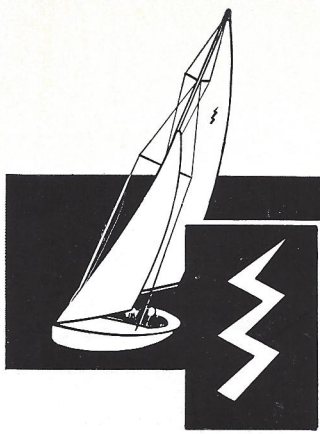


APRIL 1943



LIGHTNING

Flashes

From THE LIGHTNING CLASS ASSOCIATION

Office of the Executive Secretary: Heffernan Bldg., Syracuse, N. Y.

## NEW OFFICERS ELECTED BY THE LIGHTNING CLASS

The highly successful 1942 season of the Lightning Class was brought to an official close on September 11, 12 and 13 at South Haven, Michigan, with the fourth annual meeting and championship regatta. Leading skippers and crews, together with other members and officers, representing nearly all important groups of the Class in the Middle West and East, declared this week-end of fellowship and sailing one of the most enjoyable in the four-year history of the Class.

In the absence of the Class president, Judge L. Stauffer Oliver, whose judicial duties kept him from attending, the annual meeting on Friday evening, September 11, was in charge of Vice-President George Joslyn of South Haven. Other officials present at the meeting included Chief Measurer Mortimer E. Graham of Erie Y. C. and Vice-Commodore E. Gordon Cronk of Skaneateles.

Due to current wartime restrictions and the obvious uncertainties of the future, the principal business of the meeting consisted of the election of officers, ratification of new fleet charters, and the reports of officers. Judge Oliver was re-elected as president for the coming year, as was Henry L. Schimpf, Jr., Secretary-Treasurer; Mortimer E. Graham, Vice-President and Chief Measurer, and George Joslyn, Vice-President. New vice-presidents elected were Ted Siferd of Lima, Ohio, and James M. Trenary of New York City. Since the meeting, however, Chief Measurer Graham has entered the Armed Services and A. J. Webb of Riverside, Conn., has been appointed Chief Measurer. Dr. A. C. Drimke of Beacon, N. Y., is the new Western Connecticut District Secretary.

The Association ratified the charters of eight new Lightning Class fleets, organized since the last annual meeting. The new fleets are: The Southmost Fleet, affiliated with Port Isabel Y. C., Laguna Madre and Bay, Port Isabel, Texas; The High Tor Fleet, affiliated with the Minisceongo Boat Club, Hudson River at Grassy Point, N. Y.; the Bay View Fleet, affiliated with the Bay View Y. C., Lake Erie at Maumee Bay, Toledo, Ohio; the Buckeye Lake Fleet, affiliated with the Buckeye Lake Y. C., Columbus, Ohio; the Canandaigua Lake Fleet, affiliated with the Canandaigua Y. C., Canandaigua Lake, N. Y.; the Edgewater Fleet, affiliated with the Edgewater Y. C., Lake Erie, at Cleveland, Ohio; the Irondequoit Bay Fleet, affiliated with Algonquin Y. C., Lake Ontario at Rochester, N. Y.; and the Silver Lake Fleet, affiliated with the Silver Lake Country Club, Silver Lake, N. Y.



WARTIME REGATTA RACE COMMITTEE: (Left to right—back row) E. Gordon Cronk, National Vice-Commodore L.C.A.; S. R. Overton, Commodore South Haven Y.C.; Henry Williams, S.H.Y.C.; (Front row) Leonard Ladenburger, Regatta Chairman; Mortimer E. Graham, Chief Measurer L.C.A.; Harold Pringle, S.H.Y.C.

## COAST GUARD TO USE LIGHTNINGS IN TRAINING

The Association has issued registration and plans for Boat Number 999 to the Coast Guard Training Station at Manhattan Beach, Brooklyn, New York, for construction of one or more Lightnings to be used for war training purposes.

The plans were donated to the Coast Guard in response to an inquiry from J. S. Toner, Supply Officer. One of the members of the training station, J. R. Pflug, tells us that they have a Carpenter's Mate School and are considering having the men build the boats as part of their training program. Mr. Pflug, incidentally, is an experienced small boat sailor who has been connected with the International Star Class for the past 15 years. He has indicated that it seems quite certain that the Lightning has been selected at Manhattan Beach as the most practical all-around small sailing craft.

One of the factors leading to the selection of the Lightning was our fleet of seven boats at nearby Sheepshead Bay Yacht Club which favorably impressed the Coast Guard members last summer. Needless to say, the Association is making every effort to cooperate with the United States Coast Guard program, and this spirit extends to every fleet and individual Lightning sailor.



## WARTIME CHAMPION DAVE CLUETT PROVES THAT RACE CAN BE WON SAILING WITH BORROWED BOATS

Hail to the winner of the National Championships Special Wartime Regatta—David G. Cluett of Cedarhurst Yacht Club, Lawrence, Long Island! Runner-up to the 1941 champion, James Stern of Buffalo, at Skaneateles Lake, Dave Cluett, the 16-year-old skipper who shows an uncanny skill for his youth and comparative inexperience, accomplished his 1942 feat with a borrowed local boat and in water entirely strange to him.

The 1942 runner-up spot was taken by Walt Swindeman, Jr., representing the Interlake Yachting Association of Toledo, Ohio, who proved that new sailors always have a chance. Swindeman had no class racing experience previously, and sailed a boat constructed by himself. Karl Smither of Buffalo Canoe Club won third place laurels, thus keeping the Buffalo Fleet in the limelight which they earned by first and third places in 1941.

## SOUTH HAVEN CLUB WINS PRAISE

The 1942 National Lightning Regatta, known as the "National Championships Special Wartime Regatta," took the place of the regular championship series originally scheduled for the course of the Buffalo Canoe Club on Lake Erie. That series was cancelled early in August due to gasoline rationing and wartime restrictions on transportation. The South Haven Yacht Club, a hotbed of Lightning Class activity for the past two years and well outside the rationing zone, offered its facilities and put on a well-conducted and thrilling national regatta. The South Haven Club, under the capable leadership of Commodore Russell Overton, an enthusiastic Lightning sailor, is only three years old. The Lightnings constitute its only organized class.

Regatta Chairman Leonard Ladenburger's energetic campaign for entries netted 18 starters representing 15 fleets. He had to find a number of qualified local boats for visiting skippers whose gas coupons and faltering trailer tires could not stand the long boat haul to Michigan. His fellow clubman, George Joslyn, had charge of the Lightning Class Association annual meeting which preceded the races.

Joslyn is Vice-President of the Association, while Ladenburger served as the 1942 Lake Michigan District Secretary. Visiting skippers are still singing the praises of this pair and their fellow members at the South Haven Club, who provided everything in the way of thrills and entertainment, even to a perfect sailing day on Sunday, when the two final races were held.

## CHAMPION SHOWS SEAMANSHIP

Less should be said about Saturday's weather, although it is no military secret now that the open waters of Lake Michigan at South Haven churned under a strong southwest wind and gave the starters of the first race plenty to think about. Three less adventurous skippers turned back before reaching the starting line, after a brief set-to with the thirty-five mile wind which had rolled up waves eight to ten feet high and was becoming more hazardous due to a shift in direction and a cross chop. Three more boats did not finish, but the twelve hardy skippers and their crews, who worked knee-deep in water and absorbed the chilling spray, proved once more how seaworthy a Lightning can be.

In view of the weather conditions, early in the race the committee decided that further punishment was unnecessary and officially called it a once-around race, leaving Karl Smither of Buffalo holding first place, followed by Walt Swindeman, Jr., of Toledo's Interlake Y. A., and Bill Girkins of Bayview Y. C., Toledo. The champion-to-be, David Cluett, qualified for the seamanship medal in this canto, though it cost him a fifth place. Turning the first mark, and well in the lead, young Cluett saw his main shroud jump out of the spreader and hang loose against the mast. He sent one of his crew forward to hold it to windward to support the mast and thus finished the race without further mishap, in spite of the fact that the second leg was to windward. The crewmen were Wollcott Roosevelt of Woodmere, Long Island, and William Chisholm of New York.

The second race, held Sunday morning at 9:30, was sailed by all eighteen entries under clear skies and moderate southwest breezes. It was the closest race of the series, with David Cluett nosing out Walt Swindeman, Jr., while Karl Smither of Buffalo placed third.

## NEW SAILOR TIES IN POINT TOTAL

At 12 noon, the starting time advanced to enable visiting skippers to get their boats out and on the way home, the third race was held



PRESENTING WINNERS TROPHIES AT WARTIME REGATTA!  
(Left to right) S. R. Overton, South Haven Y.C. Commodore; Wm. Chisholm, crew member for Cluett; David G. Cluett of Cedarhurst Y.C., the champion; Wollcott Roosevelt, second crew member for Cluett.

under equally ideal conditions, although the wind had freshened and shifted more to the west. In this race, Cluett, in his borrowed boat, stepped out in front of the class, was never headed, and had a wide lead at the finish mark. In spite of Cluett's demonstration of skill which left older and more experienced skippers a little breathless, it remained for Ted Siferd of Lima, Ohio, in "Jean S" to settle the issue of the championship. The outstanding Ohio skipper, who practically forfeited his championship bid when he turned back on Saturday, made a strong finish on the last lap, nosing out Walt Swindeman for second place. A second for Swindeman would have given him the trophy, and though his third place score tied the champion in total points, he was declared the runner-up under the class rule which breaks a point tie in favor of the skipper with two firsts.

The Barnegat Bay Fleet, which is the largest and one of the oldest in the class, was represented by the youngest skipper of the regatta, 14-year-old J. Carl Behler. Young Behler, also sailing a borrowed local boat, was one of the twelve finishers in the hectic Saturday race. Although he was nearly exhausted by the strenuous battle with Lake Michigan on Saturday, he was a threat in each of the Sunday races, finishing the series with a creditable ninth. His only comment was, "Boy, I'll sail my Lightning in the ocean anytime now after seeing how she stood up there on Saturday."

A precedent, or at least something of an innovation in Lightning Class championship regattas, was established when a 16-year-old girl, Harriet Kidney, from Lake Pewaukee, Wisconsin, lined up with the starters as the first lady skipper to participate in Lightning nationals. She proved her mettle by placing fifteenth in the series.

## SOCIAL PROGRAM IS ENJOYED

More than 100 out-of-town visitors, skippers and crew joined the local club members in a banquet on Saturday evening, presided over by Commodore Russell Overton. Entertainment features were enjoyed along with talks by Leonard Ladenburger, George Joslyn and Mortimer Graham. Following the banquet, a dance was held in the South Haven Club house lounge, which was attractively decorated with Lightning Class championship flags and the trophies later awarded the regatta winners. Ward Webster of the South Haven Club headed the committee arranging the social events, assisted by Mrs. Stanley Johnston.

In addition to the banquet and dance, other social events during the regatta included a bridge party on Friday for visiting and local ladies, a shore dinner on Friday evening, and a buffet luncheon at the club Saturday afternoon following the first race.

A special trophy, donated by Henry Williams of South Haven, was awarded to David Cluett for the best showing made by a visiting skipper in a borrowed local boat. This was in addition to the silver bowl replica of the National Perpetual Trophy and the championship flag which the Long Island youth took back to his home club. The champion also has custody of the big Perpetual Trophy. Second and third place winners received flags signalling their honor.



## HOW LIGHTNING SKIPPERS CAN AID OUR WAR EFFORT

The following letter calls upon yachtsmen to volunteer as instructors in practical seamanship to assist in preparing for service boys who wish to follow the sea. All of our members, who are interested, can obtain further details by writing to Charles F. Chapman, Chairman of the Curriculum Committee, Steamship Training Corps, 572 Madison Avenue, New York City. He has available for distribution a new book entitled "Seamanship," especially prepared for use in this work, and a pamphlet entitled "Instructor's Outline." We are hopeful that our class will furnish a substantial number of volunteer instructors for this essential work.

L. STAUFFER OLIVER,  
*President.*

NATIONAL COMMITTEE  
STEAMSHIP TRAINING CORPS  
37 West 44th Street New York, N. Y.  
OFFICE OF THE CHAIRMAN

21 January 1943.

Mr. Clinton H. Crane, President  
North American Yacht Racing Union  
37 West 44th Street  
New York City

Dear Sir:

The New York Board of Education is authorizing the High Schools of Greater New York to introduce into the schools as an extra-curricular activity, our course in practical seamanship, in order to prepare for service, those boys who prefer the sea.

A large number of volunteer instructors will be needed for the classes, which will commence about February 1st. All members of your organization who have the experience and aptitude for this work are requested to make application to the Secretary, Seamanship Training Corps, 37 West 44th Street, New York, N. Y., stating their experience, residence and whether they have time available for day or evening classes.

Will you kindly place this call before your members, with your own recommendation. You may inform them that a special text-book has been compiled by Mr. Charles F. Chapman, a syllabus is being prepared by the Curriculum Committee for the guidance of instructors, and for the standardization of the course; also, that the project is undertaken with the full approval and authority of the Navy Department. It provides for the man who cannot go to sea himself, an opportunity to render most valuable service by preparing boys for enlistment in sea services, or allocation to sea draft quotas.

The Navy Department has also endorsed the extension of this training program to all other districts, recommending that it be made an integral part of the Sea Service Division of the High School Victory Corps. To carry out this part of the program, instructors are needed in every community throughout the country. We will be glad to receive, at the above address, applications from volunteers in any area.

Yours sincerely,

PERCY J. WEEKS,  
Chairman.

To: Members

The North American Yacht Racing Union is very happy to pass the foregoing letter, received from Mr. P. S. Weeks, Chairman Seamanship Training Corps, along to the membership, in the hope that all who can will volunteer for the patriotic service required.

CLINTON H. CRANE,  
President.

22 January 1943

### FLEETS PLEASE REPORT!

There is an urgent need for information from fleets and isolated sailors regarding their status for the coming season. Kindly send reports of past season, plans for this season, changes in location, address, ownership, etc., AT ONCE to the Executive Secretary. We are also anxious to know about skippers who have gone into the armed services. Please help us to keep our records, fleet lists and mailing lists accurate.

## SOME RECENT ADDITIONS TO THE LIGHTNING CLASS

THOMAS E. BURKE, 429 West 5th Street, Oswego, N. Y.—may mean one more member for the Fair Haven Bay Fleet.

ORSCAR E. OLSEN, 210 Cypress Avenue, Jenkintown, Pa.—for many years owner of a 72-foot schooner, has decided to confine himself to inland small boat sailing. He has built several boats in the past and had originally intended the Lightning for his son. Seeing numerous friends of his among our list of Lightning owners aroused his own interest in the Class.

RICHARD W. LUEDTKE, 2618 Glenwood Avenue, Toledo, Ohio—a yacht designer and custom builder plans to build one, possibly more, Lightnings with a fleet in prospect.

WALTER G. VOGEL, 2934 111th Street, Toledo, Ohio—who accompanied his friends Bill Girkins and Walter Swindeman of the Toledo Fleet to South Haven last fall and had a grand time, is constructing his own boat.

WALTER J. WHITMAN, 14541 Michigan Avenue, Dearborn, Michigan—was introduced to the Class by a fellow sailor at the Grosse Isle Yacht Club. Building small sailboats and sailing them is his hobby (he has several sailing in the vicinity of Detroit) and he hopes to develop the class at his club.

GREYDON WELLMAN, 296 Sunnyvale Avenue, Sunnyvale, California—is looking for other Lightning owners in the San Francisco Bay area.

BILLY PATTERSON, 140 Hildreth Place, Yonkers, N. Y.—started construction of his own boat early in February.

R. O. LUCHTENBURG, Bixley Station P. O. Box 65, Columbus, Ohio—who started the Lightning class at Buckeye Lake in 1941 and watched it grow to six boats (after defeating handily the numerous "K" class boats there) is getting his boat in shape and anticipating a Lightning Regatta in his vicinity this year.

JAMES W. SKALING, P. O. Box 205, Bath, Maine—constructing a Lightning as a result of the recent article in the publication "How to Build Twenty Boats."

ALBERT MEADOWS, 499 East 46th Street, Brooklyn, N. Y.—received plans early in March of this year.

HAROLD L. POND and H. KENNETH POND, 799 South 7th Street, San Jose, California—are constructing their own boat and make the second Lightning now being built in the California area.

The Association wishes to extend a hearty greeting to these new owners and hopes they will join us actively in membership as soon as their boats are ready for class competition.



## Our Plans for 1943

The Lightning Class is entering its fifth year, possibly the most critical year of its existence because all sports and recreations now seem trivial in relation to the war crisis. However, for those who love the sport of sailing, and enjoy the superb performance of the Lightning, we submit a brief statement of the aims and policies of our Association.

Our primary concern as patriotic Americans is, of course, our war effort. That comes above all other things. However, within the bounds of propriety and the general restrictions laid down by our government, such non-wasteful and health-building recreations as sailing can and should be enjoyed by all who have the time and inclination. They sustain civilian morale and civilian economy. We believe also that our Association owes an obligation to the nearly 1,000 owners of Lightnings—particularly those who are away in the armed services—to keep the one-design class alive and to maintain its activity and thus protect their investment and preserve the competitive opportunities for which they purchased their boats.

In the light of these aims, our policy for the current season will be directed toward preserving our class organization and promoting as vigorously as possible the continued activity of individual skippers, fleets and districts. In that connection, we shall again publish a yearbook. We shall also issue regular news bulletins to all class members. And we shall maintain adequate facilities for correspondence, issuance of plans, chartering of fleets and the keeping of class records.

We cannot fulfill this program without full cooperation. This cooperation must be financial as well as personal, because the regular income of the Association will undoubtedly be reduced drastically. Every effort will be made to economize but we shall need all possible active and associate memberships. We shall need your prompt cooperation in answering our requests for information and reports. We shall also need the personal help, more than ever before, of every officer—national, district and fleet.

If it is impossible or appears impracticable to hold a national regatta this year, we shall encourage and sponsor district and local competitions and we shall waive the rules of the class whenever necessary to promote its best interests during the emergency.

L. STAUFFER OLIVER,  
President.

## Support the Association with 1943 Membership

(NAME—PLEASE PRINT PLAINLY)

(REGISTRATION NO.)

(ADDRESS—STREET AND NO.)

(BOAT NAME)

(CITY AND STATE)

Has paid Active membership dues in the L.C.A. for 1943  
Following is information for the records:

Member of \_\_\_\_\_ Lightning Fleet  
and \_\_\_\_\_ Yacht Club

Sailing at \_\_\_\_\_

Boat was built by \_\_\_\_\_

☐ (Check here if boat has measurement certificate)

### Treasurer's Annual Report

#### RECEIPTS—

Advertising .....	\$165.32
Royalties .....	814.85
Active Membership Dues .....	679.00
Associate Membership Dues and Misc. ....	108.50

Total ..... \$1,767.67

#### DISBURSEMENTS—

Printing .....	\$857.78
Salaries* .....	630.05
Postage and Misc. ....	158.36

Total ..... \$1,646.19

Excess of Receipts..... \$121.48

\*Fees paid to Executive Secretary for services rendered in handling correspondence and routine work of the Association. Elected Association officers receive no compensation.

The balance on hand in the Treasury of the Association on January 15, 1942, was \$1,140.80 and the present balance is, therefore, \$1,262.28.

(Signed) HENRY L. SCHIMPF, JR.,  
Secretary-Treasurer.

September 10, 1942

### BOATS FOR SALE & WANTED!

Due to shortages of materials, and the conversion of boat building facilities to war production, few new boats are being built. However, the Association mail reveals that many persons are still interested in buying Lightnings, and are willing to buy used boats if in good condition. We believe it is to the common interest of the class as a whole during the present emergency to inform these prospective owners where good used Lightnings may be purchased.

Write to the Executive Secretary now, listing your boat if it is for sale, or detailing your requirements if you wish to buy. In listing your boat, give complete information—registration number, who built the boat, how old it is, where now moored or stored, where it has been sailed, its competitive performance record, who made the sails, what extra equipment (sails, trailer, outboard well, special fittings) is included, and the asking price. We shall refer inquiries for such a boat directly to you, and you negotiate direct with the prospective purchaser.

### PIN THIS TO YOUR CHECK—AND MAIL IT TO US TODAY!

← Your 1943 Membership dues (\$3.00 for Active skippers, \$1.00 for Associate crewmen) will do the following: (1) Maintain a class organization for fleets, regattas, news—now and for the skippers who want to sail again after the war; (2) Protect your investment in your Lightning by maintaining the one-design specifications, controlling plans and registrations; (3) Establish your eligibility for participation in class racing, entitle you to receive news and all class publications. The Association makes NO profit on your dues. Every cent is for *your* benefit. Pay now and keep the class organization together!