

Cedar Point Yacht Club  
N.A.'s August 1981



# MARY HUNTSMAN

*Editor's note: I have been aware of Mary's contributions to the class over a number of years and when I had the opportunity to Edit and Dedicate this Year Book I was delighted to give Mary some much deserved recognition.*

*I asked Mary to tell me a little about herself and how she got started as a photographer and what was unique about sailing photography.*

*Here is her reply (slightly edited and with her, admittedly atrocious, spelling cleaned up).*

Dear Lal,

Merry Christmas — or at least it isn't that far away. I have been trying to come up with an article but find it either too ridiculous, corny, or serious which I am not. I did send Helen at least 100 pictures last week which sapped me of all enthusiasm for re-entry into the darkroom. Would it be possible, if I chat along here, for you to piece some kind of shorty together that Helen can put into the scheme of things with all those things I sent and/or you give me a call and sort of interview?

I find that I do the photography for fun and opt to take a lot of pictures and get lucky some of the time. It isn't an ego trip and find that discussing it like this makes it seem that I'm bragging.

I started taking pictures as a child, as all the rest of my family tend to cut off heads and feet and they wanted to have a history of sorts. This meant, of course, that Dad pays, he bought me lots of equipment. I also had a course in High School in Illinois that was outstanding. Since then I have tired to keep my folks apprised of us, they live in Arizona, thru pictures.

When the sun and age started restricting my crewing I found myself keeping busy taking pictures of family and friends for presents etc. Since they are always sailing I just keep up flicking or clicking to hopefully get the ultimate picture. I have succeeded with Jack but somehow haven't caught Sandy in the act yet — I will, I assure you. I have enclosed a couple for you to see but return them.

As you know there are some restrictions on where I can get into position but hope some day to be in an "Avon" dinghy at the jibbing mark — no tape recorder! Will one day get the opportunity in our Long John Regatta, the river is

easier to get nice sailboat shots as the water is flat. Also, here I have Karin, or someone who sails, who gets in close with our power boat.

The major problems with sailing pictures are that there are so many elements to contend with — sun, rain, God, wind, too much distance and those dumb skippers who drag sheets in the water or wave at the photographer. The camera has a habit of showing every wrinkle in the sail and the picture look awful.

Capsizes are beautiful — at the moment the crew doesn't exactly smile but the fun later does cause lots of grins. You will find that racing sailors in a power boat watching other racing sailors sail (sons are in this group) are sadists, and just plain bad. But it's fun to listen to the cheers as boats flip, hit marks, etc. Landlubber types can't quite understand this attitude — but they watch football.

If you lived where we could sit down and put my scrambled head in order, I think this could be interesting but again I am a confusing enough broad — Sandy says so. I know it's true but I don't like to sit still, and end up doing too much. I hope that I will be able to keep up the fun and games sailing has brought me — one way or another Sailing can be lots of chuckles.

The room up over the garage looks like a storm hit it and I say I will clean it up THIS winter. If I do I may find other pictures which Helen WON'T put in the Year Book OR *Flashes*.

Since I have not ventured into this part of the reporting I find a lack — besides I can't spell and if this machine breaks you cannot read my writing. Let me hear from. Whichever. Best to all,

Mary

When Mary "retired" from racing she kept busy taking pictures of family and friends.

Mary's immediate family consists of husband "Sandy", daughter Karin and son Jack. All sail.

Family pictures are —  
Sandy in "Sting".  
Jack in the Lightning.



Next Page

Karin (and Timmy Millhiser) taking time out for refreshments.

Jack in his Turnabout, and Jack (Mary, do you really think capsizes are beautiful — that's a mess!) after a capsize.





# SHORE PERFORMS ... AND WINS!

## Victory List

1981 North American Championship	8 of top 10
1981 Jr. North American Champ.	1st
1981 Southern Circuit	1st
1981 California Circuit	1st
1981 Canadian Championship	1st
1981 South American Championship	1st
1981 Midwinter Championships	1st

Our dedication to research has kept us 2 years ahead of our competition ... your competition ... and our Victory List proves it.

Winning a championship—whether it be a World Competition or your local fleet—is a combination of efforts ... a great crew, tactical expertise and Shore Sails.

Our Tuning and Trimming Guide, included with every Shore Sail gives you that competitive edge ... it's your assurance that SHORE PERFORMS ... AND WINS!



**SHORE SAILS**

7 Merton Road  
Newport, R.I. 02840  
(401) 849-7997

R. Benedito  
Brancode Abrev 222  
05541 Sao Paulo, Brazil

330 West Spring St.  
Columbus, Ohio 43215  
(614) 221-2410

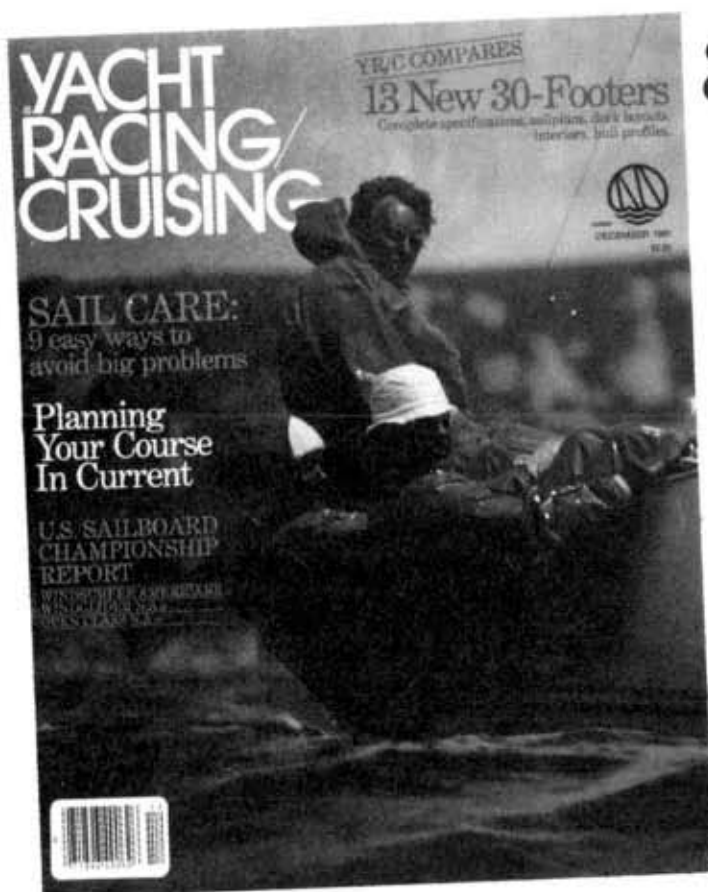
Coronel F. Uzal 3245  
1636 Olivos  
Buenos Aires, Argentina

645 New York Ave. Rt. 110  
Huntington, NY 11743  
(516) 673-5055

14 Contant Bldg. #4  
Charlotte, Amalie  
St. Thomas, VI 00801



# What all the best sailors are reading



Of all the sailing magazines, YACHT RACING/CRUISING best serves the sailors who are really involved with their sport. YR/C offers more of the clearest and most useful instructional material written by leading experts specifically to help active sailors sail *better*. In addition, each issue overflows with worldwide event coverage, tuning tips, tactics, gear ideas, exciting inserts and the best news section anywhere...a genuine Lightning sailor's feast, prepared by an accomplished staff that is as dedicated to sailing as you are.

Join the fast growing fleet of loyal subscribers who all know there's no better way to stay in touch with your sport...  
YACHT RACING/CRUISING

## Just a few of our recent features:

Championship Lightning Gear  
by Bill Shore  
On Being a Hiking Crew by Paul Murphy  
Understanding Current by Stuart Walker  
Comeback Strategies by Nat Philbrick  
Vang Mechanics by Dave Dellenbaugh  
State of the Art: Centerboards & Rudders  
by Mark Lindsay  
What You Should Know About Rule 42  
by Dave Ullman  
YR/C Forum: Sailcloth  
The New Rule 60 by Dave Dellenbaugh  
Keys to Winning on Inland Lakes  
by Gordy Bowers  
Performance Through Conditioning  
by Jane Kent  
Adjusting to Conditions by Jim Crane

Plus all the major Lightning regattas!

## SPECIAL BONUS OFFER



1982 is our 20th Anniversary year... guaranteed to be the most exciting in our history! To celebrate, we're offering YR/C's exclusive "Therm-a-Tote" insulated bag...free! This is an absolutely top quality product, attractively styled and highly useful...an unprecedented value.

Offer expires May 1, 1982.

☐ **YES** Please sign me on for a year (10 issues) of YACHT/RACING CRUISING at the rate of \$18.00 and send me my free gift. (\$34/2 yrs., \$49/3 yrs.) Outside the U.S. and Canada add \$10/yr. for postage.

☐ New subscription ☐ Renewal

Your Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

☐ Please send additional subscriptions to my crew (gift included!)

Crew's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Crew's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

☐ Send a gift card in my name to my crew listed above.

**Method of Payment** ☐ Payment enclosed ☐ Bill me later ☐ MasterCard  
☐ VISA ☐ Diners Card ☐ American Express

Acct # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

Send to: Yacht Racing/Cruising, North American Building, 401 North Broad St. (Dept. L), Philadelphia, PA 19108

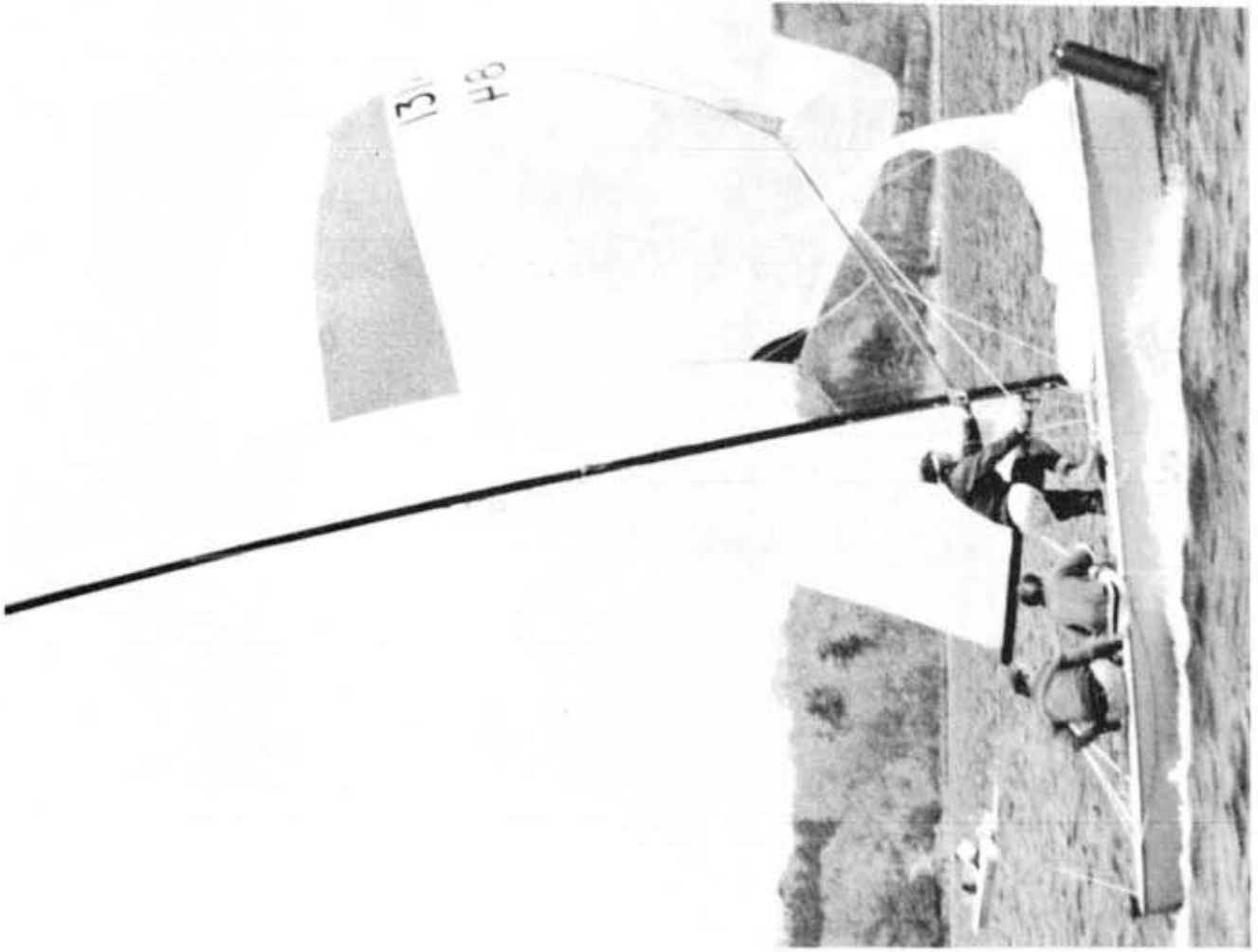
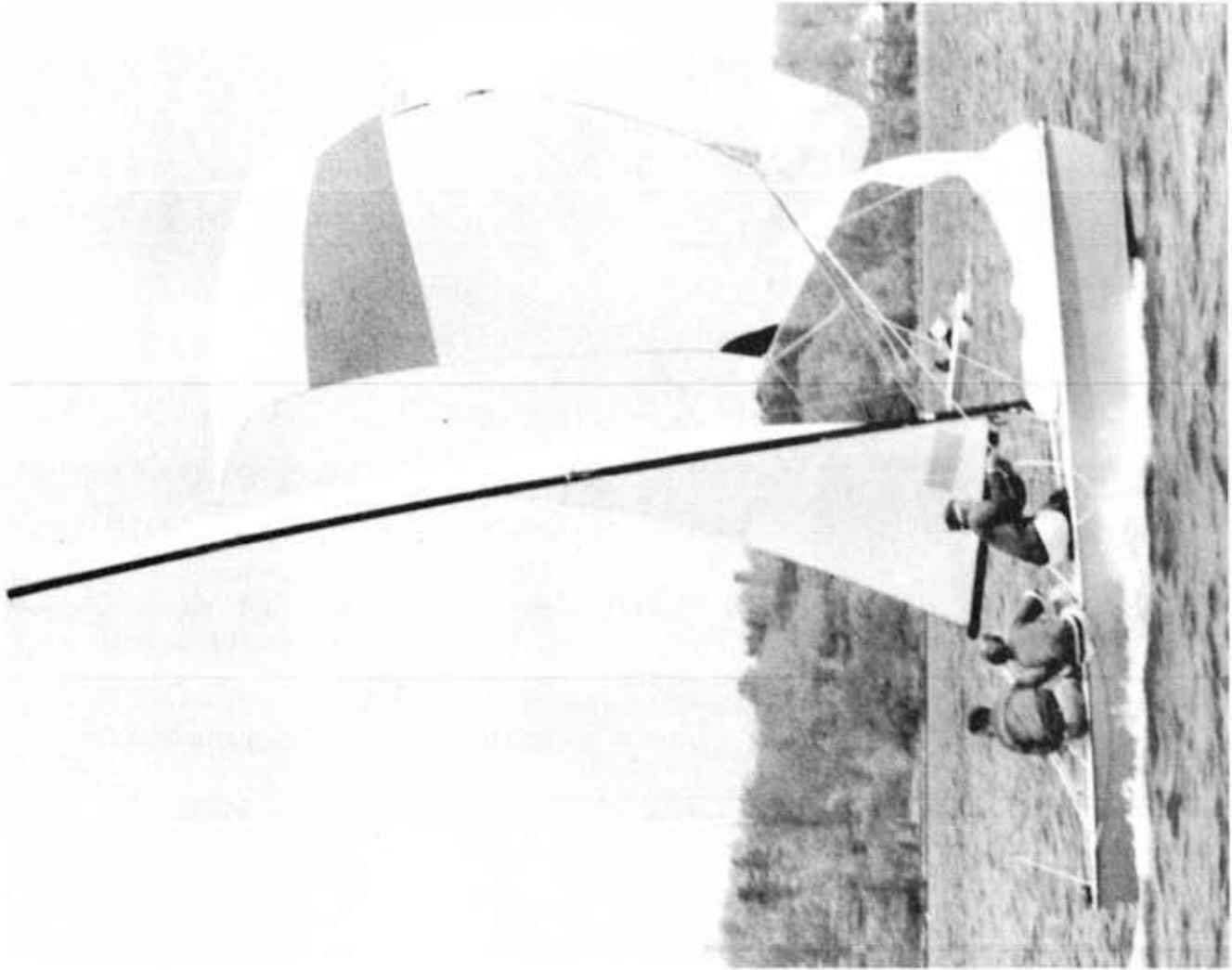


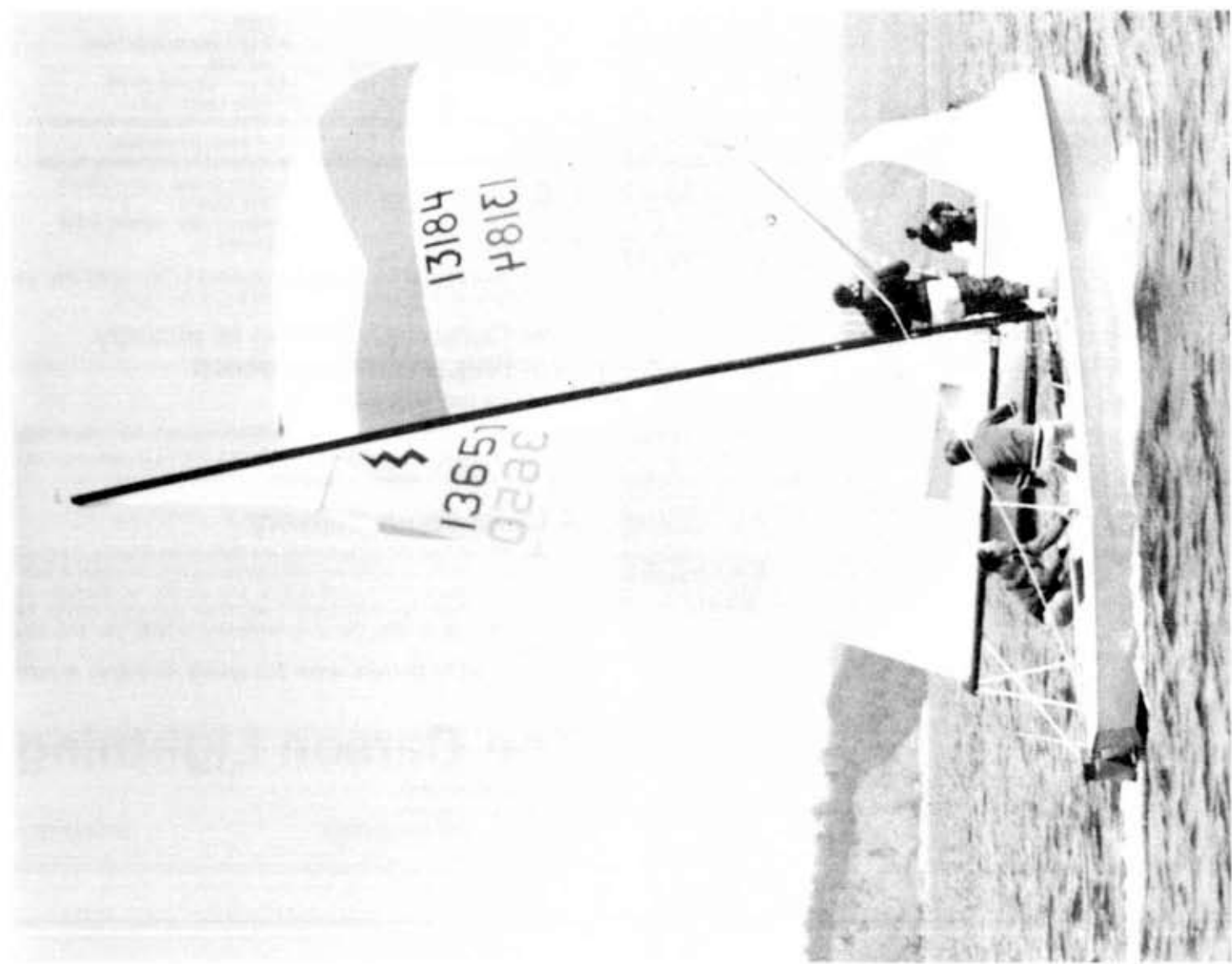
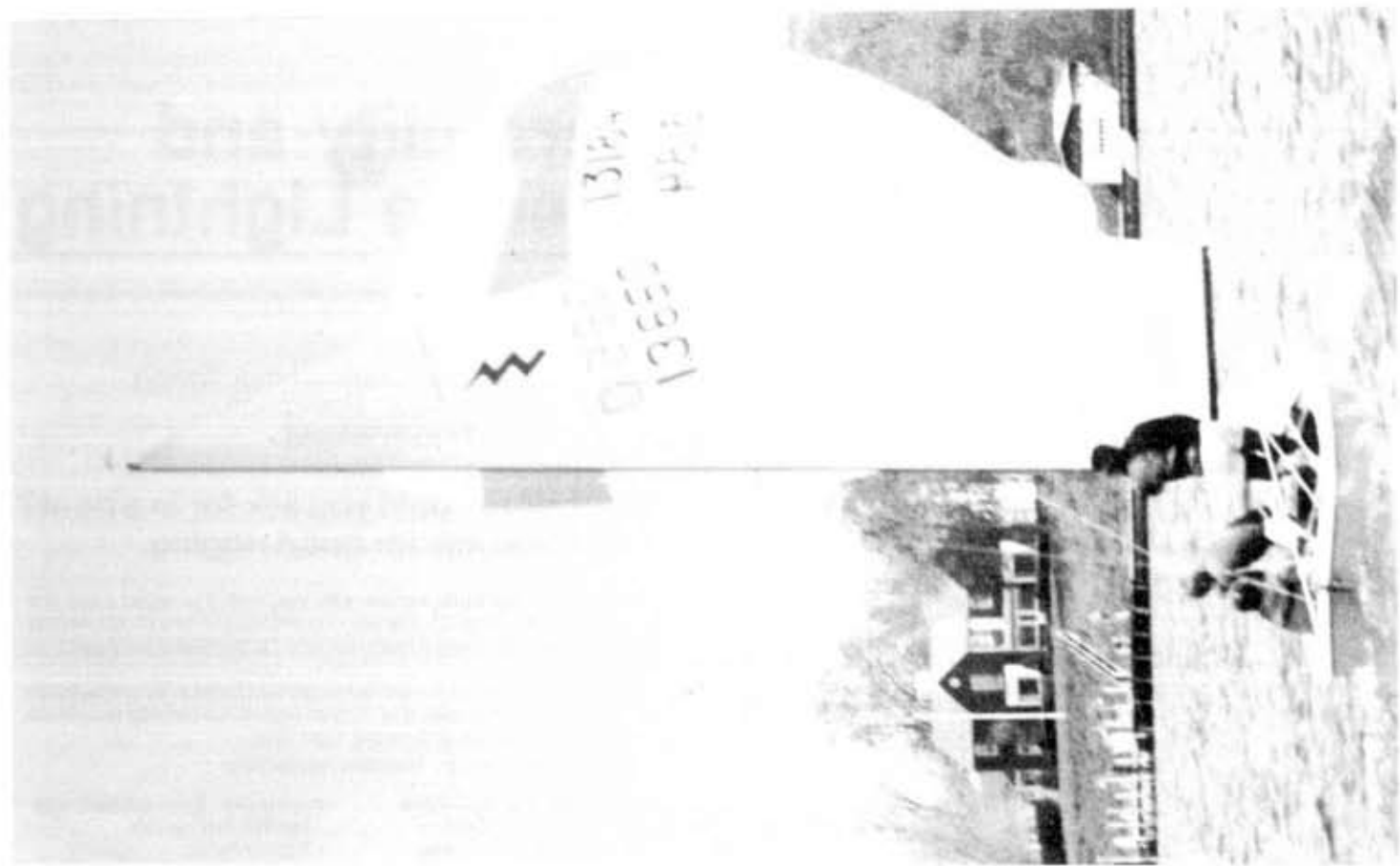
Mary's racing experience together with her talent (and that super equipment "Dad" paid for) results in many exciting action shots.

Evidence — this from the N.A.'s.



Evidence — this four part sequence of Carson and Crew, leading race in the Long John (Regatta, that is).





# How to get quality, durability and boat speed, all in the same Lightning ...buy a Carson!

*The Carson Lightning is competitive when delivered, and will remain so indefinitely. It comes with a guarantee that it will not gain weight due to water absorption for at least ten years. In fact, we don't expect that it will ever gain weight.*

## How do we do it?

The boat is inherently fast, because we build the hull with the former Lippincott mold. This is essentially the same mold as the one that built the greatest of the Lippincott Lightnings during the early '70s. (Look around and you will see that most of these boats are still winning races.) The only real difference is in the interior. We have redesigned the seat tanks, the forward bulkhead, and eliminated the teak floor boards. Gone also is the lip around the edge of the cockpit that has tortured the back of so many hiking thighs. The cockpit is roomy, comfortable and efficient.

The boat will last because of our quality molding techniques.



- All glass is hand laid-up cloth and roving. No chopper gun is ever used.
- All foam is high strength, high density polyurethane (6 lbs/cu ft). It is formed and cured in sheets before it is installed in the boat. No foam gun is ever used.
- The foam is evenly and surely bonded to the outer hull by vacuum bagging the entire mold as the bounding resin sets.

The result is the stiffest, hardest, most durable hull that can be built using fiberglass.

## What more could you ask for in a boat? You could ask for good rigging.

The Carson Lightning comes with the best. It is rigged under the personal supervision of Jim Carson who **knows** that you do not want to rebuild the boat after the first heavy-air race. So the boat is put together to stay together.

In addition, all controls are led to the optimum location for convenience and efficiency while racing. It is a clean layout that benefits from more than 30 years experience in racing Lightnings.

The following items are **standard equipment**:

- 100% ball bearing blocks
- two Elvstrom bailers
- polished stainless steel centerboard
- fiberglass rudder
- extra strong tiller w/extension
- four padded hiking straps
- Harken mainsheet swivel with hexiratchet block
- jib downhaul and variluff control
- boom w/mainsheet internally rigged
- adjustable topping lift
- compass
- lifting bridle
- spinnaker gear, pockets and hexiratchet blocks
- Barber hauls — opposite deck controlled
- 8 to 1 deck controlled boom vang
- 3 to 1 adjustable main outhaul
- 4 to 1 Cunningham — deck controlled
- 12 to 1 adjustable backstay — deck controlled
- adjustable mainsheet bridle
- color-coded control lines and sheets
- Astro (hard rubber) mast blocks

For those interested in a long lasting Lightning for day sailing only, we also offer the same, quality hull with less elaborate rigging.

## The Carson Lightning is already building a winning record.

Among the 1981 firsts were:

- California Circuit
- Dixie Districts
- Florida Districts
- Atlantic Coast Championship
- Pennsylvania Governors Cup

## A word about delivery

If you are thinking of buying a boat, we need to know early. We build each boat to order, and will not compromise quality to make a sale. Boats built in haste come apart rapidly, and we will not allow this to happen. So, there are limits beyond which our schedule cannot be pushed. Help us to take the time necessary to build you a quality Lightning.

Write or call for brochure, prices and delivery information as soon as possible.

## The Carson Lightning

c/o Fuzzy Specialties  
499 Princeton Avenue  
Brick Town, New Jersey 08723

201-892-1924