

1964 Canadian Open Lightning Championships

by A. J. "Al" MacDonald,

Publicity and Finance Chairman

The Canadian Open Lightning Championships have a new champion and everyone that participated went home with the feeling that this year's event was the best ever for many reasons.

Don Allen with his wife Margaret (known on the job as spinnaker pole Marg because she has been seriously lacerated twice by it this year) and Larry MacDonald on the main are our new champions. Everyone will agree that no one could be more worthy in wearing the crown of champions. To them sailing is a year round job, working on their boat and rigging all winter and attending regattas from May till fall each week-end to improve their sailing ability. It's such diligence, concentration and perseverance that makes champions.

We of the Royal Hamilton Yacht Club are justly proud as hosts for this year's Canadian Open to have them as members of our club.

Second place went to Bob Bleasby of Toronto only 2 points back of Don Allen. As with Don, Bob and his crew treat sailing as a 12 month of the year sport.

Both crews came within one race of being 1st and 2nd in the Lake Erie Lightning Championships two weeks earlier.

This event was unique and interesting for a number of reasons. For the first time in its 13 year history two crews came all the way from Nanaimo and Vancouver, B. C., respectively Mr. Halkett and his two sons as crew of Fleet No. 64 and Dr. Jim Harrison of Fleet No. 90. To this we had the added international flavour of Esko Lindstrom from Helsinki, Finland. Esko gave up attending the European Championships in Switzerland when his crew were unable to get away and so came to Hamilton for the Canadian Open. Jose Alvarez Caldero of Peru we were advised would attend but did not make it. We missed you Jose.

These sailors were attracted when we wrote overseas, throughout Canada and the U.S.A. that those over 1,000 miles away could participate by only bringing their sails with them. We guaranteed good boats, crews if necessary and accommodations.

There were 37 Lightnings registered in this event representing 12 fleets: 118 Hamilton, 146 Toronto, 215 Montreal, 362 Owen Sound, 188 Ottawa, 1 Skaneateles, 59 Niagara, 12 Buffalo, 166 Helsinki, 64 Maple Bay, 90 Vancouver and Baltimore.

All those in attendance would say we were remiss if we failed to give a special thank-you to the unsung heroes of any regatta, the Race Committee. Joe Hurrell and his 5 assistants from Toronto were that committee. We in Canada have experienced Joe's dedication to this work on previous occasions. Those that never had before claim



Ted Wilson, President of Canadian Lightning Association, Crew Larry MacDonald and Margaret Allen and Champion Don Allen. Trophy left—emblematic of Canadian Open Lightning Championships, trophy right—to top Canadian in Canadian Open Lightning Championships.

he has to be rated as one of the best in North America and no less than Tom Allen (who only crewed for one day in this event) and Stu Anderson will gladly attest to this. Thanks again Joe.

A pleasant surprise to all participants were the gifts each received upon registering. They included flight bags, plastic brief cases, stretch slipper socks, bottle and can openers, etc. During registration on Thursday evening free donuts, Pepsi and coffee were available to all until midnight as well as the enjoyment of a young and talented accordionist.

Friday evening everyone were the guests of the Royal Hamilton Yacht Club at a cocktail party followed up with a sumptuous buffet dinner courtesy of the Corporation of the City of Hamilton. Dancing took place on the club patio to a very talented orchestra.

Saturday evening all attended the Royal Hamilton Yacht Club's famous Smorgasbord and dance.

Sunday morning free Pepsi, coffee and donuts were available for those who slept in late and did not have time for breakfast. At 9:30 a.m. we had the flag raising ceremony which was very colourful as the Royal Canadian Navy Reserve Band, colour guard and gun crew ceremoniously raised the Finnish, Canadian and American Flags.

A new trophy has been added to the Canadian Open courtesy of Molson's Breweries, Ltd. It goes annually to the top Canadian crew, with pewter mugs to all crew members. Needless to say Don Allen went home with both trophies.

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First Race:

Winds were 12 m.p.h. with a weather end favoured line. The fleet bunched up and up and went over for an early start. Joe Hurrell of race committee adjusted the line and at the next gun the fleet was away.

Stu Anderson is involved in a fracas on the line called "Barging." The first weather mark sees Anderson round first followed by Bleasby, Allen Deitz and Obersheimer. On second leg Obersheimer moves up to second.

Visibility is poor and the lead-boats cannot see the marker and consequently boat positions are lost on the spinnaker reaches. On the third leg Bleasby breaks jib wire and Allen goes through. Obersheimer covers him to finish.

At finish Anderson is first but loses position at a protest hearing. This puts Obersheimer first, Allen second, and Bleasby third.

Second Race:

Winds approximately 12 m.p.h., sloppy sea and a good line. After 2 restarts, the 30 second rule is in effect (i.e. no boat can go over or be over line after 4½ minutes from 5 minute gun without receiving an automatic disqualification). With this rule we have a good start with everyone well back of line. The leeward start is well favoured by wind velocity.

Allen is sailed over and goes for clear wind. Wooten has the start, covers fleet and sails into hole. Allen works out to third at first mark. Deitz is first, Doyle second, Allen third, Anderson fourth. Where's Bleasby?

The lead boats cannot find the next mark and are flying with spinnakers up. Allen was first to spot it, keeps it to himself and heads for it rounding first never to be headed again followed by Deitz, Anderson and Doyle. Second weather leg Anderson picks up Deitz and Allen puts a glove on him laying mark in 2 less tacks and gaining a commanding lead. At the finish it's Allen, Anderson, Obersheimer, Doyle, Bleasby and Deitz.

Third Race:

Winds approximately 5 m.p.h., no sea. Fleet gets away leeward and sits in a hole. Delorme of Baltimore pops out followed by Bone of Silver Lake. Allen then finds a

shaft to move on. At first mark they round in that order. Bleasby buried approximately 15th and Anderson nowhere to be found.

The air is very flukey and boat positions are changing left and right. However Bleasby and Cochrane are noted to be moving up through fleet. On the third leg Delorme increases lead. Allen fights Bone and loses on a bad wind slant. With Doyle in second, Bone is now third and Allen fourth. Then Cochrane passes Allen, Bleasby and Millyard move in. At the finish Allen nipped Cochrane for a fourth and Millyard beats Bleasby who finishes 7th. Between races most top skippers were talking to themselves trying to determine where they went wrong. It was the flukey wind, however.

Fourth Race:

Winds approximately 6-8 m.p.h and no sea. Fleet makes good start and Allen is last over, I know because it was me that had him boxed. We both take port tack for clear air. He then goes to starboard and for the south shore. This paid off as he and the others following got a lift to the mark. It paid off as he takes transoms of 9 of the 10 lead boats to round mark after Bone who had taken the north shore. Deitz third and Bleasby was approximately 6th. Allen's crew pull chute up—chute stays in boat but the halyard went up very well. He drops jib, and uses jib halyard for his chute. He now loses 2 boats by second weather leg. Bone first, Bleasby second, Deitz third, Allen fourth, Wooten fifth. Bleasby and Wooten move up with Bleasby overtaking Bone at mark. Wooten then overtakes Bone on next leg. Allen is afraid to fly chute on tight third leg in trying to save position. Anderson and Deitz put up chutes and make hay. Bleasby has his up and sags off course as he can't carry it. Allen is naturally perplexed wants to put up chute but doesn't dare. At the mark he jib jibes into third again but loses 2 boats at next mark in exchange. Positions are changing between Deitz, Anderson, Doyle, and Wooten.

At the third weather mark Bleasby lengthens lead with Bone second. Wooten picks up Allen then Deitz, then Doyle.

Bleasby picks up a well earned first (he has no breakdowns this race), Bone who likes light winds is second. Wooten third, Anderson fourth, Deitz fifth—where is Allen—Doyle sixth, Allen 7th.

Allen still leads series by 2 points over Bleasby. Obersheimer and Delorme are tied for third 7 points back followed by Bone and Wooten a further 7 and 9 points back respectively.

Esko Lindstrom with the Justus has found racing in fleets of this size troublesome. He was further hurt with mishaps in the first race (had one crewman at the top of mast making repairs on first leg). He was not used to such shifting and light winds and was further handicapped in that he only arrived in time for first race and with new sails he had never seen. The British Columbia skippers also had their first experience in a sizable fleet and against so many top notch crews. All, however, enjoyed themselves immensely.

Fifth Race:

It was to be a battle between Bleasby and Allen. The others could only hope both would end up in a hole and/or have something break.

It was by far the most beautiful day, the sky was clear for the first time and the air was clear of haze. Joe Hurrell of the race committee was having his problems however. Every time he set the line the wind would shift. It actually completed 360° in 2 hours. Winds were also light and not steady at over 4 m.p.h. After 2½ hours he cancelled the race for lack of minimum winds and the Canadian Open Championships came to a close with Don Allen the new reigning champion. He and Bob Bleasby also won the right to represent Canada at the World's in Italy in 1965.

Presentation of awards took place immediately after all boats got back to the club. Third and fourth spots were decided on a horse parlay between the tied Obersheimer and Delorme with the former winning third.

Press coverage prior to and during the event was good with stories in 8 issues. Radio stations reported the results daily and local television station made up a 10 minute film, which has been shown in parts twice on sports broadcasts and in its entirety twice as a special news report.

CANADIAN OPEN CHAMPIONSHIP

Fin.	Boat			1st Race	2nd Race	3rd Race	4th Race	Total
Pos.	No.	Skipper		Pos.	Pos.	Pos.	Pos.	Pts.
1	8633	D. Allen	Royal Hamilton Y.C.	2	1	4	7	13 ¼
2	7650	Bleasby	Royal Canadian Y.C.	3	5	7	1	15 ¾
3	4811	Obersheimer	Buffalo Canoe Club	1	3	8	11	22 ¼
4	9007	Delorme	Baltimore Y.C.	7	7	1	8	22 ¾
5	8182	Bone	Silver Lake Y.C.	12	13	3	2	30
6	8630	Wooten	Royal Canadian Y.C.	9	10	10	3	32
7	8678	Schmeige	Niagara Sailing Club	5	8	11	9	33
8	9090	Cochrane	National Y.C.	8	14	5	16	43
9	749	Doyle	Buffalo Canoe Club	DSQ	4	2	6	48
10	8503	Anderson	Niagara Sailing Club	DSQ	2	9	4	51
11	9111	Deitz	Skaneateles C.C.	4	6	DSQ	5	51
12	9091	Inglis	National Y.C.	10	19	14	10	53
13	7780	Sulman	National Y.C.	11	15	15	15	56
14	8559	Schneider	Baltimore Y.C.	13	18	12	13	56
15	8947	Russell	Royal Canadian Y.C.	6	17	16	21	60
16	3548	Robertson	Royal Hamilton Y.C.	15	12	18	19	64
17	8579	Olson	Royal Canadian Y.C.	14	20	17	14	65
18	8300	Jocelyn	Royal Hamilton Y.C.	DSQ	9	13	12	70
19	5234	Millyard	Royal Canadian Y.C.	DNF	11	6	17	70
20	5277	Clark	Royal St. Lawrence Y.C.	21	16	20	18	75
21	7469	Buckley	Britannia Y.C.	17	22	21	20	80
22	8097	Hirschleber	Royal Hamilton Y.C.	19	24	25	23	91
23	6370	Harrison	Kitsilano Y.C.	28	21	19	24	92
24	8296	Lumsden	Georgian Y.C.	16	26	31	22	95
25	8297	Serim	Royal St. Lawrence Y.C.	20	25	23	28	96
26	7890	Lindstrom	Helsinki, Finland	27	23	24	25	99
27	7470	Whiting	Britannia Y.C.	18	27	29	26	100
28	7286	Ross	Royal Canadian Y. C.	25	28	22	29	104
29	9043	Booth	Royal Canadian Y.C.	23	30	28	27	108
30	5066	Evans	Brittania Y.C.	22	31	26	31	110
31	8366	Crowhurst	Georgian Y.C.	26	29	32	32	119
32	8722	Morgan	Royal Hamilton Y.C.	29	33	27	35	124
33	8083	Halkett	Nanaimo Y.C.	30	32	33	33	128
34	6851	Boyce	Royal Hamilton Y.C.	24	DNF	DNF	34	130
35	6412	Nickerson	Royal St. Lawrence Y.C.	DNS	DSQ	30	30	132
36	8725	McGruer	Georgian Y.C.	DNF	DNF	DSQ	DSQ	144

MEASURING LIGHTNING SAILS

By Jack Swanson, Chief Measurer—I.L.C.A.

The method of measuring Lightning sails was last published in the 1960 Year Book. There has been no change in this procedure, but the measurement procedure is being republished because of the new sailors that have entered the Class in the past five years and to provide a clarification of some things that have occurred during this time interval.

The rules covering the size of sails are included in Article XVII of the Specifications and should be read carefully by the sail measuring committee. The purpose of this article is to clarify misunderstandings as to the correct method of measuring sails and to provide a procedure which can be uniformly followed by all Measurement Committees. This procedure is approved by the I.L.C.A. Measurement Committee.

The Plans and Specifications of the Lightning Class are its most valuable assets and strict adherence to them are its life blood.

General Instructions

As set forth in Article XI of the By-Laws only three suits of sails may be measured at one regatta and only two approved. When a sail has been measured and found to be outside the specifications it shall not be remeasured for the same regatta until proof of actual reworking has been submitted. The first two suits of sails that measure in are approved and are stamped shall be the ones used for a regatta. The owner does not have the option of having three suits of sails measured and then taking his choice. Such a procedure would be a hardship on the Measurement Committee.

If at all possible, sail measuring should be done on a wooden floor. It will be found that ice picks, small awls, or nails driven into the floor will be a big help in holding the sails in the proper position, under pressure, while being measured.

A steel tape is the only satisfactory gauge for laying out measurements. Where floor space is limited and it is necessary to superimpose mainsail, jib and spinnaker measurements on each other, it will be found desirable to use marks of different colors for each sail.

Note: All measurements except as otherwise specified are taken at the point of intersection of the extended lines of the extreme edges of the sail, including bolt ropes or tapes but not including hoisting pendants, external cringles, etc. All sail measurements are taken in a straight line, not around any curves.

All sails shall be dry and cool when measured. With particular emphasis to spinnakers, no sails shall be measured while they are still hot.

Observations should be made to make certain that all sails carry the proper insignia and, in the case of the World Championships, letters signifying the nationality of the contestant. All spinnakers used in sanctioned regattas shall have numbers in accordance with the specifications. Observations should also be made to make certain, if possible, that there is no violation of current rules regarding the acquisition of sails during any given year's period.

The dimensions shown on the attached sketches are for maximums and minimums of sail dimensions. There can be no tolerance on maximums of either of these dimen-

sions. They are the limits. Any sail that is beyond the limit is subject to rejections or correction. There is no such thing as being a little bit over the maximum.

Procedure for Measuring the Mainsail

Reproduce the mainsail measurement points as shown on the attached sketch.

1. Measure the width of the headboard between the luff line and "HB Max." Measurement is of the headboard itself and does not include the bolt rope on either side.

2. Place the head of the mainsail as shown on detail sketch M-1. Pull the luff down to check the luff length. Release the luff and with a 5 pound pull on the leech, check the leech length.

3. Now move the head up to position shown on detail sketch M-2. Pull luff down and clew out with any desired tension but only within distance "D" of "Luff Max." and "Leech Max." Holding the luff at point "A" on the luff line, gently pull all looseness out of cloth and measure the upper roach.

4. Move the tack down to "Luff Max." as shown on sketch M-3. Pull out the foot and check its measurement. Pull up on the luff with any desired tension but not further than "Foot Max." Holding luff at point "B" on the luff line, gently pull all looseness out of cloth and measure the lower roach.

5. Recent critical points of measurement are the size of the headboard, the upper girth and the maximum length of the leech. It may be necessary to apply full tension to the luff in order to approve the upper girth. The headboard width should be the right angle projection of the top of the headboard at the intersection of the projection of the leech.

Procedure for Measuring the Jib

Reproduce the jib measurement points on the floor as shown on the attached sketch.

1. Place the head of the jib as shown on detail sketch J1 or J1A. Check the luff length by pulling the tack down with a 5 pound pull. Release the tack and with a 5 pound pull on the clew, check the leech length. Release the clew. Holding the luff at point "A" on the luff line, gently pull all looseness out of the cloth and measure the roach.

Note: All three of the above measurements must be taken with the head in the same one of the two alternate positions.

2. Move tack down to "Luff Max." as shown on sketch M-3. With a 5 pound pull check the foot measurement.

3. Because of the construction of many so-called deck sweeper "jibs", it may be necessary to position the head of the sail within the triangle carefully in order to approve this type of sail on the leech dimension. This technique is permissible and it is recommended that a straight edge be used along the leech to determine the intersection at the head of the sail as shown on the following sketches.

Procedure for Measuring Spinnakers

Reproduce the spinnaker measurement points on the floor as shown on the attached sketch. The procedure described below takes all spinnaker measurements with

the sail folded. When the foot of the spinnaker is close to the measurement limits, the length of the foot should be rechecked with sail unfolded. Measure in a straight line and not around the curve of the foot.

Procedure for measuring the folded spinnaker:

1. Fold the sail in half, making sure that each half is evenly spread without wrinkles. Place the head of the spinnaker on the floor so that the intersection of the extended lines of the extreme edges of the sail is opposite the "Head" arrow. Apply 5 pounds tension to the luff of the sail and 5 pounds tension to the leech. Measure the luff and leech lengths.

2. Release the head of the folded spinnaker and hold the clew and tack opposite "Luff Max." Pull out the foot of the sail in the direction of the foot arcs with a 10 pound total pull. Check the foot length. Recheck length with unfolded spinnaker and a 5 pound pull if foot measurement is close to limits.

3. Return the head of the spinnaker to its position opposite the "Head" arrow. Hold sail at points A and A' and measure upper girth "A". Hold sail at points B and B' and measure lower girth "B". When measuring girths, it is important that the cloth between the head of the sail and points of measurement, and immediately below, be spread out smoothly on the floor. Sail should be pulled parallel to the girth measurement only enough to smooth out vertical wrinkles but not enough to produce transverse wrinkles. When a girth measurement is taken there should be no tension on the lower corners, nor at the girth points not being measured.

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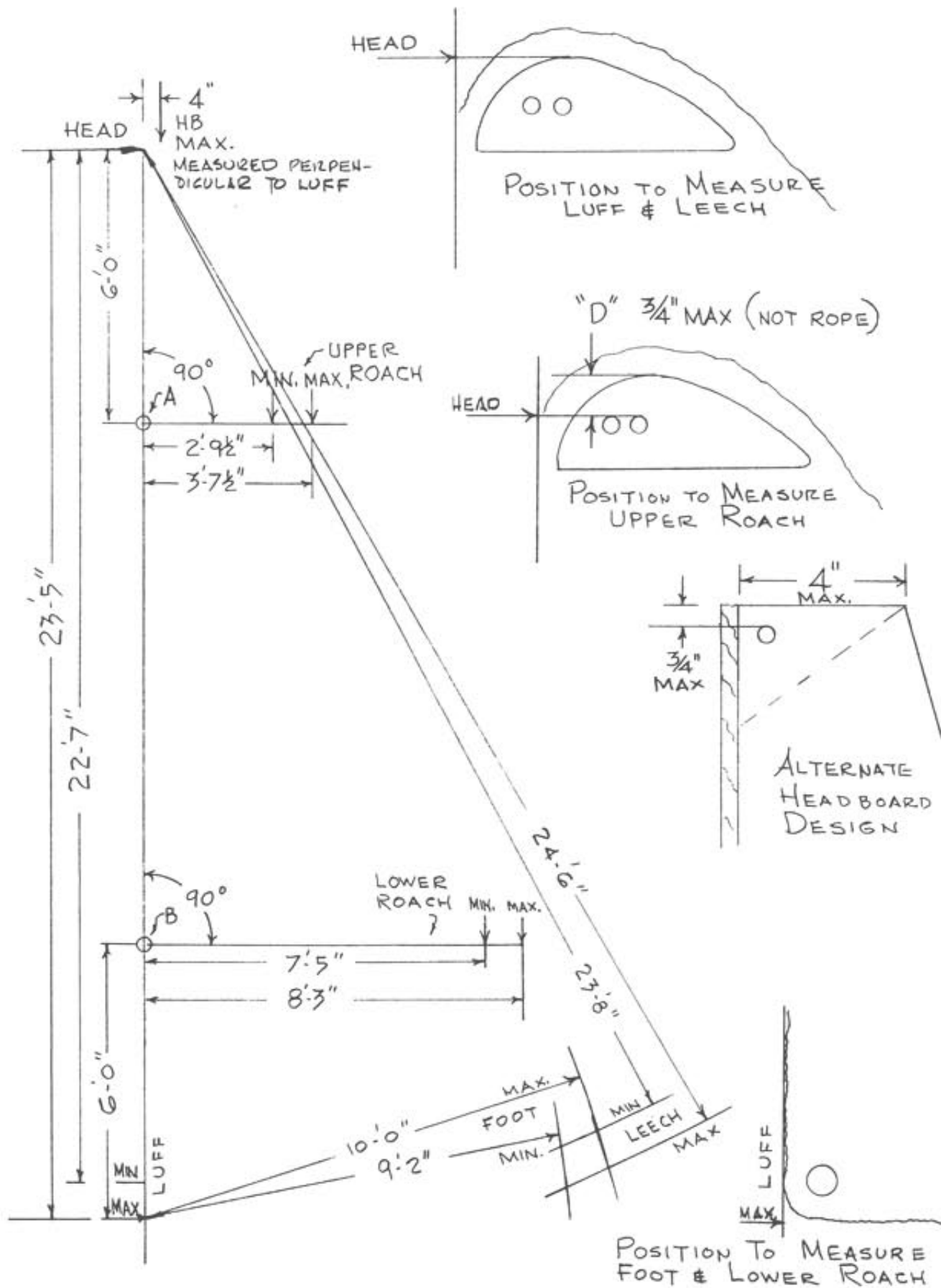
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THIS YEAR—During 1965

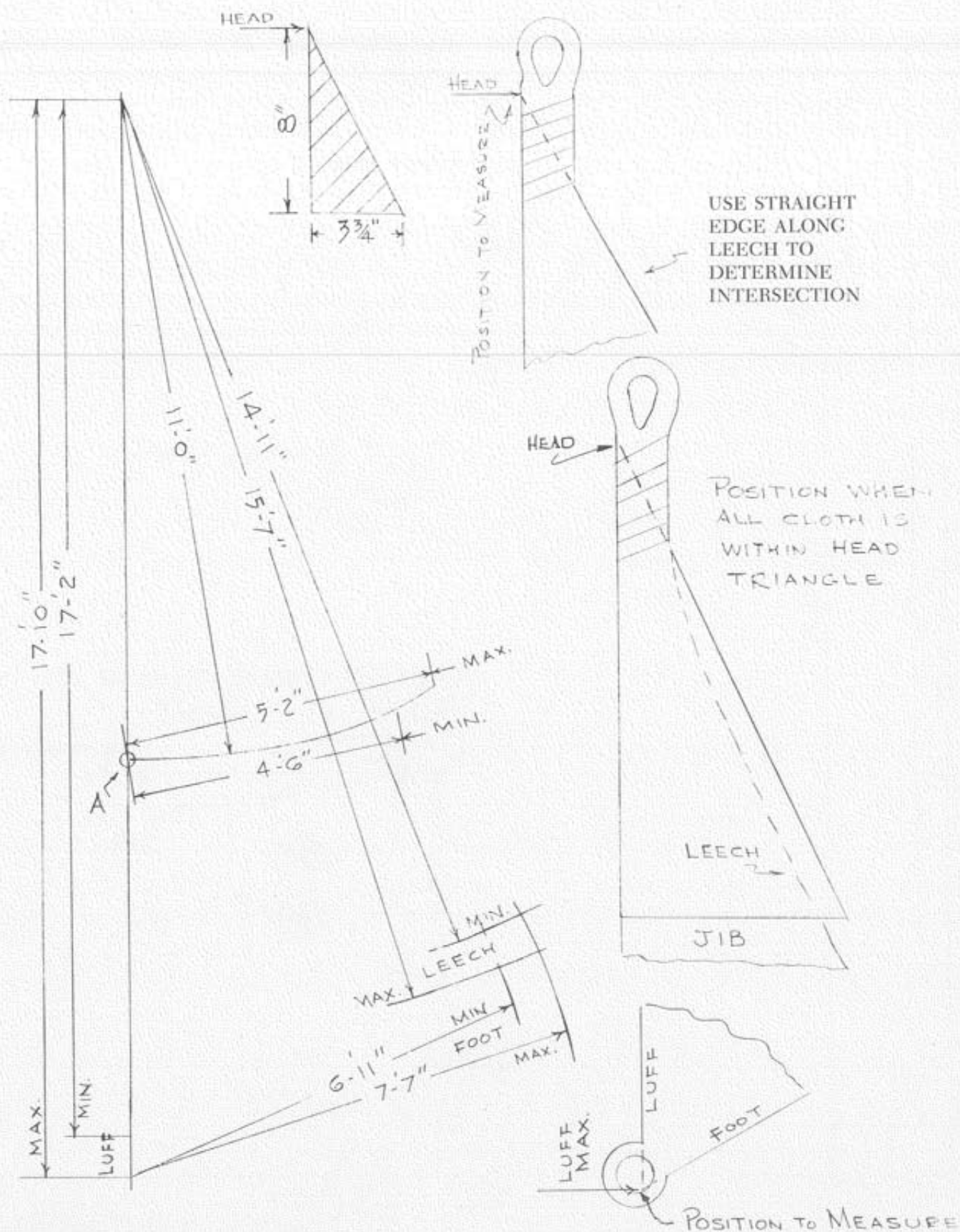
Give your poor old Editor a break—

- 1.—Take a lot of photographs of Fleet activity
- 2.—Write up your fleet reports in October and submit them, with photos
- 3.—Push your District officers to submit District Reports
- 4.—To quote from the Australian monthly news letter—
"BE A LIGHTNING PLUGGER . . . START AN ARGUMENT . . . LET US TO THE TASK, etc. . . . KNOCK THE KNOCKERS . . .
- 5.—DON'T BE LEFT OUT NEXT YEAR!!!!

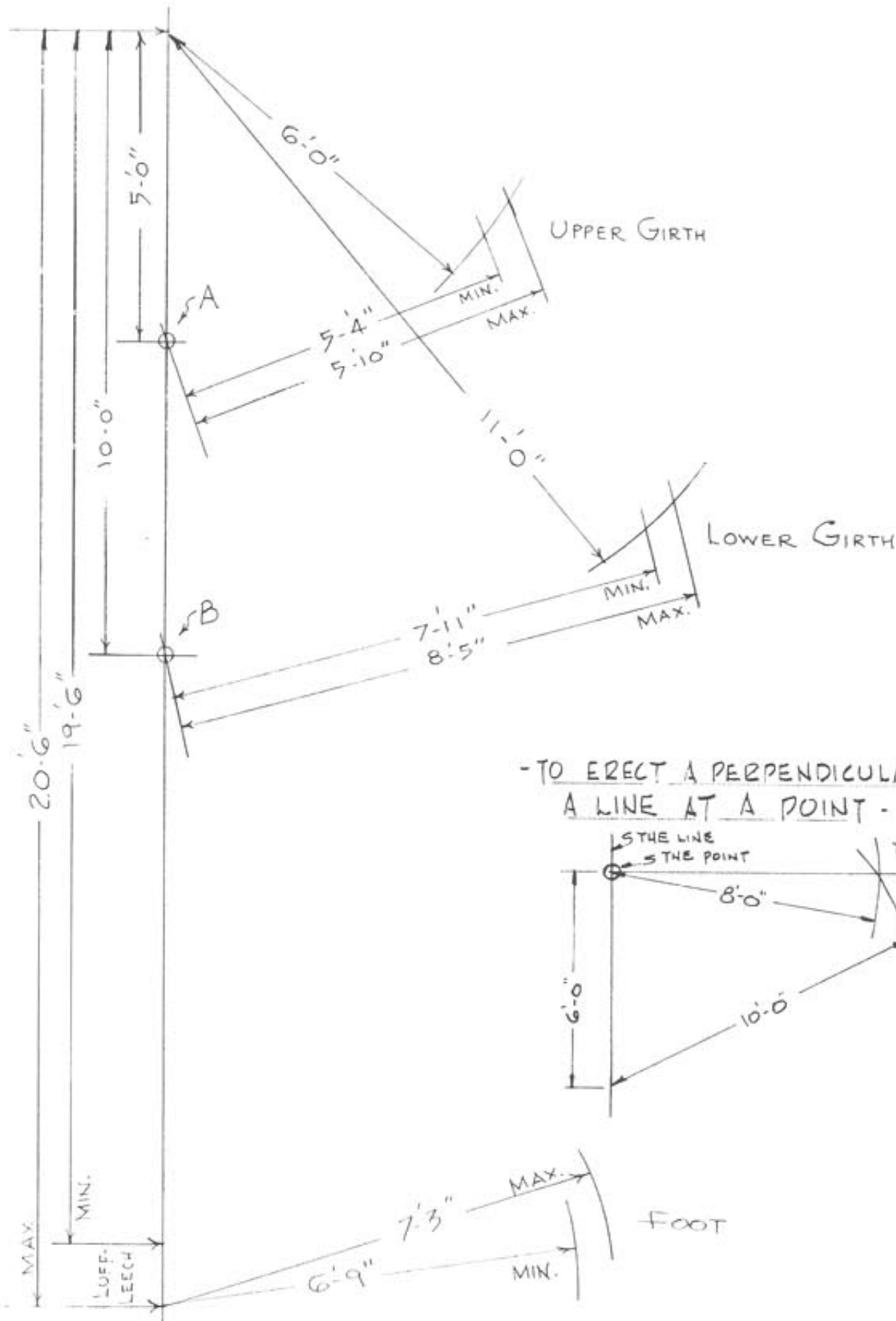
- LIGHTNING MAINSAIL MEASUREMENT -



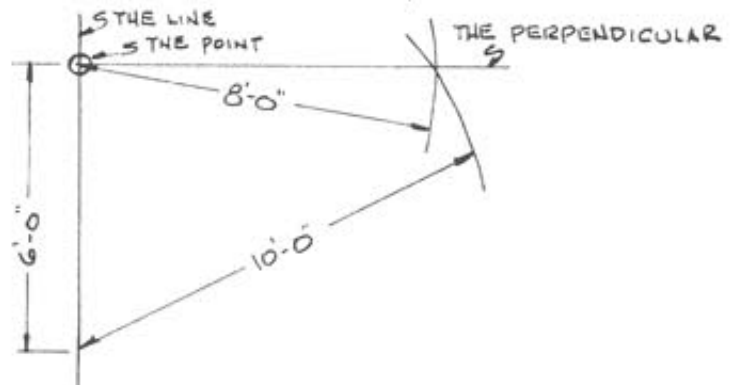
- LIGHTNING JIB MEASUREMENT -



- LIGHTNING SPINNAKER MEASUREMENT -



- TO ERECT A PERPENDICULAR TO A LINE AT A POINT -



BOB ADAMS TRIUMPHS OVER RECORD NINETY-EIGHT BOATS IN TWELFTH ANNUAL QUANTICO FROSTBITE REGATTA

By John S. Schneider

Bob Adams, of Bayhead, New Jersey Yacht Club, and his crew Dick O'Donnel and Tay Adams, consistently bested the light air, strong tide and river current to win the Twelfth Annual Quantico Frostbite Regatta held on October 31 and November 1 at the Marine Corps School, Quantico, Virginia.

This largest of all Lightning and one-design regattas got its start in November of 1953, when Colonel Francis Shearer, Commodore of the National Yacht Club, and Captain E. A. Montrieff, U. S. Marine Corps School, combined to stage the first Quantico Frostbite Regatta as an interclub meet. Word spread rapidly about the regatta and the unequalled hospitality of the Marines. Soon other Lightning skippers requested invitations, and each year the regatta grew, reaching a record total of ninety-eight Lightnings from all over the eastern United States and Canada this year.

The International Lightning Class Association is indebted to the United States Marine Corps School and the Quantico Sailing Association for continuing to make this event an outstanding attraction in Lightning class sailing. Our sincere appreciation to Lieutenant General F. L. Wieseman, Commandant of the Marine Corps School, Major Francis X. Colleton, Chairman of the Regatta, and his committee for the tremendous amount of preparation that went into making this regatta the finest of its kind. The Sailing Association this year arranged accommodations for over five hundred people. More than four hundred Lightning enthusiasts attended the banquet and dance on Saturday night.

There is probably no other group of sailors in the world as difficult to control, or as hard to keep happy as ninety-eight eager Lightning skippers turned loose on one starting line in the Potomac River. The mere thought of deliberately venturing into their midst, setting their course and then maintaining the peace is enough to send the most stout-hearted race committee off on an early skiing trip. Walter Collier and his committee have done a remarkable job each year since the inception of the regatta. In 1963, Walter was awarded a life membership in the International Lightning Class Association for his dedication to the class and in particular his contribution to this famous event. This year Walter had an extremely well-qualified extra hand aboard as our President, Ham Ford, helped out on that awesome starting line and recorded the progress of the race via two-way radio at each mark.



"Winner, Bob Adams, center, and his crew, Tay Adams and Dick O'Donnel, accept Trophy."

Official Marine Corps. Photo By LCPL R. N. Grooms

Saturday, October 31, was a far cry from that first day in November of 1953, when the Marines shoveled snow off the docks prior to the start of the first race. The morning was clear and cool with a moderate breeze out of the north, directly down the Potomac River. The tide was slack at the start, and the leeward end of the starting line was slightly favored. The impending rabbit start, in the event of a general recall, apparently restrained the normally aggressive Lightning skippers, as all boats were clear on the first try.

Dr. Don Delorme of the Baltimore Yacht Club held a long starboard tack from the leeward end of the line, tacked to cover the fleet, and rounded the weather mark in first spot. Stu Anderson, 1962 winner from the Niagara Sailing Club, also started at the leeward end of the line, tacked early for the Maryland shore and rounded in second position. Ronnie Blair, of the Burnham Park Yacht Club in Chicago, Howard Mullen, from Saddle River, New Jersey, and Tom Allen, last year's winner from the Buffalo Canoe Club, rounded out the first five at the weather mark. The second leg was a close spinnaker reach across the river to the Virginia shore. Delorme maintained his lead with Anderson and Blair hanging on to second and third respectively. Allen moved into fourth place,

and Arnold Schwartz, from Red Bank, New Jersey, rounded the second mark in fifth position. The third leg of the triangular course was a port tack run with Delorme holding his lead, Schwartz advancing to second place, Allen third, Blair fourth, and Bob Adams moving into fifth spot.

The second weather leg was a duplicate of the first as Delorme opened up his lead with Allen second at the weather mark, Schwartz third, Anderson fourth, and Adams fifth. The air was now dying rapidly and the tide beginning to flood. On the starboard spinnaker reach, Delorme further increased his lead, Anderson regained second place, Allen dropped to third, Schwartz fourth, and Harry Sindle, from Ware Neck, Virginia, advanced to fifth place. The last spinnaker run proved to be the most crucial leg of the race as the wind died almost completely, and the tide approached maximum flood. Delorme rounded first with a big lead, Anderson second, Adams third, and Dick Hallagan from the Great Sodus Bay Lightning Fleet, New York, now in fourth place. At the finish line it was Delorme with a lead of six minutes, Anderson second, Allen third, Adams fourth, and Bud Olsen from Stratford, Connecticut, advancing to fifth place. Wind and tide conditions had combined to divide the fleet into three sections. The first group comprising approximately seventeen boats, made it around the last leeward mark with relatively little difficulty. The next group of approximately thirty boats found the adverse tide about equal in strength to the light air at the last leeward mark, and consumed anywhere from one to four hours in the rounding process. As one of the boats in this second group, we found the only way to gain on the mark at that particular time was to head directly into the current on a broad reach, pull the centerboard all the way up and heel the boat until the leeward rail was in the water. After several unsuccessful attempts we were finally able to round the mark by passing it to weather, bearing off slightly, and actually backing around the buoy. We were assisted at the moment of the truth by some particularly good advice from our close friend and season long competitor, Barney Mead. Barney's ringing caution of "Don't back into the mark" will not soon be forgotten, especially since it came at a time when a few feet of additional clearance would have been most welcome. The third and most unfortunate group of forty boats found the tide had overcome the breeze and were unable to round the last mark and finish the race.

There is nothing like six or seven hours on the race course to work up an appetite or a thirst. Once again the Marines had the situation well in hand as they put on a cocktail party, banquet and dance of the finest tradition.

After the customary short night, Sunday morning's race was started in a light breeze which held directly down the river, however the tide was still going out in sufficient strength to make the task of clearing the starting line extremely difficult. The only possible successful start was to get on a port tack as soon as possible and head for the Maryland shore; thereby, escaping the greatest strength

of the tide. This, of course, is an extremely difficult maneuver in a fleet of ninety-eight starboard tack boats. In general the boats starting to leeward had the greatest success with Bob Adams reaching the weather mark first, Fred Hamblet, from Spofford Lake, New Hampshire, second, Dick Hallagan third, Major Al McInnes, from Quantico, fourth, and Charlie Obersheimer of the Buffalo Canoe Club fifth. The spinnaker reach across the Potomac became a difficult close reach as a result of the strong tide. The first five positions did not change on this leg. The third leg of the course was a spinnaker run with some of the boats tacking down hill and others heading directly for the mark. Adams maintained his lead, and Hamblet held second place, Sindle moved into third, Hallagan fourth, and Obersheimer fifth. The breeze was dying rapidly, and the race was shortened to a final weather leg. Adams held on to win, Hamblet was second, Sindle third, Obersheimer fourth, and Hallagan was fifth.

As predicted by the weather bureau the wind died almost completely. The race committee wisely decided to cancel the third race so that all the boats might be on their way home, some over great distances, at a reasonable hour.

Despite a terrific traffic jam, the haul out crew had all the boats safe on their trailers in record time.

When the smoke cleared and the points were counted, Bob Adams had won a convincing victory. Stu Anderson and Tom Allen, both previous winners, were second and third respectively, Fred Hamblet was fourth and Dick Hallagan fifth.

The only remaining question was, how many boats would be on the line in 1965?



"MARINE ENTRY—Maj. Richard A. Pope, left, and Neil Nelson ready the "Tripoli" for the 12th Annual Frostbite Regatta. The "Tripoli" was one of three Marine Corps School's entries in the 98-boat event."

Official Marine Corps. Photo By LCPL B. S. Groom

**Next Year—Write Those
Fleet Reports EARLY.**

QUANTICO FROSTBITE REGATTA

FINAL RESULTS

Boat No.	Skipper	1st Race	2nd Race	Low Pts.	Final Pos.	Boat No.	Skipper	1st Race	2nd Race	Low Pts.	Final Pos.
8958	Bob Adams	4	1	4 3/4	1	8627	Mike Grinne	33	79	112	50
8503	Stu Anderson	2	9	11	2	7603	Don Dallmeyer	29	84	113	51
9111	Tom Allen	3	8	11	3	9008	M. Lippincott	17	DNF	116	52
8480	Fred Hamblet	10	2	12	4	8959	Bud Nelson	DSQ	16	117	53
9239	Dick Hallagan	7	5	12	5	9003	Turner Hastings	31	86	117	54
8950	Harry Sindle	11	3	14	6	5074	Dick Prewitt	DNF	23	122	55
8960	Jim Gilbert	13	6	19	7	8661	R. Stevens	DNF	24	123	56
7940	Jay Limbaugh	6	15	21	8	5599	J. Mumper	DNF	25	124	57
7650	Bob Bleasby	12	11	23	9	8924	R. W. Smith	DNF	26	125	58
8234	Ernie Hirshfield	18	7	25	10	9004	Ken Pfister	DNF	33	132	59
7511	Howard Mullen	8	17	25	11	8263	Bob Clark	DNF	35	134	60
9007	Don Delorme	1	28	28 3/4	12	6946	J. Owen	DNF	36	135	61
9310	Charles Obersheimer	25	4	29	13	8766	R. Williams	DNF	38	137	62
8932	Don Snider	22	14	36	14	8420	Roddy McNeil	DNF	39	138	63
7822	William Jorch	23	22	45	15	616	Matt Bryant	52	89	141	64
8559	John Schneider	20	27	47	16	8260	Biff Mead	DNF	43	142	65
8664	Mary Wilkinson	45	12	57	17	8000	C. Allen	DNF	44	143	66
7020	R. Messersmith	38	19	57	18	5433	M. Mitrov	53	90	143	67
8555	David White	37	20	57	19	8935	V. Derrickson	55	88	143	68
9108	Neal Diepeveen	30	29	59	20	7902	Ed Schwoebli	DNF	46	145	69
7220	D. Johnson	42	18	60	21	8540	Gordon Ettie	47	DSQ	147	70
7827	Jim Meehan	39	21	60	22	8515	C. Singler	DNF	49	148	71
8662	Bob David	48	13	61	23	8202	Maj. Frank X. Colleton	DNF	51	150	72
2070	Tony Baroni	32	30	62	24	9126	Dan McDonnell	DNF	52	151	73
6622	George Allison	27	37	64	25	5693	S. Mikell	DNF	53	152	74
9022	Bud Olsen	5	60	65	26	7324	Bill Marshall	DNF	55	154	75
8830	Arnold Schwartz	9	57	66	27	5553	Al Dutton	DNF	58	157	76
8715	Ronald Blair	19	47	66	28	7617	Ray Dallmeyer	DNF	63	162	77
7942	Barney Mead	26	40	66	29	6956	Colonel Joe Kelly	DNF	65	164	78
9101	Bill Olson	36	34	70	30	8502	Tim Millhiser	DNF	68	167	79
8101	Sandy Huntsman	41	32	73	31	6660	J. McCredie	DNF	69	168	80
9249	J. Pfister	14	62	76	32	8735	M. Gardner	DNF	70	169	81
5817	Max Reiss	35	41	76	33	6957	George Glenn	DNF	71	170	82
8822	R. Lippincott	16	67	83	34	8333	D. McInnes	DSQ	73	173	83
5432	Tom Hyland	54	31	85	35	9262	Roy Knapp	DNF	74	173	84
6428	Jim Dillard	40	48	88	36	7993	J. Fairweather	DNF	75	174	85
749	D. Joyce	24	66	90	37	3668	Ed Walsh	DNF	76	175	86
9216	Ernie Dean	28	64	92	38	8515	Dennis Collins	DNF	77	176	87
8375	Frank Walter	51	42	93	39	8849	George Marshall	DNF	80	179	88
6349	Jim Hannon	44	50	94	40	7564	John Parker	DNF	81	180	89
8990	Ken Winter	49	45	94	41	4152	H. Blanding	DNF	82	181	90
527	Bob Purnell	15	83	98	42	7350	W. Bunney	DNF	85	184	91
9006	June Methot	21	78	99	43	7140	Fred Slovak	DNF	87	186	92
5079	M. Ringenbach	43	56	99	44	5442	Capt. Dick Jones	DNF	91	190	93
9305	Bob Lee	46	59	105	45	1887	Anthony Hervas	DNF	92	191	94
8684	M. Pickens	34	72	106	46	8181	William Robinson	DNF	93	192	95
7844	Bill Somers	DNF	10	109	47	7438	Ed Belknap	DNF	94	193	96
5835	Larry Caruthers	56	54	110	48	5025	H. W. Cooper	DNF	95	194	97
7989	Nelson Hoffman	50	61	111	49	5825	Major Al McInnes	DNF	DSQ	199	98

BAY HEAD YACHT CLUB TO HOST 1965 NORTH AMERICAN CHAMPIONSHIP

By Bob Adams, ILCA Vice-President

Bay Head Yacht Club, Lightning fleet #3 and its members have been associated with the ILCA since its inception. In 1939, the first North American Championship won by John S. Barnes (fleet #1) was held under the auspices of fleet 3 on the normally windy waters of Barnegat Bay. In 1943, Mr. Lightning, Karl Smither won over the same waters in a local boat drawn by lot.

Exactly twenty-two years later Bay Head Yacht Club, fleet 3 and its officers are proud once again to welcome Lightning sailors to the 1965 North American Championship.

Bay Head Yacht Club was founded in 1888 and had the first Lightning fleet in New Jersey. Over the years the club has grown into one of the finest yacht clubs on the East Coast. It is situated at the head of the New Jersey Inland Water Way, separated from the ocean by a very narrow peninsula. Fresh ocean breezes, the smell of salt air, sandy beaches, shore cottages, the boardwalk, swimming and boating are the rule of the day. On weekends, the sailors migrate from the hot North Jersey, New York or Philadelphia cities to the cool breezes on the Jersey Shore.

Immediately adjacent to the club are four large yacht yards and one local sail loft. Marine hardware stores, comfortable lodging and fine restaurants are available in residential Bay Head and its neighboring communities. Immediately to the North is Brielle, one of the largest sport fishing ports on the coast.

Bay Head is a sailing club with two full time sailing instructors, an active junior racing program in Duck boats, Blue Jays or Jets and a junior club house. Under the guidance of Mrs. Louise Miller, former ILCA Vice-President, three years ago a ladies racing program in Blue Jays was started. Today there are thirty-five Blue Jays.

The club owns two Lightnings. Besides the highly

active Lightning fleet, senior sailors race Comets, Jets, Finns, E-Sloops, G-Boats, Penguins, M-Scows and Flying Dutchman in the local Sunday club races and Saturday Interclub races sponsored by the Barnegat Bay Yacht Racing Association. On consecutive Saturdays, 125 boats in fifteen classes race at 8 member B.B.Y.R.A. yacht clubs.

Fleet 3 has played host many times to every major district Lightning Championship, including the Atlantic Coast Championship. All regattas are held on the open waters off Green Island immediately South of the Mantoloking bridge in the heart of Barnegat Bay. On these same waters, regional Finn championships, Comet Territorials, Penguin and Flying Dutchman North Americans have been run.

Visiting skippers will be tested by the prevailing South-South East winds which arrive with consistency around one o'clock. South-South East winds are steady at 15-25 M.P.H. Northerly winds are rare, but gusty North-West winds are common at 12-20 M.P.H. An Easterly wind is usually steady at 10-15 M.P.H. West and South-West winds are typically light and variable, 5-10, but fortunately rare. North-Easterly winds bring unpleasant weather and winds of 10-18 miles velocity. The waters are tidal free, choppy and inviting to those skippers who enjoy a pre-race swim.

The club has the complete co-operation of all neighboring clubs in close proximity to the race course. Motor boats for spectators, patrol, stake and other functions are readily available. The club facilities, snack bar, sailor's room, dining room, bars, second floor dinner-dance room and porch, junior club house, hoists and parking area are all available to visiting sailors.

Commodore Cutler, all members of Fleet 3 and Bay Head Yacht Club officers and active Lightning skippers Marge Alexander, John Orelup and Bob Adams wish you every success in your District eliminations. Good Sailing! We will see you at Bay Head in August.

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PART OF THE GAME

Jeff Hook



// I LIKE REGATTAS — THEY GIVE A MAN A CHANCE TO GET OUT IN THE FRESH AIR... //



"Small swell"

Photo—Peter Barlow



"Help!"

PART OF THE GAME



"Need a light, Crit?"



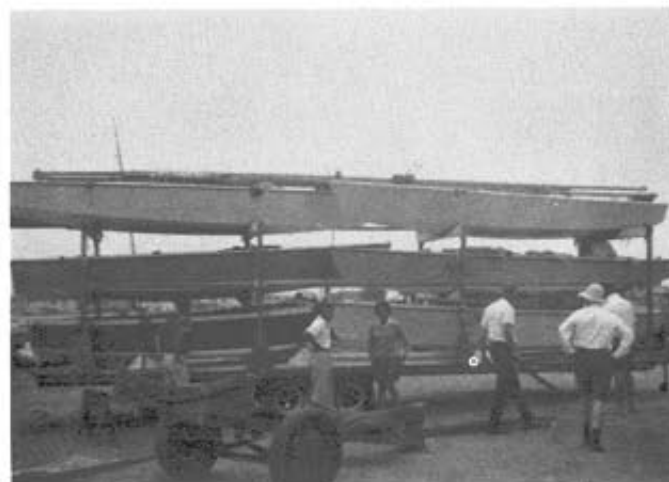
"Race Instructions?"



"Juraschek and crane working."



"The fella with the plaque paid attention."



"Six boat trailer to San Diego."

PART OF THE GAME



"Ketch? Yawl? What's it? In any case, the Race Committee said 'No'."



"Our leader relaxing."



"C'mon Marty! This is fun-time!"



"Watusi?"



"Winners, Devil's Lake"

LOOKING FOR BETTER PERFORMANCE IN 1965?

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1st NORTH AMERICAN CHAMPIONSHIP ELIMINATIONS
1st ATLANTIC COAST CHAMPIONSHIP
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