

First Families of the Lightning Class

As 1988 hallmarks the 50th Anniversary of the Lightning Class, we wish to recognize the first families of the Class, that is families in which members of at least three generations have regularly skippered or crewed a Lightning and who have worked to make the Lightning Class what it is today. Their contributions are many; their rewards come from the realization of the success of their efforts and from the many lasting and close friendships that have developed through Lightning sailing as individuals or as a family. It is appropriate that we have searched the World to identify and recognize these families; the "First Families" of the Lightning Class. To date, only one family has achieved the status of a four generation family — The Haydens — so we present them as the First.

HAYDEN LIGHTNING FAMILY FLORIDA DISTRICT

The Hayden Family started their Lightning saga in the Fall of 1947 when John Hayden purchased a single plank Morehouse built Lightning 1906 and became a Charter Member of Fleet 108 on Great Sodus Bay in the Central New York District. John was in his early sixties at the time and purchased the boat because it was the "in" thing to do. He had already served as a Race Committee Chairman for a number of years and greatly enjoyed watching the sailboats across the Bay from his front porch on Sodus Bay. Son Dick joined his father on the Lightning and together they sailed many regattas throughout the Central New York District. Dick became Fleet Secretary in 1950.

Grandson Fisk actually started sailing a Snipe in 1945 but took over the tiller of the Lightning in 1952. Fisk was never one for crewing and went directly from skipper of the Snipe to skipper of the Lightning at age 15. He was a natural at the helm and raced his first International Lightning regatta in 1955 at New Orleans. He especially remembers the occasion since his was the only Lightning with "cotton sails" but still finished 30th out of 32 in the Blue Fleet.

Fisk devoted much of his energy in helping to build the Central New York District. He left New York and moved to Florida in 1979 where he again worked to build the Florida District serving as Commodore in 1981 and 1982. He took over the Southern Circuit Chairmanship in 1982 and was



Fisk and son Steve.

voted a Vice President of the Class that same year. He still has the SC Chairmanship but last year was voted the new Class Secretary.

Wife Jean and daughter Susan both enjoy pleasure sailing on the Lightning but find the meeting of old friends and the making of new ones the most pleasurable experience at Lightning Championships. They are more than content cheering Fisk and son Steve on to their victories and helping them celebrate successful regattas.

Through the years, Fisk has sailed many Lightning regattas and has won District Championships in both the Central New York and Florida Districts. He has sailed in two World Championships, Switzerland and Little Egg Harbor and 15 N.A.'s with impressive finishes in many including a second in Sheboygan in 1976. Fisk especially remembers 1976 as that was when son Steve started crewing for him at eight years of age. Although Steve sat on the beach at Sheboygan, his heart was on the Lightning with his Father. Steve really proved his skill at the 1987 N.A.'s where he helped Fisk win the Presidents' Cup.

Fourth generation Steve will be just 21 in August 1988, and crewing for Fisk (finally) sailed his first N.A.'s at Cedar Point Yacht Club in 1981. He has already made his presence known in many Lightning Championships. He crewed for Peter Hallagan at the Junior Worlds in Italy where they finished fourth. Steve skippered at the Seattle Junior N.A.'s where he won a place in the Junior Worlds in Argentina sailed in 1986, finishing sixth. Captain of the Florida State University Sailing team, his enthusiasm for sailing inherited from his Great Grandfather has contributed to the advancement of the FSU Team to the nationals for the first time in their history. Steve continues to be an active Lightning sailor and there is every indication that the love of Lightning sailing will be passed on through more of the Haydens.



Fisk sails the 1979 Worlds in Switzerland.

ANDERSON LIGHTNING FAMILY

FLORIDA/LAKE ERIE DISTRICTS

Stu Anderson has always sailed or so it seems. Growing up on the Niagara River, he was only 12 years old when he built his first sailboat. It was a flat bottom ten foot dinghy and Stu made colorful sails for her out of sugarbags. Sailing on the Niagara River just below the International Peace Bridge where the current runs ten mph, Stu could only sail on those days when the wind was 25 mph out of the north. Many adventures were had on this dinghy; enough to make a true sailor of Stu and finally lead him to the Lightning Class where he has found a home for the past forty years.

He married wife Margie when they were just eighteen years old. Off for a hitch in the Navy but when he came home in 1945, he bought a Snipe and started sailing from the Buffalo Yacht Club. In 1949 Stu decided to move to the Lightning; it was the dominant boat on the Niagara Frontier: the only Class in town". The first of three Lightnings owned over the past thirty-nine years. He purchased number 1903 and named her *Glockenspiel*. Many people have questioned the name *Glockenspiel* and why he chose the name.



Stu and Marge Anderson

The *Glockenspiel* is a German musical instrument that always leads the parade. Stu wanted to be first in the Lightning thus the name *Glockenspiel* was chosen for the first and all the subsequent Lightnings he has owned.

In 1950, Stu, Marge and the kids moved to the Niagara Sailing Club where more Lightning competition could be found. They have four children: Florence, better known as Pinky; David, Mary, and Carol, and seven grandchildren. All the children have sailed in a *Glockenspiel* at some time or another. Stu's daughters especially have had a lot of influence on his sailing, Pinky started crewing when she was twelve and continued until the day she was married. Son David started crewing, along with Pinky, when he was just ten. Daughter Mary's main ambition, when she attended all the regattas with Dad, was to find him potential crew. She would date the young men and soon they became regular members of Dad's crew.

Stu sailed with Pinky age thirteen and David age eleven to a third place finish at the Canadian Exhibition Championship for Lightnings. This was even before the Canadian Open was started as the major Canadian Lightning Regatta to which the Americans were invited to participate.

Stu remembers well the first World Championship held in 1961 at Milford, CT where he finished fifth overall. Lightning 1903, the oldest boat there, had done extremely well in the first few races and that evening as he and crew Howard Boston walked out from dinner found a number of international sailors "admiring his boat" and really laughing as they held up various parts that had been taped or wired together. One of the South Americans said, "Mr. Anderson, if the termites stop holding hands, she will fall apart".

In the winter 1962-1963, Stu had the second *Glockenspiel* 8503 built at the Allen Boat Company. Although always in Tom's way, Stu preferred to supervise most of the building himself. Tom built the hull but it was Stu who did all the rigging and placing of the hardware in positions never imagined. This is the same Lightning that Stu sailed to many victories in Fleet, District and Continental Regattas. It was in this *Glockenspiel* that Stu won the Deep South Regatta in 1963 and finally the Southern Circuit in 1964 with crew Billy Neal (one of Mary's choices) and Tom Dallas.

Stu wrote an article for *Flashes* on the use of the compass to detect wind shifts. A young Dennis Conner, sailing for Carl Eichenlaub at the North Americans held at Tawas Bay, had studied that article and put it to great use. When Carl passed Stu on the last leg of the course to win the 1963 North Americans, Stu went over to Carl and crew to find their secret. Dennis explained very carefully how they had studied the article and nicknamed their compass. "Mr. Anderson". Instead of asking the compass reading on their boat, Carl and crew would always ask "What does Mr. Anderson say?" "Mr. Anderson says we are up 10 degrees" and so on. Stu recently checked with Dennis in Australia at the America's Cup Challenge to find out that Dennis no longer calls

his compass "Mr. Anderson".

One of the major contributions to the Lightning Class occurred in 1968-1969 when Stu was Chief Measurer and then ILCA President. This was the era of the introduction of new fiberglass hulls and the ILCA was fortunate to have Stu along with Jack Swanson, there to oversee the problems such a transition can cause. Jack still blames Stu for the slack in certain specifications that still remain today. Stu had a prototype tapered aluminum mast built for the Class by Procter of England. While sailing at NSC, the backstay let go causing the mast to break. Never wasteful, Stu still uses the tapered section of that mast as a whisker pole on his Sorovel 28 while cruising the Bahamas.

Stu has been responsible for starting many young sailors in the Lightning Class including notables such as Billy Neal, Peter Bone, Ian Jones, and the Starck boys. A little twelve year old Ian used to say that the only reason Stu allowed him on the boat was to "pick up his hat". Ian went on to place second in the Junior N.A.'s in 1979 and won the Junior Worlds in 1980. The Starck boys won the Junior N.A.'s in 1987 at the Buffalo Canoe Club.

Son-in-law, Paul Niederlander, has sailed with Stu for many years including many N.A.'s. In the usual progression, he became Mary's boyfriend and then husband before he ever crewed for Stu. Paul's daughter Laura is regular crew for Paul in his Lightning at the BCC. Laura skips herself in some BCC series and has sailed with Paul and Stu in a number of regattas making it a real three generation effort. Her very first regatta with Stu and Paul was at age ten at Silver Lake Yacht Club where they finished second overall. In one of the races, they were battling with another boat for first place with Stu and Paul working very hard. When Laura saw they were finally in first, she said "Daddy and Grandpa, we are in first place. Give me a kiss".

Paul can remember when he was sick in 1980 and was unable to sail with Stu on the first day of the Niagara River Championships and sent young Laura to take his place. Although Paul was recovered by Sunday, Laura refused to relinquish her position after the two firsts on Saturday and was able to help Stu to a first place win.

Wife Marge is the real co-pilot that made this lifetime of Lightning competition work. Leaving Stu to work until the last minute, it was Marge that trailered *Glockenspiel* to hundreds of regattas for the past thirty-nine years. We understand Marge got so good at this she started trailering new Lightning deliveries for the Allen Boat Company in her spare time.

Just before retiring in 1980, Stu purchased his third Lightning 11702. In nearly forty years of Lightning competition, Stu has owned only three Lightnings; 1903, 8503 and 11702 all three being held together with tape and bailing wire. His accomplishments include most notably finishing three times in the top five at Lightning World Championships.

Now retired for the past seven years, Stu and Marge live in Stuart, FL where he competitively sails *Glockenspiel* with



Paul, Laura and Stu after placing 2nd at Laura's First Regatta.

Fleet 226 located on Biscayne Bay; his Laser, and his Sorovel 28 also named *Glockenspiel*. He recently sailed the Senior Laser Championships in Melbourne, Australia where he won a trophy for being the oldest competitor in a fleet of 106 Lasers (all on the same starting line) from all over the World.

With all his commitments, Stu was seen at the North Americans at the Buffalo Canoe Club where he and Paul Neiderlander did most of the measuring. Stu also sailed in the Masters finishing fourth and qualified for the Blue Fleet in the Seniors.

Sailing Lightnings has been a real factor in making the Anderson's life a very exciting adventure. It became a way of life scanning all three generations.

FOSTER LIGHTNING FAMILY NEW ENGLAND DISTRICT

Everybody was calling me a S.O.B. so naturally I thought they meant Sweet Ol' Bob. Now I find out that it means something else.

I have to be one of the most fortunate Lightning owner/sailors anywhere. We live on a dead-end street, in a nice home, bounded by the inlet cove of Androscoggin Lake and the Yacht Club. Since I began sailing competitively, my crew has been composed of my wife of 37 years, Lynn; my daughter Mary; Chip, our six foot seven inch baby; and Sarah our Granddaughter. Our oldest daughter Sharon was never a sailor; she gets seasick taking a shower.

Sarah Bonney started sailing with me as crew when she was ten. She is presently a freshman honor student at Maranacook Community School. Sarah plays soccer and skis for the team. She is a fine competitor with good knowledge of the operation of a sailboat. She only has problems when Gramps calls out "Haul in on that rope", (which rope?). Sarah is the daughter of Sharon and Charlie Bonney, who also have our only grandson, Chad. They all live in a small town, Readfield, Maine, about eight hours from Androscoggin Lake here in Wayne, Maine. Sarah would make any Grandparent or Skipper proud. Watch out Juniors!

I have been accused of having a ketch rig anytime six foot seven Chip Foster stands up in the boat. Chip started sailing with us when we first chartered Fleet 450 in 1973. Possessed with awesome strength, he assists the skipper constantly in keeping the boat in tune. Never married, he works on premium home construction in Massachusetts. His hobbies, other than sailing, including flying, building model aircraft and hunting. He also is very clever at fine woodworking.

Mary was born at home in Fort Kent, Maine. Why you ask? Basically it was to be near her mother. Secondly, it was forty degrees below zero and the road to the hospital was blocked with snow in February. A graduate veterinary tech-



Bob and Sarah a few years ago in front of Androscoggin Yacht Club during the winter.

nician, she worked in Waterville, Maine, spent two years in the Peace Corps in Maylasia and seven years in Miami, Florida where she met and married Ted Becker. They recently moved to Illinois and are refurbishing their first home, an 1830 classic.

Lynn has put up with me and my hobbies for years. She has held up remarkably well considering she worked for fifteen years as the Assistant Treasurer in a local credit union, and raised our three children. Sailing has not been her most favorite thing, but she is a great competitor and she works hard to be first across the finish line. Lynn, like the other crew members, are all native Maineciacs. Our home is her pride and joy which she works to keep in top shape, from working in the flowers, to doing wheelies on the lawn mower. She may be the one that originated the name S.O.B. for me.

A graduate forester and registered land surveyor, I retired a few years ago after working thirty years for the State Highway Department. Now I can spend more time on the more important items, i.e. flying, sailing, and rebuilding aircraft. We have owned two Lightnings, 7896 and presently 10613. Both boats required considerable TLC when we acquired them and now 10613 is quite competitive in our Fleet.

I have always loved boats, and have six or seven in various stages of repair including a 1936 Chris-Craft. I also love flying and have rebuilt two small planes one of which we still own, i.e. the Piper PA-12 Super Cruiser. Maybe next summer we could fly to the 50th Anniversary Regatta in our forty-one year old flivver plane. I am going to quit before S.O.B. becomes the Senile Ol' Braggart.

Best wishes ILCA, S.O.B.



Bob as figurehead and son Chip checking the jib set. (Note the location of the finish line.)

GRIFFITH—MEANS LIGHTNING FAMILY TEXAS DISTRICT



Gay Means and Son Nathaniel.

Richard, Gay, and Nathaniel Means sail Lightning 10987 on White Rock Lake, Dallas, TX, and are members of Fleet 35. Nathaniel, age 14, enjoys single-handling the Lightning on occasion or taking friends for a pleasure sail. He also crews and sometimes skippers in races. Nathaniel's mother, Gay Means, began crewing and racing on a Lightning at a very early age at Shreveport Yacht Club when the clubhouse was located in a pocket of Cross Lake on Dilg League Drive. She remembers winning her first trophy as a skipper at age ten when her father insisted that she sail and she really did not want to skipper. From then on she loved sailing.

Gay's parents, Luther and Louise Griffith, became interested in sailing when they would vacation at Pass Christian, MS during the late 1940's. (Louie's ancestors, the Chotards had sailed here and she had heard much about the sport from them). It was in August 1950 that the Griffiths had acquired their first Lightning, Skaneateles built 3477. A year and a half later, they purchased 4747.

In 1955 when the N.A.'s were held at Southern Yacht Club, Gay, as a young girl, crewed with her parents on 4747 but this Lightning took on so much water that it was here that the Griffiths purchased 6116 *Boom-Boom* which is still in the possession of the Means Family. Gay was fortunate when her parents restored 4747 for her to race at Shreveport Yacht Club with her sister Louie and Rutledge Delgado as

crew. Louie and Luther Griffith raced 6116. The Griffiths later purchased 9443 — a new fiberglass Lightning-in the 1960's.

Both the Means and Griffith families have sailed other boats — Jet 14, Ensign, Lido 14, J-24, but the Lightning has a special charm. Richard Means serves Corinthian Sailing Club as Davit Registrar and in the past has conducted the Junior Sailing Program. Louie Griffith (deceased October 1987) was an honorary member at Shreveport Yacht Club. Luther Griffith, deceased in March 1982, considered among his proudest honors the opportunities to be of service as a Vice President of the Lightning Class, Commodore of the Southern District, and his many other contributions to the growth and development of the Lightning Class Association.



Gay, Husband Richard and Nathaniel sail 10987 as a Family.

HUMPHREY LIGHTNING FAMILY

LAKE ERIE DISTRICT

By Peter Humphrey

Dr. Willard M. Humphrey, better known to his friends and family as "Humpy" began his sailing association with his father Bill who was a founding member of the Silver Lake Yacht Club in the early '30s. Together they sailed various boats until 1940 when Hump purchased Lightning 410 together with friends Howard Benedict and Ladd Peters. Thus began Hump's long association with the Lightning Class. This was actually the first Lightning on Silver Lake but soon she attracted even more Lightnings and Fleet 47 was chartered.

As competitive Class racing started each weekend, eventually Humpy became the sole owner of 420 and family weekends centered around the boat with racing and leisure family activities or all day picnics on the Lightning. Sons Hank and Peter and daughter Susan learned the rudiments of sailing aboard this boat. Wife Helen wasn't much for sailing herself but was always there with a cold beer or "hot toddies" as the weather dictated to welcome the family or guests back to the cottage.

In 1964, Doc purchased 9140 from the Allen Boat Company and named her *Budget Buster II* as a reminder that a few family sacrifices went into her purchase. Crew members, son Peter and Hoss Bone raced with Humpy on Silver Lake and at races throughout the Lake Erie District. Humpy won the Silver Lake Club Championship on numerous occasions and consecutively from '66 through '69. The S.L.Y.C. finally retired the trophy and awarded it to him.

In 1979, Humpy retired from competitive racing throughout the District and various North American Champion-

ships but only to confine his sailing activities to his home club at Silver Lake. His love of Lightning sailing turned him to the Race Committee where he chaired the Harvest Regatta until illness forced him to retire completely. His final Lightning race was the Silver Lake Old Salts in 1985 which he won.

Doc turned over 9140 to sons Peter, Willard and Mike who alternated skippering duties throughout the next six years. Peter Jr. began crewing in 1981 and crewed with both his Grandfather and Father thus becoming a fourth generation Silver Laker and a third generation Lightning sailor.

The Humphrey Family is grateful to the Lightning Class for the years of organized sailing which in many ways represents a family history as well as a sailing history of the Class.

Editor's note:

At the 1987 Harvest Regatta, September 12-13, Tom Allen and Calvin Schmiede went over to see Humpy. Tom told Humpy that he should get dressed and come crew with him. A cheerful smiling Humpy replied that he was sorry but was waiting for Cal to ask him to crew. This was the first year in many that Humpy was not on the Race Committee Houseboat telling the sailors to stay off the line.

Humpy died September 18th, one week after the annual Harvest Regatta. He will be missed at Silver Lake Yacht Club by all and by the sailors of the Lake Erie District who looked forward to their annual warm greeting from this well known and loved SilverLaker.



Silver Lake Y.C. Fleet 47.