mark, the race was shortened to one lap because of the light air. It should be said at this point that on the second leg the current helped carry the boats to the mark. During the first leg, the tide had been coming in nullifying the effort of the current but the tide had now

changed and was running at a strong rate with the current.

The next leg was a close spinnaker reach across the Potomac followed by a short beat to the finish line against the tide and current. The positions of the first five boats did not change at the third mark or the finish with Stu Anderson getting the gun with a good lead at 2:10 p.m. The fleet was then towed across the river for lunch by the many helping Marine power boats and other spectator boats with the second race scheduled for 3:30 p.m.

An attempt was made to start the second race at 3:45 p.m. but after the gun had gone off, the wind had switched to a point that the weather end was so favored it was impossible to get a start with ninety-three (93) boats. The line was changed and a second start was attempted. The wind for the second race had swung 180° and was blowing 4 mph from the South and getting lighter all the time. The tide and current were running strong to the South carrying boats over the line at a rapid rate. So many boats were over at the starting line that a general recall was sounded. The next start was almost as bad, but because of the lightness of the wind

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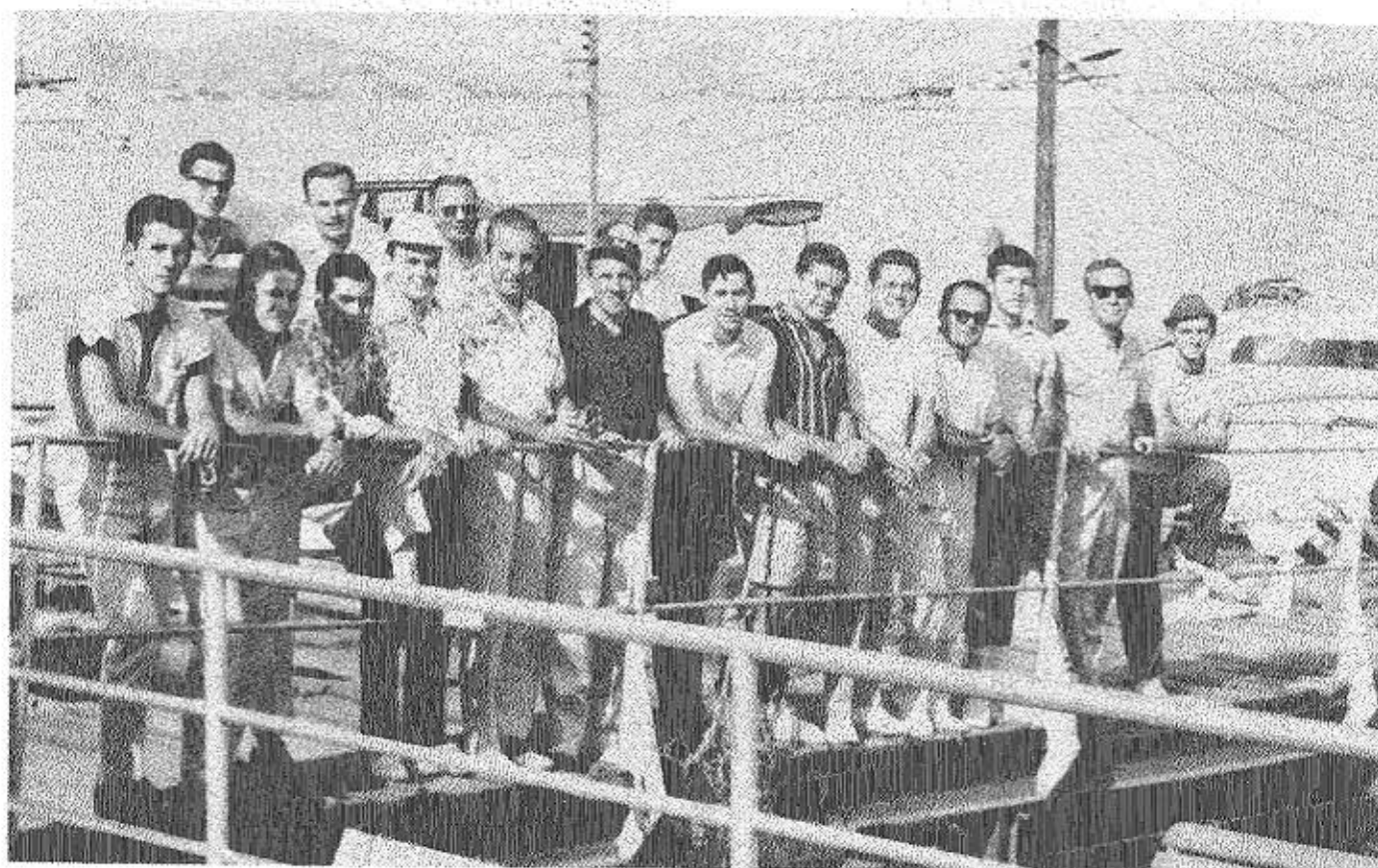
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1962 QUANTICO FROSTBITE REGATTA

Yacht No.	Skipper				Final Results	
		1st Race	2nd Race	3rd Race	Points	Position
527	Bob Purnell	38	62	63	165	57
758	William E. Bunney	83	67	93	243	86
860	Nelson Vaughan	49	66	55	170	62
1726	John Walton	31	5	22	58	8
1846	Hank Weigel	91	90	93	274	93
1903	Stu Anderson	$\frac{3}{4}$	2	23	$25\frac{3}{4}$	1
3087	C. H. Bonderant	90	87	78	255	89
3705	W. S. Bartoskesky	26	22	39	87	24
4669	John A. Pfister	51	18	71	140	50
5046	C. P. Clasen	74	72	73	219	79
5339	W. Brandau	21	61	54	136	49
5368	Jack Bacsik	59	80	57	196	70
5380	June Methot	30	45	14	89	27
5409	David G. Bruce	4	37	15	56	7
5423	Jim Dillard	78	81	62	221	80
5432	Thomas G. Hyland	85	84	93	263	91
5553	Joan Meinecke	87	89	93	269	92
5693	S. H. Mikill	64	26	7	97	32
5792	C. E. Collins, Jr.	40	75	16	131	45
5816	Phyllis Branin	68	88	93	249	87
5825	F. K. Colleton	55	64	75	194	68
5919	Richard Armstrong	10	39	32	81	21
6003	Peter Zecher	77	79	58	214	76
6126	Lee F. Brown	47	93	66	206	74
6254	Jack Grinder	76	76	44	196	69
6327	Richard Del Castillo	70	69	76	215	77
6375	Frank Bunch	20	16	46	82	24
6401	Margery Ware	81	57	67	205	73
6523	Frank G. Mullins	88	56	93	237	85
6619	Mary Wilkerson	72	59	60	191	66
6868	Walter Galvin	15	58	63	136	48
6884	Jim Carson	56	11	$\frac{3}{4}$	$67\frac{3}{4}$	11
6918	C. E. Stoneback	54	78	37	169	61
6946	Jonathan Owen	65	40	12	117	41
6729	Stan Hoffstein	57	40	77	174	64
6957	David Thurston	28	19	20	67	10
7020	Ralph E. Messersmith	82	36	38	156	54
7050	James R. Allen	7	21	48	76	18
7087	R. W. Hallagan	12	24	52	88	26
7140	Fred Slovak	73	73	9	155	53
7170	Marty O'Meara	14	28	3	45	4
7220	John S. Orelup	34	34	47	115	38
7222	John Moore	79	83	31	193	67
7267	L. L. Brundred, Jr.	18	17	56	91	28
7324	Lou Borges	93	43	17	153	52
7396	Dick J. Carrel	66	23	27	116	40
7511	H. J. Mullin	53	3	19	75	17
7516	Earl M. Engler	5	4	30	42	2
7535	John D. Sprague	2	53	26	81	21
7564	John Parker	11	47	35	93	29
7584	Harry L. Brown	22	41	50	113	36
7603	Don Dallmeyer	61	27	42	130	45
7604	Cal Schmiede	41	63	93	197	71
7611	Jim Gilbert	89	10	68	167	58
7617	Ray E. Dallmeyer	71	85	70	226	82
7645	Mark Avis	24	29	41	44	30
7786	John L. Kull	58	51	24	133	47
7800	Claude Sullivan	84	77	93	254	88
7827	Owen C. Torrey, Jr.	48	52	13	113	37
7840	Marbury Fox	42	32	93	167	59
7865	John Mueller	13	38	43	94	31
7880	James H. Burke	50	20	4	74	15
7902	Edwin W. Schnoeble	75	71	18	164	56
7930	Hank Fretz	33	15	59	107	35

Yacht No.	Skipper	1st Race	2nd Race	3rd Race	Final Results	
					Points	Position
7940	Jay Limbaugh	25	8	36	69	12
7942	Barney Mead	3	6	40	49	5
7989	Nelson Hoffman	19	42	21	82	23
8000	Carleton J. Allen	43	68	93	204	72
8004	Herm Nickels	44	7	11	62	9
8060	H. L. Derrickson	39	13	64	116	39
8101	Paul A. Huntsman	63	60	93	216	78
8103	Bob Seidelmann	46	$\frac{3}{4}$	25	71 $\frac{3}{4}$	15
8104	A. Marcey Lippincott	9	30	10	49	6
8141	Kenneth J. Rebman	27	53	61	143	51
8200	C. L. Van Arsdale	35	93	93	221	81
8201	Reid N. Dickerson	6	31	34	71	14
8202	Sid Huguenin	69	93	6	168	60
8203	E. K. Dean	17	48	53	118	42
8222	Robert Bavier	45	70	49	164	55
8228	Paul Murphy	67	50	93	210	75
8232	Dick Crittendon	32	73	74	179	63
8234	Ernie Hirschfeld	60	9	29	98	33
8235	Edward Marlowe	8	54	8	70	13
8240	David Peterson	23	14	5	42	3
8251	Don Snider	29	46	45	120	42
8261	William Ralston	80	85	72	237	84
8263		85	81	93	259	90
8280	Warren Jones	93	49	93	235	83
8301	Arnold Schwartz	52	25	2	75	20
8323	Donald R. Mount	38	65	69	172	63
8339	Bob Crane	37	12	28	77	19
8375	Frank Williams	16	33	51	100	34
8420	Rod McNeil	62	35	30	127	44



Lightning sailors at Rio Guayas Trophy race in Ecuador

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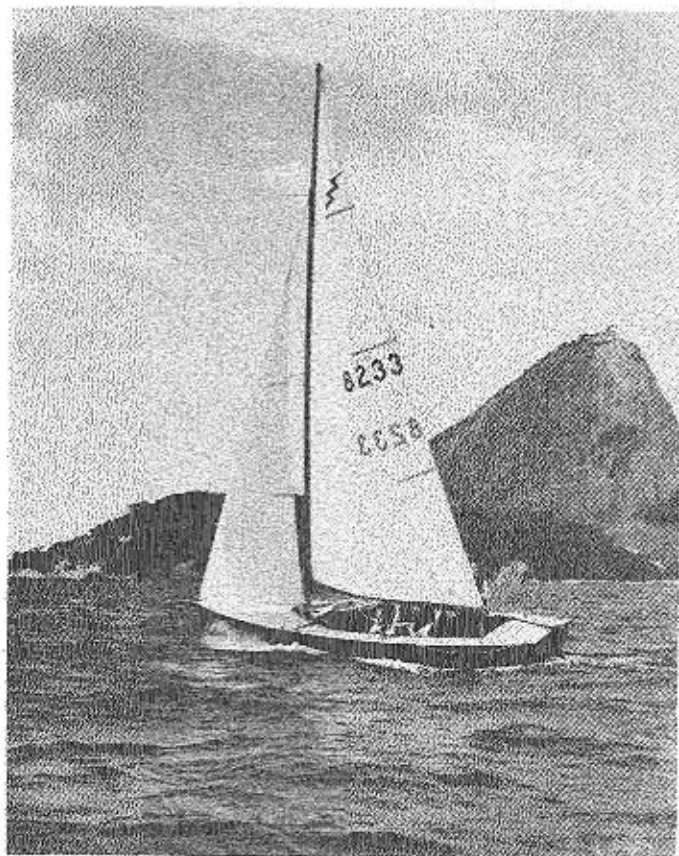
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HOW TO IMPROVE

By Erik Schmitt

3rd in 1961 Lightning World's Championship
1st in 1961 Snipe World's Championship



Erik Schmitt sailing Osprey VIII
Sugar Loaf—Guanabara Bay, Rio

I have had a few years of experience in yacht racing. There are a lot of things to be said about yacht racing. These basic rules can be easily learned by reading the many good books concerning this matter which are available all over the world. However, right or wrong, every skipper has his personal way of sailing and own ideas of tuning his boat.

Every skipper has to start from the very bottom. I haven't heard of one that started sailing winning races, yet he can learn, practice, and if he does it the proper way, he will be soon up there giving trouble to the old experienced one that thinks there is nothing more to be learned.

Never be shy to ask advice from somebody that is beating you frequently. If that adversary you ask advice refuses to give out his secrets, he will only be fooling himself. If he does help, you will progress, thus giving him a more rigorous competition and consequently end up by improving him up to a higher degree of competition. Try matching with him before the races or whenever he is out. If he happens not to sail very often, ask him why. Maybe he does not go out because nobody else does.

Another important fact to improve your racing is to recognize your own error to be able to correct it. After the race is over, if you happen to have lost, try and remember all the details. How you could have passed the boat that came ahead or how could you have prevented

the other one from passing. Conclusion: never be stubborn in this respect. I have an excellent technician, my father, who watches almost all the regattas I sail. After every race, if I win or lose, he always has some constructive criticism.

Once you are at the top of the fleet, don't relax neither be too sure of yourself otherwise you will end up as a terrace sailor while all the others are training to improve. If you want to be good at sailing you must take it serious. Whenever you have spare time go out on your boat with your same crew. Do individual training or preferably brush racing against your hardest competitors. Get that machine of yours working and moving. Place certain fittings on their proper place where your crew can work handily without having to grumble that the manoeuvre wasn't good because the fitting didn't work. One good example of this type is the spinnaker pole fittings. They never seem to work properly mainly because nobody cares to oil them once in a while.

If you have the time, try to sail all the races of the annual program. It is important to have contact with the boat, whatever class it may be, as long as the good skippers are there.

In Brazil the Snipe and the Lightning class are very popular and the toughest competition is definitely held on them. I am sure that the results of the last World's championships corresponded to the degree of competition which these excellent sailors gave us. Besides this, for the past three years I have sailed an average of 76 races in various classes per year, which I can attribute as the principal reason of my progress. Still, I don't think it is enough because we don't have sufficient international competition due to our geographical and financial difficulties.

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SOME SKIPPERS

by Stu Anderson and Cal Schmiede

. take spinnakers down on windward side to be on correct side for next use—also sometimes because they think this is safer than down to leeward.

. raise spinnakers behind shrouds—some ahead of shrouds.

. rather than pull spinnaker halyard around forestay when it is on wrong side, throw it around with a ball or weight on the end.

. use a single wire spinnaker halyard thru tube in mast connected to drum below deck which has reverse ratio by pulling 7 feet of line from smaller drum raise spinnaker to top.

. have a handle or line attached to centerboard to pull it down when it sticks while being lowered on some points of sailing.

. put a reinforcing board or cap on top of centerboard trunk to make it rigid—washers on stop pin so when lowered into centerboard trunk it won't move from side to side—make sure board moves freely on lower centerboard pin so forward edge of board is pushed to windward a small amount when beating to windward.

. run spinnaker sheets thru after deck so deck is clean and smooth for hiking.

. have a bow line that retracts thru hole in stem.

. have centerboards and rudders painted white to more easily see weeds. Some have glass port holes in bottom of boat to observe same.

. use 45° tacking lines on deck to observe their position with other boats.

. use single jib sheet leads rather than double.

. remove older centerboards and cut them to minimum tolerance for width and depth.

. check to be sure they have minimum opening between skeg and rudder and minimum centerboard slot opening. Repair with fiberglass tape if necessary.

. heel boat to windward on light dead down wind leg. Hold boom forward with shock cord giving more exposure of spinnaker as it hangs further to windward from the tilted mast.

. use single thickness of Kleenex tissue cut in 1/4" wide strip (cut with grain) for light weather wind pennants.

. always rig spinnaker for second leg even when in doubt, in case of wind shift. Then change it on reach to other side if not needed.

. put board all the way down when running dead down wind with spinnaker on extremely windy day for stability.

. use flat face compass with additional lubber lines marked on outer ring. Then watch a large cardinal point in relation to one of these lines which is easily seen on wet windy days even while hiking.

. know the average number of feet per second their boat travels to better adjust their position on final starting maneuver.

. approach the starting parade of boats from opposite direction, analyzing the competition, and try to jibe into an opening between boats that are not aggressive starters.

. examine leeches of jib and main before start and stretch them if they are tight by pulling them in hard and running their hand up leech as far as possible or

lowering jib and stretching leech over their knee.

. put tape marks or nail polish on sheets for reference points.

. strengthen weak jumper struts with gussets or a wire across the tips.

. re-read at the beginning of each season previous Lightning Year Books that give advice on tuning, sailing tips, etc. Also review other good books on rules, tactics, etc.

. take weight off boom when going to windward in extreme light weather conditions by holding up boom with crutch from centerboard trunk and by attaching spinnaker halyard to center of boom on windward side. This is to give better shape to mainsail.

. while waiting for race to start, under extreme heavy wind and wave conditions, heave to, pull jib tight, then tack and leave jib sheeted in on weather side. This gives the boat a nice comfortable, slow, movement on the new tack. Push tiller down and boat will make a slow drift across wind. Water doesn't splash in boat and the crew can relax and rest until time of start.

. use 1/4" tubes thru mast for main, jib and spinnaker halyards instead of sheaves.

. have spinnaker fittings facing down on spinnaker pole to make it easier to drop guy line when taking spinnaker down to windward.

. have hiking straps made in separate loops for each crew, looped up and running fore and aft and stiff enough to hold their position to make them easy to get feet under.

. use a drum type boom vang mounted on mast step in front of mast, with vang running directly thru 1/4" tube thru mast.

. use spring loaded clothesline reels on either side of the centerboard trunk to hold excess sheet and guy lines. Similar reel arrangement mounted on mast step may also be used for spinnaker halyard.

LET'S ALL BE

AT

QUANTICO

IN

1963

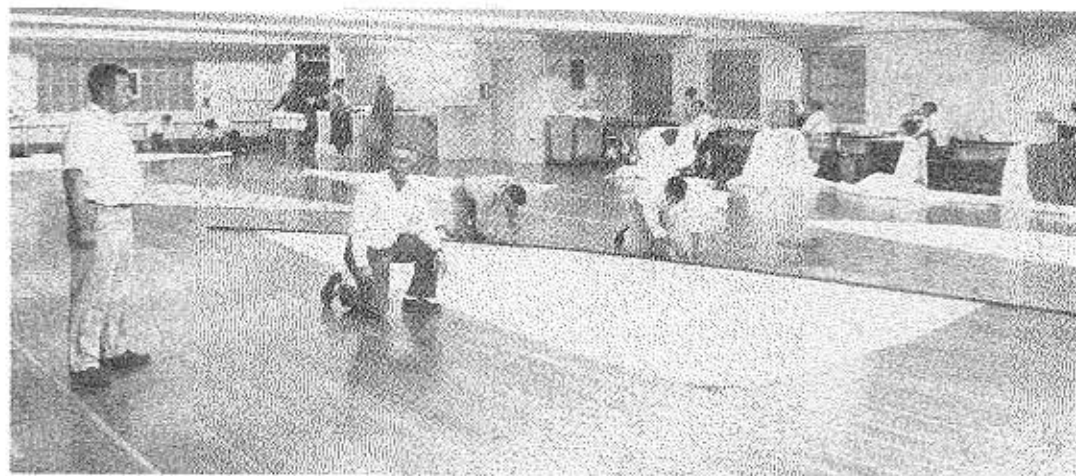
SAILS - SENSE

"Stu's got it!"

VICTORIOUS OVER 93 CONTESTANTS in the 1962 Frostbite Regatta at Quantico, Va., and the Frigid Lightning Regatta at Baltimore. Stu Anderson, Niagara Sailing Club, also won the Niagara River Championship and placed 5th in the World's Championship with a 15-year-old boat, using 4-year-old *Boston* sails exclusively.



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