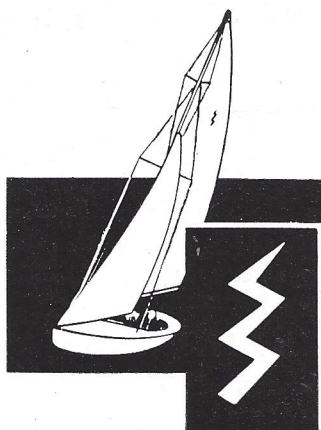


MAY, 1944



LIGHTNING *Flashes*

From THE LIGHTNING CLASS ASSOCIATION

Office of the Secretary 45 Wall Street, New York 5, N. Y.

WINNERS

The response of members to "Lightning Thoughts by Lightning Skippers" has been truly remarkable. The ideas on rigging, tuning and sailing a Lightning contained therein must have hit the spot because members are writing in for additional copies.

The reprint of the Constitution, By-Laws, Rules and Specifications, with all amendments, in a convenient booklet size, has also proven popular and favorable comments are being received regularly.

The 164 page 1944 Year Book containing many new features is now in the mail, and we feel sure will also meet enthusiastic approval. This is by far the largest publication ever put out by the Association and contains plenty of meat.

HOW TO OBTAIN YOUR COPIES

The three books above mentioned, totaling 284 pages of up to the minute sailing news, much of which you cannot find in any other yachting publication, have already been mailed to members of the Lightning Class Association who have paid their 1944 dues. These three books will be placed in the mail immediately upon the receipt of 1944 dues payments. Paid members who wish to obtain extra copies may purchase them for \$1.00 each.

FITTING OUT

We have already noticed the effect of ideas put out by the authors of "Lightning Thoughts". There is quite a demand for scraps of halliard wire around these parts to be used, no doubt, for making bridles for the main sheet and rigging jib down hauls. We have also noticed some streamlining of rudders this past month, and other more mysterious goings on. All of this adds up to the fact that new and lively interests has been created. Does your boat sail better on one tack than the other? See "Lightning Thoughts" for the probable answer.

MEASUREMENT CERTIFICATES

Several new official measurers have been appointed. Names and addresses appear in the 1944 Year Book which also contains information about plans for simplifying the problem of measuring Lightnings.

WOMEN MARINES

Skaneateles Boats, Inc., is building eight Lightnings (1088-1095) for the use of Women Marines at Camp Lejeune, New River, North Carolina. This should be a good start in building up Lightning enthusiasm among the ladies after the war.

SOUTH AMERICA

José and Jorge Carulla, owners of Lightning 900, write that their "Tramuntana" is sailed on an artificial lake called Muña, which supplies water for the electric power

plant for Bogotá, Colombia. The lake is five miles long and one to one and a half miles wide. Winds have been consistently good.

Lake Muña is 8,800 feet above sea level which probably makes "Tramuntana" the Lightning sailing at the highest altitude in the world.

The Messrs. Carulla are endeavoring to build up a fleet in Bogotá. Sailing fans are few as yet, there being only two sail boats in the two large Provinces of Boyacá and Cundinamarca, but there are several people interested in Lightnings through the efforts of José and Jorge.

PULLING THE SECRETARY'S LEG

Some of the boys have gone to work on the Secretary by filling in the space on the dues notice to be used only if a Lightning is for sale. Prices run all the way up to \$1,000,000. As *John H. Elfman* (787) says "you can see by the price I don't want to sell but if someone likes a Lightning like I do and wishes one at the price indicated, I can always build another."

BOAT NAMES

We have been fascinated by the boat names coming in for the registry, a little disappointed that some owners do not seem to have named their boat (boat names are a real part of yachting) and a bit embarrassed that there should be so many duplications. According to our Association rules boat names must be registered, thus preventing duplications. However, this is the first time, so far as we can discover, a record of names has been set up, with the result that we have many duplications. What, if anything, can we do about it? *Charles W. Valencourt*, (No. 63) has already raised this question and while we sympathize with him we don't know the answer. Any ideas? The 1944 Year Book contains all boat names sent in up to April 1st.

ACORNS TO LIGHTNINGS

On August 9, 1943 *Frederic J. Gottwald* and *William S. Owen* cut the stem of their Lightning from a huge hurricane fallen white oak. From another such tree they cut all frames, all of which were quarter sawed and planed. The keel came out of still another great fallen oak. On April 1, 1944 these skippers write that she is ready for caulking and they expect to sail her on South Watuppa Lake early this Spring. Congratulations to you hard working skippers. Be sure to let us know how you like her sailing qualities.

NAIAD

Charlie Valencourt's NAIAD, No. 63, has made such a fine impression in Milwaukee that we expect to see others appear there soon. Being the only Lightning there, NAIAD races handicap, but as such has taken first place in the Milwaukee Journal Regatta for the last three years. In all other races, she has never been beaten.

1944 NATIONAL CHAMPIONSHIP REGATTA BUFFALO CANOE CLUB

September 8, 9 and 10th, 1944

We were proud to include in the 1944 Year Book the announcement that Buffalo Canoe Club, home of Fleet 12, would be hosts for this year's National Regatta. Facilities at the B.C.C. are outstanding, not only from the racing point of view but also for lodging and recreation.

Situated about 12 miles outside Buffalo on the Canadian shore of Lake Erie, the B.C.C. has everything a yachtsman could ask for. Dwain E. Weaver, 1800 Rand Building, Buffalo, N. Y., is Chairman of the Regatta Committee, and his committee members are well on the way to perfecting arrangements, which will include, at reasonable prices, lodging at the club or surrounding buildings, meals, and facilities for viewing the races in case you come to watch and not to sail. Karl Smither, 1943 National Champion, and Lake Erie District Secretary, is working closely with Mr. Weaver.

B. C. C. will provide the boats, first using their own fleet boats and then boats of nearby fleets and owners who are whole heartedly cooperating in making this year's event the biggest and best ever. In appreciation of this cooperation the B. C. C. is holding a special invitation regatta over Labor Day for the nearby skippers who are helping out with arrangements. Participating skippers in the Nationals need bring only their sails and spinnaker guys and sheets,

although they may want to bring their own tiller, spinnaker pole, running rigging, etc., as good luck pieces.

Further information, with illustrations, will be found in the 1944 Year Book and final details, with entry blanks, will appear in the next issue of Flashes. In the meantime arrange your fleet elimination races to determine entries, look over the rules on National Regattas appearing in the booklet, "Constitution—By Laws, Racing Rules and Specifications", to determine eligibility, and begin to make your plans for a grand week end on September 8th, 9th and 10th, even if you are only going to be a spectator.

1944 RACE COMMITTEE

Ted Siferd has extended an invitation to Herbert L. Stone, Editor of Yachting, and Boris Lauer-Leonardi, Editor of Rudder, to serve on the Race Committee for the 1944 Nationals. As this is written Mr. Stone has accepted the invitation with word still to come from Mr. Leonardi.

NEW NEIGHBOR FOR B.C.C.

Fleet No. 59, our newest, is the Niagara Sailing Club Fleet, sailing on the East Branch of the Niagara River in Buffalo. Charter Members Percy P. Bowen, No. 276, Earl C. Johnson, No. 456, and Franklin Winters, No. 752, have already met with the B.C.C. Committee and have agreed enthusiastically to assist in making the 1944 Nationals a memorable event.

During the summer, Fleet 59 plans to race on June 4, 18 and 25, July 9 and 23, and August 6 and 20.

Buffalo Canoe Club has produced two former National Champions



KARL SMITHER

1943 National Champion



JOHN M. STERN

1941 National Champion

ATLANTIC COAST CHAMPIONSHIP REGATTA

RIVERSIDE YACHT CLUB, RIVERSIDE, CONN.

July 22nd and 23rd, 1944

Fleet 7 will sponsor a new Regatta, the Atlantic Coast Championship on July 22nd and 23rd, at the Riverside Yacht Club, Riverside, Conn., scene of the 1940 Nationals. Fleets from Maine to Washington, D. C. (any fleet in the Northern New England, Southern New York and New England and Central Atlantic Districts) will each be entitled to send one entry and we hope all will do so. Boats will be furnished and visiting skippers need only bring their own sails and spinnaker sheets and guys. Boats will be drawn by lot and no one will sail his own boat. For further information write to your District Secretary, the Association Secretary, or to Russell J. Nall, Chairman, Race Committee, Riverside Yacht Club, Riverside, Conn. Complete details will be furnished each Fleet Secretary by June 15th and entries must be in early in July. Fleet entries must win their right to compete.

LAKE MICHIGAN DISTRICT CHAMPIONSHIP REGATTA

TOLEDO YACHT CLUB, TOLEDO, OHIO

July 15th and 16th, 1944

District Secretary Walt E. Swindeman, Jr., has announced that the District Championship Regatta will be held at the famous Toledo Yacht Club on July 15th and 16th. Elaborate plans have already been made, including *Free Lodging* for contestants. Folks who attended the District meeting last winter at the Toledo Yacht Club will appreciate the wonderful hospitality offered by this club.

Boats will be drawn by lot and only sails need be brought by contestants. We say only sails, but it would be a good idea to bring all of your racing talent and instincts, because the Lake Michigan District Championship races are noted for the calibre of competition.

Further details appear in the Year Book and Walt Swindeman will see that entry blanks are in the hands of each fleet.

CENTRAL NEW YORK DISTRICT CHAMPIONSHIP REGATTA

ALGONQUIN YACHT CLUB, POINT PLEASANT, N. Y.

Early in August, 1944

Ernest J. Hamilton, energetic Secretary of the Central New York District is hard at work perfecting plans for a District Championship Regatta to be held early in August. Boats will be furnished, as in other War Time Regattas, so that only sails need be transported. Ernie is already in touch with fleet officers in the District arranging for entries and we predict a real old time Central New York Regatta.

Central New York, birthplace of the Lightning Class Association, has an enviable reputation as hosts and we will be much surprised if every fleet in this District does not participate in this Regatta. Fleet 1, at Skaneateles, home of the Lightning and scene of the 1941 National Regatta, has already accepted Ernie's invitation and guaranteed at least one entry.

REAL COOPERATION

Our thanks go to Fred Weyler of The Buffalo Canoe Club for loaning us the "cuts" used on the opposite page and for offering any other material appearing in the Buffalo Canoe Club *BURGEE*—a truly remarkable publication.

CLIPPINGS

Lt. George H. Lehleitner, U.S.N.R., who built 1003 "Timbo Too" writes that she's a swell little ship; I'm genuinely sorry that my enjoyment of her was cut short by the receipt of sea orders. I'll have another Lightning as soon as the shooting is over.

Pfc. Wm. A. Chisholm, crewman for Dave Cluett when he won the 1942 National Crown, writes in from Lincoln, Nebraska, for a Year Book because "it brings back many happy memories of racing in the East and at South Haven."

Edward J. Wingate of Brooklyn writes for an extra Year Book "to send to my son who is in the front lines in Italy."

Since October 1943, the movie films of the 1941 and 1942 Nationals have made one complete circuit from the East through the Midwest to Texas and back. The second circuit has now begun.

Newton Canter of Fleet 50 in Washington writes, "Caution owners to check mast step block under deck as it may have split and now is the time to do something about it."

John L. Koehne (Cedarhurst Fleet 2) likes our program so much he is willing to add \$10 to the kitty if we need it. Well, Mr. Koehne, with our big publishing program money is pretty tight, so watch out!

Vernon Clute of Troy, N. Y., named his boat "Citadel" because she is his "fortified residence."

Harry W. Pierce, No. 1004, likes our program and is delighted to be associated with such a grand bunch and own such a swell boat.

A welcome to *Lt. (j.g.) John K. Murphy, U.S.C.G.R.*, new owner of No. 78. *Lt. Murphy* was formerly with John G. Alden and is now Ass't Cap't of the Port of New Haven, Conn.

MEASURING YOUR LIGHTNING

Chief Measurer Webb recently sent to all Fleet Secretaries an invitation to recommend an Official Measurer for the locality covered by each individual Fleet.

During the past winter, several fleets have recommended qualified men who have already been appointed as Official Measurers. If each individual fleet will go to work on this problem, the Association Officers have no doubt but that satisfactory measuring arrangements can be made for each of the 59 fleets in the Association.

While primarily this plan is to insure measurement of every boat in every fleet, isolated owners will be indirectly benefited since they may also apply to the nearest Fleet Measurer for Measurement Certificates. Measuring is one of the Association's major problems at the moment and we urge full cooperation.

NEW BOAT NAMES

Donald Isburgh's IMP, No. 76; Bob Sprague's WIND-SONG, No. 92; Al Morhart's BEBE, No. 121; Girard Rud-dick's TWO TO ONE, No. 221; Westford Cutler's OPUS ONE, No. 223; John Hoge's BLUE PETER, No. 514; Tommy Moine's and Bill Cornelius' THUNDERBOLT, No. 862; José and Jorge Carulla's TRAMUNTANA, No. 900; Stanley Shaw's BLUE JAY, No. 965. Mark these in your Year Book.

A STAUNCH SUPPORTER

Russ Overton of South Haven, Michigan, may be a stink pot sailor but he spends most of his time aiding Lightning sailors. He tows them in and out on race days and then uses his 55 foot Chris Craft for a committee boat. We hear also that he drives the boys to meetings (including district meetings) and furnishes refreshments, banquet tickets, plenty of pep and plenty of good company. South Haven swears by him as we do.

CONTROVERSIAL IDEAS

The Association is happy to present the following two articles by Lightning Skippers dealing with matters on which there seems to be a difference of opinion.

POLICY and the STRAIGHT-LINE MAST RULING

By George Joslyn, Skipper of Cassie No. 338
South Haven, Michigan

Dave Cluett's article, "Some Tips on Sailing and Tuning a Lightning" (Official Yearbook, 1943) has precipitated a sharp controversy among Lightning owners, Association Officials, and sailing theorists generally, by his recommendation for correcting the too-fullness of the upper third of the mainsail which frequently develops, by hooking back the top of the mast. This practice, it is pointed out, is prohibited by Article XIII, paragraph 1, of the Official Lightning Specifications which provide that, "With boat in sailing trim *aft side of mast must be a straight line.*"

No question about it, Dave Cluett has what it takes to make a Lightning go, as his splendid record of the past three years testifies. He has the "magic touch", and impeccable racing tactics. But these things alone, it seems to this writer, do not account for his remarkable successes, particularly with strange boats whose standings in the local fleets were not among the leaders. It seems to lie rather in his method of tuning the boats, and one of his chief tenets is that, "The Lightning mast should be tuned in relation to the sail, since the only possible way a sail can be made a good airfoil is by using the mast to make it so."

Now sails change with use, and with abuse, avoidable and unavoidable. Even with the wisest care, no two sails even of the same sailmaker will break-in to the same shape. Good racing sails are expensive. If by warping or hooking the mast slightly, these out-of-true sails can be shaped to the perfect airfoil, does it not seem needlessly extravagant and even directly contrary to the policy of the Lightning Class, to prohibit such adjustments? This policy is expressly contained in the Constitution of the Lightning Class Association, Article IV, paragraph 2, "To keep the Lightning Class within the financial reach of the man of moderate means without handicapping ability or encouraging neglect in conditioning yachts." If this tuning of the mast to a changing sail is prohibited it will inevitably lead to an expensive competition to buy new sails; it will handicap the unquestionable ability, skill and knowledge necessary to the proper shaping of the mast to get the best performance out of the sail; and by the same token, it will en-

courage neglect in conditioning the yachts—that is, it will discourage the tinkering, tuning and adjusting of shrouds and stays which alone will lead toward a working knowledge of the elusive principles of aerodynamics with which we sailors are constantly dealing, and which (let's admit it) is so large a part of the fun of sailboat racing.

The real purpose of the straight-line mast ruling, in furtherance of the paramount purpose to keep the Lightning strictly a one-design class, was to avoid the costly and confusing experimentation in hooked masts which has marred the uniformity of other small racing-boat classes. But in all such instances the hooked mast called for a sail with a curved luff to correspond with the curve of the mast. Why couldn't the Lightning Class Association effectively forestall such undesirable variations in design by simply requiring that all Lightning sails, when new, shall be furnished with a straight-line luff; and at the same time limit the amount of hook permitted in the mast, to whatever reasonable amount may be determined as the maximum out-of-trueness in a sail which could be corrected by hooking the mast—say three inches, or four?

CENTERBOARD PAINTING

Hon. L. Stauffer Oliver
Vice Commodore, Lightning Class Association

I read with much interest in "Lightning Thoughts by Lightning Skippers" the article by Dr. Proctor entitled "Centerboard Rumbblings" and particularly noted his comment regarding the difficulty of painting the Lightning centerboard satisfactorily for use in salt water. I have had excellent results with the "Amercoat" preparations manufactured by American Pipe and Construction Company, Box 3428 Terminal Annex Postoffice, Los Angeles, California. It is necessary, when using these preparations, to apply a Priming Coat, No. 3D, then two coats of Amercoat Enamel, No. 23, followed by two Seal Coats, No. 4A. When properly applied, these five coatings chemically form what is in effect a plastic coating which gives the centerboard excellent protection even in salt water. Furthermore, this coating is smooth and far more resistant to abrasion than ordinary paint. If, at any time during the season, or at the end of the season, it is necessary to touch up the board, it is sufficient merely to refinish such spots as show wear. If any skipper is interested, I recommend that he write to the American Pipe and Construction Company in order to obtain the name of the dealer in his locality handling the Amercoat preparations. He can also obtain a pamphlet and possibly a letter of instructions which he will find of considerable help.

INVITATION TO AUTHORS

The Association will welcome articles written by Lightning Skippers on any subject pertaining to tuning, handling, racing, or maintaining a Lightning, as well on any subjects dealing with Association affairs. Publication will be made in Flashes; or if sufficient material is obtained it may be possible to put another "Lightning Thoughts" book out next year.

FROM
THE LIGHTNING CLASS ASSOCIATION

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