



Discussions at Buffalo

FOR THE RECORD

A REVIEW OF MEASUREMENT COMMITTEE ACTIVITIES DURING THE PAST YEAR

By Jon Ruhlman, Chief Measurer

At the request of the 1967 Year Book editor, the following is a recap of Measurement Committee activities during the past year. Before getting into the specifics of what has been accomplished during this period, let's take a look at what and who are involved in getting the job done.

MEASUREMENT COMMITTEE — Consists of the Chief Measurer and two Assistant Measurers. All three hold the rank of ILCA Vice President and are elected by the general membership at the annual meeting. They should be active racing skippers and regular regatta participants on the national scene. They don't have to be top racing skippers—just active. It is essential that they have strong personal qualities which include integrity, good judgment, fairness, common sense, patience and perseverance. An intimate knowledge of the boat and what makes it go is more important than a technical background, but some technical aptitude and understanding is essential. It also helps if they thrive on controversy and can go for prolonged periods with very little sleep—both characteristics are needed frequently in the job. Since the three members of the Measurement Committee are non-paid volunteers, it goes without saying that they are seriously and actively dedicated to the development of the boat and the class organization behind it.

DUTIES—The following general areas of involvement and responsibility are encountered routinely by the Chief Measurer and Assistant Measurers:

1. Checking and approval of measurement certificates.
2. Specification rulings.
3. Amendments to Specifications and Rules.
4. Investigative projects.
5. Daily correspondence from class members, field measurers, and between committee members, concerning suggested changes and improvements, interpretation of rules, builder problems, boat measurement problems, etc.
6. Monthly Flashes column and special articles.

Some further explanation of the first four duties above may be of interest since these involve approximately 60% of Measurement Committee work:

1. Measurement Certificates

More than 400 registration numbers are issued by ILCA headquarters each year to builders of Lightnings and almost as many certificates for finished boats are processed for approval by the Measurement Committee. Approximately 100 critical dimensions plus a number of questions concerning construction characteristics are examined for each boat. Both copies of the measurement certificate are first checked by one of the Assistant Measurers, then forwarded to the Chief Measurer for final examination and approval. One copy of the approved certificate is sent to the owner and one copy goes to ILCA headquarters for permanent filing. Additional work and follow-up is required if the certificate contains errors or indicates that the boat was improperly constructed or measured. This year the committee has made a concerted effort to reduce the amount of time taken to process certificates and has recently reduced the processing time to less than three weeks where no errors in the boat or filing of the certificate are encountered. In recent months, the builders and certified measurers have also been increasing their efforts to assure that certificates are filled out and forwarded promptly to ILCA Headquarters for processing.

2. Measurement Committee Rulings

The committee receives a constant flow of questions from the class membership throughout the world concerning the legality of certain construction details or proposed equipment changes. These questions usually involve interpretation of the official plans and specifications. Often the same question or a similar one has been raised before and the answer is simply sent to the inquiring member. In cases where new questions are raised, a Ruling by the committee is published in the following issue of Flashes, usually in the Plans and Specifications column. Following this article there is a summary of Measurement Committee rulings published during the past year.

3. Amendments to Specifications and Rules

Changes in the official specifications and racing rules are initiated in many different ways. The general membership of the Lightning Class takes an avid interest in keeping the boat updated and competitive in appeal to

other one-design classes in order to continue to attract new sailors and established skippers from other classes. This enthusiasm on the part of our members is a very healthy thing for the class and has been largely responsible for our continuing growth over the years. For the most part, the numerous suggestions for changes received from the general membership are politely declined in the interest of maintaining the one-design aspect of the class. Some of these ideas, however, show a good deal of promise and are studied at length before being accepted or rejected. The officers and various committees of the ILCA, as well as the professional builders and sailmakers, also contribute many valuable suggestions since these people are highly involved personally and are usually active on the major racing circuits where they encounter a great number of complaints and suggestions as well as observations of their own.

Usually, any modification, no matter how good it looks at the outset, is discussed and tested for an extended period before a change in the specifications is proposed. In some cases, however, the change is so obviously desirable and easy to implement on new and old boats alike that an amendment goes through in fairly short order. It is the policy of the Measurement Committee to give particular consideration to ideas which improve the safety, maintenance, convenience, or handling characteristics of the boat without affecting speed per se. When there will be an obvious improvement in performance, a much more thorough study is undertaken and usually an effort is made to survey membership opinion in addition to conducting a thorough analysis of the practicality and expense of the change for new and old boats alike.

In some instances, it is impossible to determine the technical soundness or performance significance of the change being considered, without making field studies under actual competitive conditions. In such cases, it has been the practice over the years for the Measurement Committee, with the approval of the Executive Committee, to permit such changes on an experimental basis for one or more boats which are entered into active competition for a trial period in order to assess the merits of the proposed change. Such was the case with fiberglass and plywood hull construction, moveable mast blocks, nylon and dacron sails, and most recently, lightweight spinnaker cloth. In each of these cases, the long-term good of the class was served and the membership was given the opportunity to engage in controversy over the proposed change with the benefit of actual performance comparison rather than mere speculation as to the relative advantages and disadvantages.

When the Measurement Committee is satisfied with the efficacy of a proposed change in the specifications or rules, an amendment is drafted and published in *Flashes*. In accordance with Article XIX of the Constitution, a vote of the Governing Board is taken 20 days after such publication and requires a two-thirds (2/3) affirmative vote of an 80% quorum of the board for passage. At that point, the change is official and notification to the membership is given by publishing the revised specifications in the next following issue of *Flashes*. At the conclusion of this article, there is a summary of amendments to the class specifications and other regulations which have been approved and published in *Flashes* during the past year.



Will it measure in?

MAJOR PROJECTS

The following is a listing of (1) projects completed during the past year, (2) current projects actively being studied, and (3) projects currently on the shelf but held for possible future reactivation. Capsule comments are given to indicate basis for interest or current status.

1. Projects Completed During Past Year

Plywood Construction—Result of two-year feasibility study. Needed particularly in many foreign countries where good cedar planking material is difficult to obtain and fiberglass technology is not completely developed or is very expensive. Practicality of plywood material for Lightning proven by construction of several experimental boats. Specifications amendment to allow plywood construction approved and published in July of 1966 along with special instructions to builders of plywood boats. Construction details still being evolved under close scrutiny of Plywood Committee headed by Dr. Wilson R. Scott.

Spinnaker Pole Materials—Only completed portion of investigation to determine feasibility of alternate materials for construction of Lightning spars. Laboratory tests and field experimentation indicated that fiberglass and certain metals, particularly aluminum, could be used to economically produce a stronger and more rigid spinnaker pole with no weight penalty compared with standard wood construction. The apparent fact that no speed advantage was involved led to an early recommendation that the specifications be changed to allow these alternate materials. Amendment approved in August 1966 and published in September issue of *Flashes*.

Bare Metal Centerboards—Periodic questions raised over the years concerning the painting requirement and interpretation of the thickness tolerance specifications became more frequent and more difficult to answer after the allowance of stainless, bronze, and aluminum as alternate materials for the centerboard. Investigation reactivated in 1966 resulted in amendment to specifications in August, removing painting requirement and specifically defining thickness and weight limitations.

District Measurers—Idea initiated by Executive Officers and Measurement Committee as a result of increasing need for closer coordination with certified measurers and

better enforcement of specification and measurement matters in far-flung districts of expanding international association. Initially suggested voluntary appointment of district measurers was found to be only partially successful. A Constitutional amendment establishing the office of District Measurer by mandatory appointment of the Measurement Committee was passed in August 1966 at the annual meeting at Buffalo. All District Commodores have since been contacted by Measurement Committee to obtain recommendations for qualified candidates satisfactory to district membership. Appointments now made for majority of districts with rest soon to follow.

Survey of Component Weights—Project initiated by apparent need to standardize weights of major component parts of boat to assure structural adequacy and prevent potential weight advantage gained by switching of components after weighing in at regattas. Survey requesting weight data from membership produced sampling of approximately 50 boats covering a wide range of age and condition. Results of survey published in December, 1966 issue of *Flashes*.

Lightweight Spinnaker Cloth—Project undertaken in recognition of poor handling characteristics of 1.5 oz. nylon in light air and current availability of improved lightweight spinnaker cloth. In response to inquiry by Measurement Committee, six major sailmakers cooperated

in evaluating merits of the lighter cloth for Lightning use by furnishing experimental spinnakers at no charge to the association. Experimentation was conducted under actual competitive conditions in a wide range of wind and weather conditions by circulating trial chutes to top skippers throughout the country. Results and observations recorded by participating skippers on evaluation forms returned to Measurement Committee. Project fully documented and publicized beginning in July, 1966. Opinion questionnaire published in *Flashes* resulted in an unprecedented response of several hundred registered boat owners. Vastly improved performance in light air and all-around capability of new lightweight spinnaker cloth drew nearly universal support from the membership for an immediate change in the specifications. Amendment to reduce minimum weight of spinnaker cloth to .75 oz. grade was passed by a record majority of the Board of Governors in February, 1967. Legal use of the lightweight cloth was deferred by the Measurement Committee until May 1, 1967 to allow all interested skippers adequate time to obtain new chutes.

New Issue of Official Specifications—Updated edition compiled by ILCA central office and approved by Measurement Committee incorporates all specification changes through March 10, 1967, and contains complete metric system equivalents of all dimensional data.

Midwest District 1967 REGATTA SCHEDULE

June 10-11	Green Bay Regatta	Green Bay
June 24-25	Knock Down Regatta	St. Joseph
July 1-2	Small Boat Regatta	Burnham Park
July 8-9	P & T Regatta	Milwaukee
July 29-30	District Championship	To be announced
Aug. 5-6	Brotz Regatta	Sheboygan
Aug. 12-13	Hobelman Regatta	Corinthian
Sept. 23-24	Red Flannel Regatta	Corinthian
Sept. 30 - Oct. 1	Polar Bear Regatta	Davenport

Flotation—General membership interest, directed toward improving the flotation characteristics and self-rescue capabilities of a capsized or swamped Lightning, stimulated the Measurement Committee to investigate this alleged deficiency of the boat. Significant potential safety improvement, with little or no performance advantage involved, gave rise to an exchange of correspondence with major builders and subsequent voluntary addition of built-in flotation in new professionally-built boats. In January 1967, the Measurement Committee published a ruling that owners of existing boats can add flotation materials at their discretion and without limitation, provided the free flow of water along and across the inside floor of the boat is not obstructed. In February, 1967, the official "Instructions to Builders of Fiberglass Lightnings" were revised to change previous limitations on built-in flotation.

2. Projects Currently In Progress

New Measurement Certificate—Initiated three years ago and now in final stages of completion, new certificate will contain all measurement tolerances and incorporate into one document, present addenda sheets and supplemental information on construction features of fiberglass and plywood boats. The purpose is to clarify and simplify the form and reduce the number of rejected certificates due to transcribing errors and omissions.

Weight Distribution—Recent tendency by some builders and owners to concentrate weight low in mid-section of boat is being studied by the Measurement Committee for possible revision to specifications in order to tighten requirements and eliminate inequity to average owner who must add weights up under deck if boat is found to be under weight at sanctioned regattas.

Adjustable Backstay—Study project initiated by letter from member, (published in July 1966 Flashes), pointing out advantages to be gained by utilizing the unique backstay feature of the Lightning rig to easily bend the mast for accommodating the shape of the mainsail to a wide range of weather conditions.

Mast Partner Size—Still actively under consideration by the Measurement Committee, the size of the deck opening has never been adequately defined or controlled by the existing specifications. Official rulings in recent years limit the allowable play in the mast position at deck line to 1/4 inch both side-to-side and fore-and-aft. Lateral adjustment by shifting parallel-sided blocks is now allowed.

Rudder Shape—Appearance of an elongated rudder at the 1966 NAC at Buffalo revealed an oversight on the Measurement Certificate which omits certain control dimensions shown on the official plans. The complete rudder dimensions as shown on the plans were published in the February 1967 issue of Flashes as a caution to the membership and builders that these dimensions are still considered binding in the design and construction of any Lightning rudder. Appropriate tolerances on the two dimensions which control the shape and angle of the leading edge will be established and included on the new measurement certificate.

"Instructions to Measurers" Booklet—In the process of being updated and revised with additional drawings detailing modern construction methods.

Deck-Mounted Mast—Specification change recommended by Board of Governors of Connecticut-Rhode Island District for consideration by the Measurement Committee. Purported advantages include one-man setup by allowing hinged socket arrangement and reduced mast length for more convenient trailering.



Welcome to the Annual HOOSIER REGATTA

June 10-11

Lake Wawasee, Syracuse, Indiana

Sponsored by
WAWASEE YACHT CLUB

FOR DETAILS WRITE:

JOHN NIXON
Peru Daily Tribune
P.O. Box 87
Peru, Indiana 46970

Jib Retractor Gear—Suggested improvement in convenience and safety by permitting furling and unfurling of jib when setting and taking down spinnaker. Device similar to that already used by some other modern classes would utilize "roller shade" type device to completely roll up jib on headstay instead of present practice of unlocking halyard and dropping jib to deck. Experimental gear allowed on one boat to aid Measurement Committee in evaluating pros and cons of idea.

Aluminum Centerboards—Originally intended as a last-resort method for reducing the weight of older and heavier boats, random installation in relatively new boats during the past year caused Measurement Committee to undertake extensive investigation to determine if difference in performance as compared with standard steel boards is significant. Sophisticated test project undertaken by Preformed Line Products Company of Cleveland, Ohio, at no cost to association, has yielded preliminary findings that aluminum board bends and twists to weather approximately three times as much as steel board. Although, at this writing, differences in hydroelastic characteristics appear to constitute an overall performance disadvantage for aluminum boards, the Measurement Committee is working on formulating a ruling to clarify the initial intent of aluminum boards.

3. *Deferred Projects*

The following projects are currently considered inactive by the Measurement Committee. Some of them were actively being studied at one time or another in the past and have been put on the shelf due to technical obstacles or other complicating factors. Some are of more recent vintage but are not considered important enough to take precedence over other projects of current interest, and a few conflict with present policies of the committee regarding speed factors or overall advantage to the class membership. None have been finally rejected and all remain available for future consideration if compelling reasons are brought forward for reactivation. They are listed here without additional comment as to background or status at the time of being shelved.

- Fiberglass and Aluminum Spars
- Mainsheet Traveller
- Center of Gravity Specifications for Hull and Spars
- Smaller Diameter Wire for Standing Rigging
- Optional Removal of Back Seat
- Optional Removal of Skeg
- Plastic Sail Track and/or Slides

CONCLUSION

The above outline completes the summary of Measurement Committee activities during the past year and currently in progress. Immediately following is a summary of Measurement Committee rulings and amendments which have taken effect during the past year.

RULINGS AND AMENDMENTS 1966-67

All official rulings of the Measurement Committee and amendments to the official class Specifications, Rules, and other regulations are published for official notification in the monthly issues of *Flashes*. The following listing summarizes these interpretations and changes which have occurred during the past year. In most cases the wording has been altered to condense and clarify the intent of the previously published official notice. For the exact word-

Mississippi Valley District Regattas

April 22 - 23

Nashville Tennessean Regatta*
Harbor Island Yacht Club

May 6 - 7

Cotton Carnival Regatta
Delta Sailing Club

May 20 - 21

Governors' Cup Regatta*
Kentucky Lake Sailing Club

June 3 - 4

Egyptian Cup Regatta*
Crab Orchard Sailing Club

July 22 - 23

Turtle Point Regatta
Florence, Alabama

July 29 - 30

Intercity Regatta
Commodore Decatur Yacht Club

September 16 - 17

Whale of a Sail Regatta
Valley Sailing Association

October 7 - 8

Watkins' Cup Regatta
Kentucky Lake Sailing Club

November 4 - 5

Blue Nose Regatta
Harbor Island Yacht Club

***Commodore's Cup
Participation in 3 Regattas
to qualify**

Ross H. Bryan — Commodore

Bob Llovet — Vice Commodore

ing, the reader is referred to the issue of "Flashes" indicated by the date accompanying each item.

RULINGS

April 1966—The mast partner is to remain a simple hole in the deck, through which passes the mast. The mast will be permitted to move in all directions, (at the partner), with a maximum play fore and aft and athwartships of $\frac{1}{4}$ " (6.4 mm). . . . It is the intent that the blocks be parallel and the method of movement of these blocks be of the most simple and primitive system. Participating in any race without the use of proper blocks securely positioning the mast at the partner and step is expressly forbidden.

May 1966—The mainsail shall be straight in both plan and profile and there shall be a tack which shall be attached to the gooseneck fitting. The interpretation of this ruling permits the placement of a grommet within the boundaries of the sail plan. It authorizes the use of a "Honker hole" or modified "Cunningham hole." (reaffirmation of June 1964 Ruling)

May 1966—Transom bailers shall be permissible on an optional basis, so long as they remain of optimum size and design and do not result in a significant change in the overall appearance of the transom, nor tend to circumvent the basic intent of a safety feature.

June 1966—It is the intent of the Plans and Specifications that the main spreader shall be fixed relative to the mast. Allowing the main spreader to move excessively, either by intent or by accident is not allowable. Whether passed through the mast or attached to each side separately, it is intended that these spreaders should fit snugly.

June 1966—When heavy pumps or other equipment are

apparently for the primary purpose of adding ballast, they shall be regarded as improper and illegal.

October 1966—All water inside a boat must be completely sponged out before the boat can be officially weighed.

October 1966—The present roach dimensions shown on the plans and described in the sail measurement specifications approximate a fair curve. Any radical departure from this plan form will be interpreted as outside the intent of the rules and due cause for rejection of the sail.

December 1966—The mainsail and jib may not be used to display any design or emblem other than those specified in Article XVII, paragraph 3, of the Specifications, except for the class royalty label and sailmaker's identification normally affixed in the vicinity of the tack of the sail.

January 1967—An owner may add any amount of styrofoam or other buoyancy material without limitation, so long as the transverse, (and fore-and-aft), passage of water inside the boat is not restricted.

January 1967—If the change to allow .75 oz. spinnaker cloth is approved by the Board of Governors, the effective date for legal use of these lightweight spinnakers is established as May 1, 1967 in order to allow all interested skippers adequate ordering time.

February 1967—Jib sheets may be led into the cockpit through holes drilled in the splashboards for this purpose. The holes may be no larger than $\frac{5}{8}$ ", (15.9 mm), diameter.

February 1967—The dimensions on the Plans which define the shape and angle of the leading edge of the rudder must be adhered to, even though they do not appear on the present measurement certificate.

BUCKEYE LAKE SNOWBALL REGATTA

— LIGHTNINGS ONLY —

October 14 & 15

2 races Saturday — 1 race Sunday

Beer Bust Friday evening — Cocktail Party & Dance Saturday evening.

(Highlanders and Ravens will be racing on a separate week-end.)

56 Top Lightning Sailors attended Last Year.

— Don't Miss THIS One —

CENTRAL ATLANTIC DISTRICT

1967 RACING SCHEDULE

April 23, 30 - May 7, 14, 21
EARLY BIRD SERIES

Brant Beach Yacht Club — Fleet 173

April 23, 30 - May 7, 14, 21
THAW-OUT SERIES

Riverton Yacht Club — Fleet 228

May 14, 21, 28 - June 4, 11
SPRING SERIES

Metedeconk River Yacht Club — Fleet 34

June 17-18

SPRING TUNE-UP REGATTA

Bay Head Yacht Club — Fleet 3

June 24-25

SPRING INVITATIONAL REGATTA

Brant Beach Yacht Club — Fleet 173

June 24-25

GOVERNOR'S CUP REGATTA

Riverton Yacht Club — Fleet 228

July 15-16

**CENTRAL ATLANTIC DISTRICT
CHAMPIONSHIP**

Brant Beach Yacht Club — Fleet 173

July 29-30

B.B.Y.R.A. INVITATIONAL REGATTA

Beachwood Yacht Club

July 29-30

SPRAY BEACH OPEN REGATTA

Spray Beach Yacht Club

August 5-6

NEW JERSEY STATE CHAMPIONSHIP

Surf City — Fleet 196

August 12-13

ANNUAL INVITATIONAL REGATTA

Little Egg Harbor Yacht Club — Fleet 26

September 3-4

LABOR DAY REGATTA

Red Dragon Canoe Club — Fleet 357

September 9-10

19th ANNUAL REGATTA

Surf City Yacht Club — Fleet 196

September 16-17

RED DRAGON REGATTA

Red Dragon Canoe Club — Fleet 357

September 23-24

RIVERTON LIGHTNING REGATTA

Riverton Yacht Club — Fleet 228

Commodore _____ Bob Adams—Fleet 3

Vice Commodore _____ Dr. John A. Pfister—Fleet 99

Secretary _____ Franz Schneider—Fleet 257

Treasurer _____ Ken Winter—Fleet 3

AMENDMENTS

Specifications Article XII—Spars 1.—Changed to allow repositioning or shifting of the parallel fore and aft blocks at the mast partner while racing. (Note that side blocks, if any, shall not be moved during any race). **March 1966.**

Specifications Article II, paragraph 1.—Changed to allow marine grade plywood, 5 Ply $\frac{3}{8}$ " (10 mm) thickness, for bottom and side planking, subject to special building instructions of ILCA Plywood Committee. (Instructions to Builders of Plywood Lightnings published in same issue). **July 1966.**

Specifications Article VII, paragraph 1.—Changed to make plating or painting of centerboard optional rather than mandatory. Previous thickness tolerance defined to apply to finished board, including paint or plating. Maximum weight of centerboard established as 130 pounds, (59 Kg.). **September 1966.**

Specifications Article XII, paragraph 3.—Changed to include fiberglass or any metal as allowable materials for spinnaker pole construction. Legal length of pole clarified and measuring method defined. Maximum legal weight of spinnaker pole established as 7 pounds, (3.2 Kg.). **September 1966.**

Constitution Article XIV, 1 (a).—Office of District Measurer established. To be appointed by Measurement Committee for each ILCA district. District Measurer must be a Certified Measurer and an ILCA Active Member. Has the authority to enforce eligibility of a boat to participate in fleet and district races, (subject to appeal to the Chief Measurer). **September 1966.**

Specifications Article I, paragraph 3.—Boat royalty increased from \$25 to \$35 in the U. S. and Canada and from \$15 to \$25 in other countries. Sail royalty increased from \$2.50 to \$5.00. **January 1967.**

Specifications Article XVII, Paragraph 6.—Changed to add provision that "If a spinnaker does not measure in initially, it may be dried or otherwise suitably altered and remeasured once. If, upon remeasurement, the spinnaker is still found to be out of specification, the required alteration shall be indicated by the regatta measurement committee and upon proof of such actual reworking shall be accepted for that regatta without further measurement." **January 1967.**

Specifications Article XVII, paragraph 2.—Changed to reduce minimum allowable spinnaker cloth weight from 1.5 oz. to .75 oz. per linear yard $28\frac{1}{2}$ " in width. **February 1967.**

Specifications Article XVII, paragraph 1.—Changed to add provision that there shall be no limitation on the purchase of sails, but that number of sails of each type to be measured and approved at sanctioned regattas shall be subject to limitations specified in Racing Rules. **February 1967.**

Racing Rules Article VI, paragraph 2.—Provision added to limit sails which can be used in any sanctioned regatta to one main, two jibs, and two spinnakers. A maximum of one additional sail of each type can be measured, if necessary, but the first ones to measure properly will be the one approved and none can be measured thereafter. **February 1967.**

By-Laws Article XVIII.—Rescinded and deleted. **April 1967.**

By-Laws Article XI.—References to sail measurement procedure deleted. **April 1967.**

STU ANDERSON WINS DIXIE FALL ROUNDUP

This year the Dixie District initiated a Fall Roundup Series consisting of the Quantico Marine Corps Regatta and the Baltimore Frigid Digit, two of the area's more hotly contested competitions.

First winner of the event and of a perpetual trophy designated the Barney Mead Cup, awarded to the skipper with the best combined score for the two consecutive weekends, was Stu Anderson of Buffalo, N.Y.

Here's how the racing went:

Quantico

By Col. Joe Kelly

The 1966 Quantico Frostbite will long be remembered as the "We Had Everything!" race. Friday, October 28, dawned with the promise of a real Indian Summer weekend for the 14th Annual Quantico Frostbite Regatta for Lightnings. There was no indication that the skippers, arriving from as far west as Chicago, Buffalo and all up and down the eastern seaboard, would have anything but very light air for the competition on Saturday and Sunday.

Starting early Friday afternoon there were many happy reunions on the docks and at the reservation desk in the dock shed. Friday evening many of the Lightning people converged for the "Happy Hour" at Waller Hall to greet friends and join in the group singing around the musical bar . . . it's a happy time that Lightning sailors know how to enjoy to the fullest!

Saturday dawned bright and mild, but with light, variable air—0 to 5 knots. By 9:30 the air settled down to a south-southeast position and the race committee proceeded to lay a course accordingly, so it could be charted at the skippers' meeting scheduled for 10 A.M.

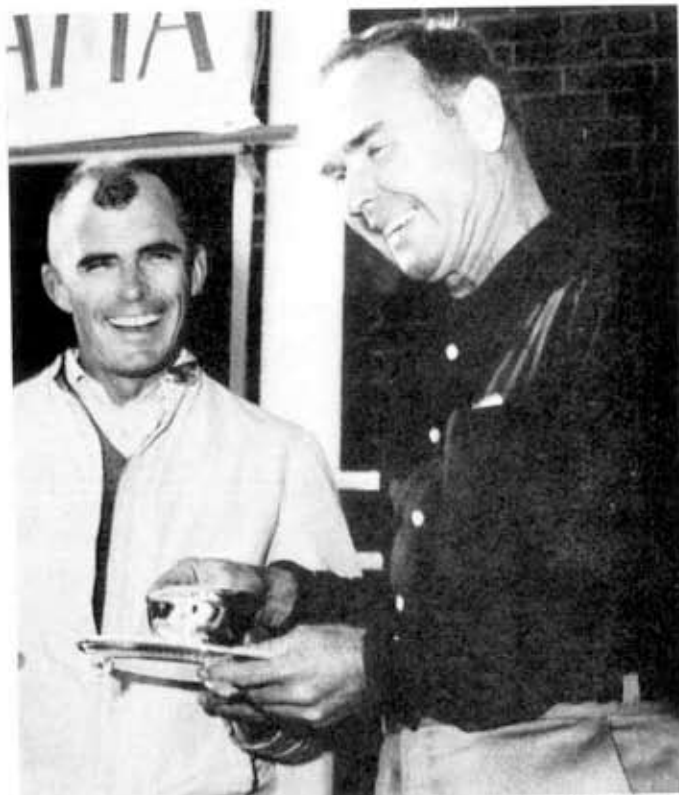
It was quite a gathering, representatives of 87 Lightnings, which responded to the call at 10:10 to be briefed on the position of marks, wind velocity, lead boat identification, and again to be reminded that there would be only one general recall; the next start would automatically be a Rabbit start. Bruce Goldsmith, last year's winner, was then and there selected as the Rabbit. With but few questions, the skippers' meeting was closed with a few remarks from our Protest Chairman, Jim Carson.

The race committee laid a good starting line, but with a strong tide running and the wind at only 5 or 6 knots, many yachts failed to get back of the starting line before the red shape was displayed assuring a general recall—and the Rabbit was in order. During the re-run of the Warning, Preparatory, and Starting shapes, the wind shifted 90° and a postponement had to be sounded to allow the race committee to re-lay the course. With all the delays the race committee elected to run a one-lap race to allow time for mid-day chow before getting back on course for the afternoon race. The finish line was set up directly in front of the docks, and the skippers and crews were allowed an hour before the afternoon race.

Top ten of the first race:

Allen, Uhl, Doty, Messersmith, Schwarz, Baroni, Mullin, Anderson, Goldsmith, and Derrick.

During intermission the wind continued to increase, but remained off the same quarter after the shift in the A.M., so with a slight variation the course was the same as the altered one for the first race.



Marine Corps photo.
Major Frank Colleton presents the Barney Mead Trophy to Stu Anderson for the best performance in Frigid Digit and Quantico.

The 10 minute warning gun was sounded just 40 minutes late, and as the wind had picked up to 25 with gusts up to 30, the race committee decided this is what these skippers have been asking for, so went thru a conventional start, and off they went! Soon afterward the wind increased to gusts up to 35, but as most yachts were taking it well, the race committee let 'em go the two laps. Unfortunately, about 20 out of the fleet of 87 yachts capsized. Some dropped their sails and anchored, and a few sailed off the course to quieter waters. Only 34 yachts crossed the finish line in this order:

Goldsmith, Schwarz, Allen, Blair, Anderson, Adams,



Trophy for best showing at Quantico went to Tom Allen and crew.

speech of greetings, saying he hoped those who had been forced to "take a swim in the Potomac had enjoyed it," and then called on the race chairman to explain why he couldn't finish more boats in the second race. The excellent party went on and on, and everyone forgot the woes of the day and had a good, good time.

Sunday morning broke thru bright and cool. The wind settled down from about the same quarter, but at 6 to 8 knots. The race committee set the course practically the same as the second race, after recovering the course marks that had gone adrift during the night before. The preparatory gun was sounded only 30 minutes late and there were 66 yachts "on the line" including many of those that had capsized the afternoon before. The course was laid for twice around and there were many close finishes.

Top ten of the third race:
Hallagan, Mullins, Armstrong, Teigland, Hayden, Al-

Sunday morning at Quantico, preparing for the last race.

len, Anderson, Doty, Goldsmith, and Bird.

Now let's recognize those staunch and true skippers who took home the hardware: Tom Allen of the Buffalo Canoe Club repeated his 1963 performance and finished in first place. His positions were 1st, 3rd, and 6th, for a total of $9\frac{3}{4}$ points. Bruce Goldsmith of Chicago Y. C., last year's winner, finished second with 9th, 1st, and 9th = $18\frac{3}{4}$ points; Richard W. Hallagan of Newark, N. Y. placed third with 11th, 7th, 1st = $18\frac{3}{4}$ points. Bruce beat Dick two out of three races to resolve the tie. Stu Anderson, Buffalo, N. Y., with 20 points, took over the fourth place silver and in fifth place with 21 points was Arnold Schwartz, Lincroft, N. J. Jim Gilbert made a presentation to the best junior skipper — this award went to Jess Hastings of Rehoboth Beach Sailing Association.

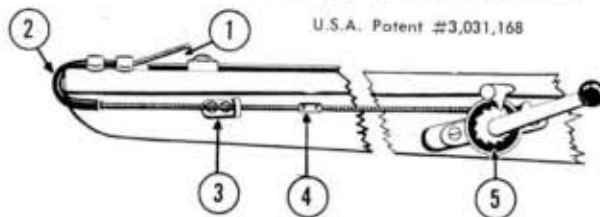
Major Frank Colleton, Captain of Fleet #354, Quantico Marine Base, and the real spark-plug behind this event is to be highly congratulated, along with Col. Randolph and Lt. W. T. Old for the many hours spent in preparation of this event. John Burton, who took care of laying the marks and acting as Lead Boat with very little notice, deserves our good thanks. Veteran Walter Collier, who has served as Race Committee Chairman for 14 years, had a rough time, but as usual came up with an excellent performance. His efficient committee warrants our applause:

Final standing of the top 25 are:

Yacht No.	Skipper	Final Results	
		Points	Position
10111	Allen	$9\frac{3}{4}$	1
10100	Goldsmith	$18\frac{3}{4}$	2
9239	Hallagan	$18\frac{3}{4}$	3
8503	Anderson	20	4
8830	Schwartz	21	5

THE WONDERFUL WINCHAUL!

U.S.A. Patent #3,031,168



Self contained, quick release wire winch — best for outhaul, downhaul, boomvang, jib tightening.

Connect your wire (1) to your clew outhaul, use our stainless steel boom end tube assembly (2), to bring wire around boom, pass through guide (3) and adjustable stop (4) near Winchaul (5). Winchaul goes on boom far enough inboard to be within reach on all points of sailing. You now have the quickest, the best, the easiest clew outhaul ever devised, and can improve the efficiency of the mainsail by tightening on the wind and slacking for running. A counterclockwise flick of the lever will release wire, and stop (4), by fetching against guide (3), will automatically set sail for running. Strong seagoing construction, bronze alloy and stainless steel. Plastic knob, four to one mechanical advantage. Wire extra.

Stainless steel boom end tube assembly	\$ 2.75
Guide and adjustable stop—price per set	1.75
(above prices apply to fittings for 1/16 or 3/32 wire)	
#1 Winchaul for 1/16 wire, 12" take up, 13 1/4" D.	10.90
#1A Winchaul for 3/32 wire, 16" take up, 2 1/4" D.	17.90
Also, #2 Winchaul for 3/8" wire, 20" take up 2 1/2" D.	20.90

30 days money back guarantee. Prices ppd. USA. No C.O.D. Order yours today. Free leaflet describing "Winchaul" and our new design halyard winches.

ASTI PRODUCTS

Dept. LB, 120 Bay 19th St., Brooklyn, N.Y. 11214

Dealer inquiries invited.

10070	Baroni	33	6
10171	Hayden	38	7
8958	Adams	40	8
9496	Armstrong	49	9
9007	Delorme	50	10
9310	Obershiemer	56	11
9003	Hastings	64	12
9249	Pfister	64	13
8960	Gilbert	70	14
9670	Kusma	70	15
9896	Owen	77	16
7603	Dellmeyer	95	17
9431	Mullin	97	18
738	Trayford	97	19
9629	Bird	98	20
10099	Doty	99	21
10168	Lanyi	103	22
8935	Derrickson	104	23
9424	Teigland, Jr.	107	24
9984	Carson	108	25

The Frigid Digit

By George P. Allison

Very little wind greeted the 28 skippers and crews who showed up early Saturday morning, Oct. 22 at Baltimore Yacht Club for the Frigid Digit Invitational Regatta. The wind would pick up, however; it almost always does for this event.

Our regatta seemed more important this year because it was the first of a two-regatta Dixie District Fall Series, the other being the Quantico extravaganza. Barney Mead had been trying for several years to initiate this Fall Series with the skipper having the best low score rating for the two being the winner. He succeeded in 1966 just as he bought a bigger boat and moved out of Lightnings for a while.

While the last few Lightnings were being put into the water, the wind did pick up and the Race Committee decided to establish a course starting near the mouth of Middle River. A couple of postponements later, the breeze was definitely from the south and the windward mark was placed in the direction of Hart Island. A short course was called for because the wind was still light—once around with an extra beat. However, the wind increased and the course proved to be a bit short.

Don DeLorme made a good start and remained on starboard for 500 yards or so and then tacked to port. Shortly afterwards this seemed to be a poor maneuver, but later on the wind became stronger where Don was and he was in a good position around the first mark. Stu Anderson was about 6th and Bob Derrick was about 9th or 10th around this mark. They were both able to work their ways upward through the fleet and the finishes of the first race were: Don DeLorme first, Stu Anderson second, and Bob Derrick third.

The wind continued to pick up during lunch and it was an excellent racing breeze in the afternoon for the second race. The course was twice around with an extra windward leg.

Herm Henschen, in Rooster, was able to tack to port and go toward Booby Point almost as soon as he crossed the starting line. He stayed on this tack until he was sure of clear air. Unfortunately he had gone a long way past the lay line when he tacked back, but he had clear air.

Don DeLorme was first around the first mark. But the race became more interesting because Stu Anderson was close enough the second time around to take him high on the second reaching leg. While this bit of maneuvering was taking place, Bob Derrick, Howard Mullin and Jim Carson were busily catching Don and Stu by going low and coming up at the mark.

Bob led Don around the spinnaker dropping mark. The finishes for the second race were: Bob Derrick first, Don DeLorme second, and Stu Anderson third.

Saturday late afternoon and evening was enlightening and educational as well as just plain fun because during the cocktail party it was possible to meet many of the other skippers in the regatta and to find out how they had sailed the two races. Then dinner at the Club offered an opportunity for more discussion about the day's races and sailing in general.

These two events lead directly into the Halloween Costume Party and Dance, with Witches, Gorillas, Head Hunters, Apache Dancers, and there were even a number of people dressed as sailors.

Sunday morning was foggy with no wind. Later in the morning the wind made up and a course was set for twice around with an extra windward leg. The wind was changing direction during the firing of the cannons in the way opposite to that guessed by the Race Committee and it was an impossible line at the start. A general recall was sounded, the starting line was adjusted to the wind and a successful start was made.

Going into the last race Don was faced with the following problem if he were to win: he must beat Bob and he could not allow more than one boat between himself and Stu, if Stu beat him in the last race.

Don is still complaining about his poor start, at the second starting gun. It was so bad that he had to take a little tack to port to clear his wind, but shortly afterwards he was back in the place he likes to consider normal. While he was first at the first mark, Howard Mullin was right on his transom with Jim Carson immediately behind.

The positions held until after the spinnaker dropping mark. Stu Anderson was about 12th and Bob Derrick was about 20th at this mark. On the second beat Stu picked up to about 6th at the windward mark and became a definite threat for first in the series, while Bob also picked up on this leg.

The positions generally held on the reaches. Stu was able to pass two more boats on the final beat and finished right behind Don. The finishes for the third race were: Howard Mullin first, Jim Carson second, Don DeLorme third, and Stu Anderson fourth.

Don DeLorme in "Do Something" won the regatta with Stu Anderson in "Glockenspiel" and Jim Carson in "Flying Scud" earning second and third. The standings of the top 10 are shown below.

9007	Don Delorme (87)	1
8503	Stu Anderson (59)	2
9984	Jim Carson (34)	3
9739	Bob Derrick (59)	4
9431	Howard J. Mullin (75)	5
10070	Tony Baroni (58)	6
9239	Richard Halligan (108)	7
8830	Arnold Schwartz (70)	8
9310	Charlie Obershiemer (12)	9
9976	John S. Orelup (3)	10