

JANUARY, 1944



# LIGHTNING *FLASHES*

*From* THE LIGHTNING CLASS ASSOCIATION  
Office of the Secretary 45 Wall Street, New York 5, N. Y.

## LIGHTNING VOLTAGE

A recent meeting of the Spinnaker Committee was attended by a world famous designer and an internationally known sailmaker, one of whom stated that no matter how good a boat was designed and built, it was the strength of the class organization which made it live, citing the International Class and Coastwise Cruisers as two good examples.

We have been fortunate in having had Honorary Commodore "Nick" Nicholson and Honorary Vice Commodores E. Gordon Cronk and Judge L. Stauffer Oliver work years for us. They have accomplished a great deal and deserve a rest. Now it's up to us to continue where they left off. If we all look at our class as a mutual privilege and obligation then we can make it one of the most famous yachting organizations in history—and we are not day dreaming!

What can *you* do? Well—here are a few suggestions (These ideas go for everyone, fleet member or not):

1. Send in to headquarters every scrap of information you can about Lightnings and their owners.

2. Talk up the fun and enjoyment you, your family and friends get out of your boat.

3. Send in promptly all fleet news, racing results, details of overnight cruises, moonlight races or cruises, etc.

4. Become a part of the organization by participating in Fleet, District and National events. For example, there were a number of Lightning owners who attended the 1943 Nationals even though they did not race. We'll bet they all enjoyed the week-end tremendously.

5. Send in your ideas for betterment of the Association.

6. Take all the photographs you can and send in prints of your prize shots for use in publicity. Describe in detail each shot, particularly identifying each person appearing in each picture.

7. Pay your dues.

8. If you think your money is being spent unwisely, SAY SO!

### That's Where My Money Goes!

If we were you we would want to know how our dues are spent. Here is a rough idea. Primarily funds go for printing, engraving and blue printing, varying of course on the activities of the Association. In addition to the material you receive there are between 1,200 and 1,500 individual letters written in a year and many sets of the blue prints mailed out. Postage, of course, is a substantial item.

The small fee formerly paid to the Executive Secretary is now used to cover clerical and stenographic help and is divided among several individuals in the Secretary-Treasurer's organization, who, after hours, keep the mailing list stencils up to date; address, enclose and mail all material (such as letters, blue prints, specifications, Flashes, Year Books, membership cards, movie films, etc.); transcribe the Secretary's letters; obtain bids on all purchases and buy materials under Treasurer's directions; keep Association books, pay bills, etc., etc. The total fees paid for these services average about \$10.00 a week.

Perhaps an example would do more than anything else to show you how your Association works. Let's take this issue of FLASHES.

As most of the information came into the Secretary's office, he made notes of anything he felt might be of interest to the membership. About the middle of November the assembled material was put together and sent to all officers of the Association, who revised, added, edited, eliminated, and generally rewrote everything. The revised copies landed back at the Association office around December 1st. A final draft was written on the basis of a con-



This photograph was taken from a very original Christmas Card sent out by the R. O. Luchtenbergs, owners of Zig Zag, No. 953. Seasons greetings were printed in the upper left hand corner. Zig Zag is home built; the winner of 14 out of 15 races and the undisputed champion of Buckeye Lake, Ohio for 1943.



census of the various copies. Up until this point no money was spent except for typing the original draft and postage.

The final draft was handed to a printer, after obtaining bids, and the finished product, 1,800 copies of FLASHES was received. These were then addressed, sorted by geographical areas and mailed, postage prepaid by check. Copies go to advertisers, magazines and newspapers all over the country, as well as to members. The monetary cost? Well, roughly—\$150 for one issue of FLASHES.

### New Lake Fenton Fleet

We announce with pleasure that a charter—No. 53—has been granted to the Lake Fenton Yacht Club Fleet, which will be affiliated with the Lake Fenton Yacht Club at Lake Fenton, Michigan. There are six charter members. Dr. Gerald J. Murphy, No. 240; C. J. Lauer, No. 367; Dr. W. H. Winchester, No. 387; Stuart Greenley, No. 597; Edward F. Adams, No. 804; and Stanley M. Shaw, No. 965. Fleet officers have not yet been elected. Congratulations and best wishes for happy sailing.

### Larchmont

Larchmont Yacht Club with its annual Race Week, is probably the most famous yachting center in this country. We have always felt it most desirable to have an active fleet located at this famous racing center. A tentative fleet was organized in 1941 but remained inactive.

Now we happily announce that this fleet has been reorganized by an enthusiastic group of Lightning sailors and you will be hearing from them in the future. The Fleet name is Western Long Island Sound Fleet No. 32. Richard Carr is Fleet Captain, Arthur Coombs, Fleet Secretary, and A. R. O'Neal, Fleet Treasurer. Good luck to you. We will be watching for your showing at Larchmont Race Week this summer.

### Appeal Granted

The Governing Board of the Lightning Class Association has unanimously granted leave to Wm. E. Seaman, Jr., boat No. 786, to appeal the decision of the National Race Committee to the Appeals Committee of the North American Yacht Racing Union. Appeal papers have been filed and a decision is expected momentarily.

The question involved is that of an alleged line barge just before the start of the third and final race at the 1943 Nationals. The N.A.Y.R.U. decision will be published as promptly as possible.

### What the Navy Thinks

Captain Edmund F. Jewell, U.S.N.R. writes, "No inten-

tion of selling my Lightning 'Firefly.' After three years in the Navy, I look forward to MY little sloop after this is over." We have received several similar comments from other Navy and Army men.

### Publicity

Your hard working Vice President Jack Orelup, has been designated by President Siferd to handle publicity. If you have been reading the yachting magazines you know what a swell job he is doing. Send in all the material you can to the Secretary, who will pass it along to Jack. Incidentally, because of paper shortage, it is not possible for magazines to publish everything that is sent in. They are, however, being as generous as they can be.

### New Fleets

Now is the time to organize new fleets in locations where there are three or more Lightnings and where there are no chartered fleets in existence. The Association will do everything it can to assist in organization work. Write at once to the Secretary for full information.

### Popularity of Lightnings

A mailing to the membership, including builders and dealers, disclosed only eleven Lightnings out of 1,028 for sale. One dealer wrote that he had never seen such a popular boat; that since 1939 he had only seen three used Lightnings for sale. Two of these were sold before he could include them in his "For Sale List." Needless to say the third is no longer on hand. Present records indicate there are two used boats for sale in Ohio, one in the Metropolitan district

of New York, one in Oklahoma, and one in Pennsylvania.

In the space on the reverse side of the 1943 dues notice there was a space for details to be filled in, in the event any owner wanted to sell, including a space for the price asked. One owner filled this space in alright—he wrote he would not sell at ANY price.

### No. 1028

In spite of the scarcity of materials, Lightnings are still being built. During the past three months 20 boats have been registered, and the high number is now No. 1028, issued to Mr. Loyd C. Johnson, 6349 North Clark Street, Chicago, Illinois.

Many professional builders state they have ceased building new boats beyond present commitments, but expect to go into production promptly and actively after the war. However, a few builders are still taking orders.

## Greetings from Our President

Greetings of the season to all of you, and as we start this NEW YEAR, I would like to furnish you a picture of the year ahead, concerning our association.

In my few short months as president I have been amazed continuously, at the amount of effort and activity and interest, shown by the present officers, preceding officers and just plain members, in the welfare and promotion of the affairs of our association.

I have also learned there is a deep affection in the heart of almost all Lightning owners, for their boat. Letters come to us from owners in the service expressing their feelings and their longing to get back to their boat again. Others who are engaged in industry or other business affairs that restrict the use of their boats, all look eagerly forward to the day of victory when they can sail their Lightnings.

The helpful response our tireless secretary, Jim Trenary, has received in his many requests for assistance and information from various sources, the loyalty and affection shown by the average Lightning owner, and the diligent efforts of your past and present officers lead me to predict that our Lightning Class association will be one of the strongest class associations in existence, that it will continue to grow and prosper, and that it will continuously be better able to serve the interests of you, the Lightning owner.

Good Luck and Good Sailing.

*Ted Siferd*



## Flashes from Chief Measurer Webb

Any Lightning owner who sells his boat should give the purchaser the original measurement certificate signed on the face thereof under "Renewal Affidavit of No Alterations." The purchaser should then send this original certificate signed by the former owner to the Chief Measurer for registration of the change in title and official continuation of the measurement certificate. If the original measurement certificate has been lost, the seller should execute an affidavit to the effect that his measurement certificate was issued, has been lost, and that while owned by him no alterations were made in the boat.

## Hooking the Mast

Many of us have experimented with our masts and have raced with decided hooks in them. This was very apparent at the Nationals this year. No one has questioned the practice—not even officials of the Association—probably because no one realized that Association rules were being violated. Dave Cluett's very interesting article in the Year Book directed attention to this question and as a result Chief Measurer Webb has issued this statement, after consulting with Dave and Association Officers.

"Article XIII, Section I of the Lightning Class specifications (1941 Year Book, page 90) provides that 'No change in position of mast at any point will be allowed during any race. With boat in sailing trim, aft side of mast must be a straight line.'"

"Two points are involved. The first is that the position of the mast at any point may not be changed by the skipper or his crew members at any time during a race. Turnbuckles may not be adjusted, nor may the position of the mast at the deck or partners be changed. The second point is that at *all* times, the aft side of the mast must be a straight line. Clearly, hooking the mast violates the second rule and adjusting the shrouds while underway violates the first.

"These rules must be strictly enforced by all members and officials."

Dave Cluett writes that he was as surprised as everyone else about these questions and that he is in entire accord with Chief Measurer Webb's statement. Dave is revising his article for republication in our new booklet "Lightning Thoughts by Lightning Skippers."

## New Auxiliary Cruiser Discovered

The Rudder, well known monthly magazine for yachtsmen, will publish in its February issue an illustrated article entitled "Cruising for Two in a Day Sailer." Needless to say the "Day Sailer" is a Lightning.

We have praised the Lightning time and again as a racer and comfortable roomy family day sailer, but did you know you owned a cruising boat also? You may get some ideas from this article that will keep you busy these winter evenings. In case you notice the name of the author—yes—she is the wife of our Secretary-Treasurer.

## Lost — Please Find!

Boat 477 is owned by "John Doe" of Philadelphia in the winter and Beachhaven, N. J., in the summer. Will John Doe please identify himself—or will some of his friends or neighbors help?

Of the ten boats mentioned as "lost" in October FLASHES, two owners have been located thanks to Walter Henderson of Stratford, Conn. We also located a third boat through

Lou Beck of Douglaston, L. I. There still remains seven missing of the lost sheep. We need help in finding them. An effort to make our registration list 100% accurate has disclosed even more lost sheep. We now give you ALL the information we have on missing owners and ask that you please send in any additional information about them you can give.

## Mail Returned

- 23—John H. King, 425 West 25th Street, New York, N. Y.
- 68—E. W. Stetson, Jr., Greens Farms, Conn.
- 85—W. S. Greenfield, 310 Pine Street, Lockport, N. Y.
- 110—Harle B. Long, Kirkland Lake, Canada.
- 371—Francis H. Brennan, 232 Golden Hill Street, Bridgeport, Conn.
- 482—Emil O. Lindner, 19 Lincoln Street, Baldwin, L. I., N. Y.
- 490—C. A. Butler, Jr., Davenport, Iowa.
- 563—Ann Burgi, Portland Yacht Club, Portland, Maine.
- 648—S. A. Wattson, 2320 Grand Ave., Phoenix, Arizona.
- 899—W. E. George, Jr., Room 323A, Brackenridge Hall, Austin, Texas.

## Names or Addresses Unknown

- 155—Kretzer Boat Yard, City Island, N. Y., says it has no record of this boat.
  - 242—Owned by Wellington Kennedy of Greenwich, Conn., and sold to an unknown owner in 1942.
  - 263—Owned by H. P. Buck of Riverside, Conn., and sold to an unknown owner in 1941.
  - 304—Inland Lakes Boat Corp., address unknown.
  - 407—George Roper, address unknown.
  - 477—See above.
  - 649—James J. Howe, address unknown.
  - 849—Dr. Watkins, Cleveland, Ohio.
- Won't you please help if you can.

## Our Apologies

Through circumstances much beyond our control, the 1943 Year Book, prepared and ready for the printer in May, did not come off the press until November. To avoid being late at the line this time, we have already started the 1944 Year Book, and fully expect to hear the crack of the gun announcing completion by May 1st. Fleet officers can help greatly by having all information in by January 15th. It will be bigger and better than ever. Among other things it will include a full registration and boat names.

## Barnegat Fleet

The Barnegat Fleet No. 3 completed their seasons inter-club series of seven races. A. A. LaFountain, Jr., in "Windward" winner, Wm. Sproul in "Sally" runner up. Entries in the series this season were 21 boats, five more than last year. The Lightnings series of five summer races at the Bay Head Yacht Club, Bay Head, New Jersey, was won by Wm. Spofford, Jr., in "My Gal." Twelve boats sailed. The California Cup was won by J. W. Orelup's "Javelin" of Bay Head and the Jack Wright Cup by Alan Stephens' "Beth" of Island Heights. You may recall that the "Beth" was Siddons boat which finished first in all three races of the 1941 Nationals.

## Toledo-Bay View Fleet

Walt Swindeman, Jr., Lake Michigan District champion



and Fleet Secretary, writes that three new boats have been added to their fleet and with further prospects. At the annual election meeting in November the Lightning movies were shown and the following fleet officers were elected:

Fleet Captain—ART BURTSCHER

Fleet Secretary—AL BURNS

Walt Swindeman, in "Yankee Doodle," turned out to be Fleet Champion, with Walt Vogel in "Rambler Too," runner-up.

Plans are being made for the Lake Michigan District Regatta at Toledo this summer.

### Pontiac Yacht Club

Fourteen Lightnings sailed on Cass Lake this summer. The season was highly successful and resulted in a knock-down drag-out fight throughout. Only four points separated the first three boats at the end of the season. H. A. Cousins writes that it would be difficult to find a more enthusiastic group of Lightning boosters and plans are already being formulated for the coming season. An application for a fleet charter from this highly active group is expected daily.

### Cedarhurst

With so many skippers in service regular races were not held last summer. On occasion, when skippers were home, informal races were run. Two very successful cruises were also held. In four Lightnings, skippered by junior members of Cedarhurst Yacht Club, a group of sailors cruised for four days on Great South Bay, sleeping aboard. Over 200 miles were covered on each cruise. Dave Cluett represented the fleet very ably at the Nationals.

### Daddy of Them All

"Blitzen," Lightning No. 1, was built as an experimental model in October 1938 by Skaneateles Boats. She was tested on Skaneateles Lake by several experts, including Rod Stephens of Sparkman & Stephens, the Lightning designers. A photograph in the Sparkman & Stephens office shows that Rod Stephens carried a spinnaker during these trials when the wind was so strong the mainsail was reefed.

"Blitzen" was purchased, in November of the same year, by Honorary Vice Commodore E. Gordon Cronk, who still

owns her. Gordon writes that she is in perfect condition and has a great many years of service left. Her racing record is excellent, having been up front in Club races at Skaneateles for several years.

### Spinnaker Committee Preliminary Report

While a meeting has been held with Messrs. Ratsey & Stephens and general principals established, still the final committee report is far from completion. However, the committee authorizes this statement.

"Lightning owners may order new spinnakers under present specifications with complete assurance that such sails will officially qualify under Lightning rules. The committee believes that a spinnaker such as the one pictured on page one of the 1943 Year Book will, when properly handled, establish very satisfactory results. In this photograph note the fullness at the top. It is a desirable feature."

### Baseball and Yachting

Dr. Harrison J. Weaver, Doctor and Trainer for the St. Louis Cardinals, is owner with Mrs. Weaver of Lightning No. 594. Dr. Weaver writes that he had "Whisper" built several years ago in Bradenton, Florida, for use while the Cards were South training. The Cards inability to go South since Pearl Harbor has robbed the Weavers of much of their pleasure because, as Dr. Weaver writes, the baseball and sailing seasons up North conflict. "Whisper" has not been idle, however, being raced by young Jim Alderman of Bradenton, who has established a record of 100% wins.

### Belated Applause

With all due respect to the 1943 Champion—Karl Smither—and runner-up—Jack Orelup—we do feel the main sheet and spinnaker men deserve full recognition. Karl was assisted by Robert L. Crain, well known Secretary of the Buffalo Canoe Club Fleet, and Reginald H. Pegrim. Jack's mainsheet man was Ensign John Pflug, and his jib sheet and spinnaker handler was his son, Richard Orelup, for the first two races, with William Spofford, Jr., filling in for the third race, Dick having had to return to camp. The Year Book will contain the names of the crews of all other contestants.

## 1944 Calendar

**January**—FLASHES.

**February**—1944 Dues Notices to entire membership and important announcement about a new Lightning publication—"Lightning Thoughts by Lightning Skippers."

**March** — New publication — "Lightning Thoughts by Lightning Skippers."

**April**—1944 Year Book.

**May**—FLASHES.

**June**—Announcement of 1944 National Championship Regatta.

**June, July, August**—FLASHES and entry blanks for National Regatta.

**September**—National Regatta and Annual Meeting.

FROM  
THE LIGHTNING CLASS ASSOCIATION  
Secretary's Office  
45 WALL STREET  
NEW YORK 5, N. Y.

Sec. 562 P. L. & R.  
U. S. POSTAGE  
PAID  
New York, N. Y.  
Permit No. 1748

Mrs. Ida Smithers  
170 Greenaway Rd.  
Eggertsville, N. Y.