

OCTOBER, 1943



LIGHTNING

Flashes

From THE LIGHTNING CLASS ASSOCIATION

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

FIFTH NATIONAL LIGHTNING CHAMPIONSHIP REGATTA

At the invitation of the Barnegat Bay Lightning Class Fleet and the Bay Head Yacht Club, the waters of Barnegat Bay at Bay Head, N. J., became the site for the Fifth National Championship Regatta on September 10-12, 1943. Bay Head was also the site of the first National Championship held in September, 1939, when the Class was less than eight months old. The second Nationals was held at Riverside Yacht Club, Riverside, Conn., in 1940; the third at Skaneateles Country Club, Skaneateles Lake, N. Y., in 1941, and the fourth (the first Special War Time Regatta) at South Haven Yacht Club, South Haven, Mich.

As usual the Bay Head yachtsmen went all out in providing good racing, good entertainment and good fellowship. Under the leadership of John W. Orelup, Chairman of the Bay Head Lightning Class Regatta Committee, all events were carried out as scheduled to the complete enjoyment of all guests. The Association is deeply grateful to our hosts.

During the afternoon of September 10th twenty sealed envelopes each containing a boat number were placed in the silver Championship bowl. Of the original eighteen entries sixteen skippers drew for boats. Seaman drew his own boat but had to redraw as no skipper was permitted to sail his own boat. Immediately afterwards there was a rush to examine the boats drawn, bend sails and retune to their own liking.

First Race

At 10:30 Saturday morning the warning guns announced the start of the first race in very light northerly airs. The course set, 6.5 miles, made it apparent that it was a spinnaker start but between the warning gun and a few minutes before the start the wind, previously light, went almost to nothing. Some of the boats well back of the line, planning to start with spinnakers set, took almost fifteen minutes to get over the line. Those playing close to the line crossed in three or four minutes. Before the first mark could be reached the fleet had scattered all over as small spots of wind carried them a short distance. Booms were swung to one side and the other hoping to catch the variable traces of air. Dave Cluett of Cedarhurst, L. I., went wind hunting, managed to get well down to the west of the mark

in what looked like a bad position but his hunch on the new wind direction paid as the first breath of the new wind came in from the southwest. As the wind freshened Cluett worked out a nice lead, closely followed by Karl Smither of Buffalo Canoe Club, Buffalo, N. Y. On the last windward leg Smither split tacks twenty times in an attempt to pass Cluett, but each move was covered smartly. These maneuvers evidenced the experience and ability of both skippers and were thrilling to watch. Within the time limit Cluett won a well deserved first with Smither only a few seconds behind. John W. Orelup, Chairman of the Bay Head Lightning Committee, won a neat third, in spite of the fact that his crew lost his spinnaker halliard at a most inopportune time.

Second Race

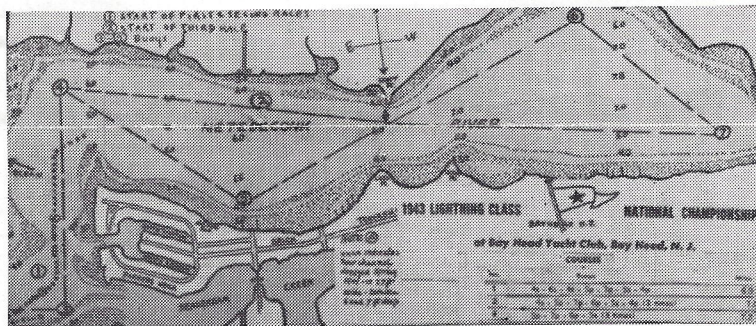
The wind remained steady for the second race in the afternoon, which was sailed over a triangular course twice around. William E. Seaman, Jr., fourteen years old, of Shore Acres, New Jersey, was off to a fine start and maintained his lead for the first lap, but Jack Orelup moved into the lead at the beginning of the second circuit with Dave Cluett a close third. On the beat

during the second lap, Dave Cluett appeared to have difficulty in making his boat point and dropped behind. On the other hand, William A. Straub of Rochester, N. Y., was getting the most he could out of his boat and passed Cluett, fighting it out with Seaman coming into the finish. The finishes were Orelup, first; Straub, second; and Seaman, third.

Final Race

The results of the first two races left the Championship wide open. Jack Orelup was first with 30 points, with Cluett, Smithers and Straub tied for second place with 28 points. Several other skippers were also within range of first place. Consequently everyone was keyed up for the start of the third race on Sunday morning.

A stiff, shifty, northerly wind of around 15 knots greeted the contestants as they arrived for the start. The line was arranged for a windward start and laid out so that the windward end had the advantage. Most of the fleet en-



COURSES AT NATIONAL CHAMPIONSHIP REGATTA

First Race—4S-6S-4S-5P-7P-5S-4P = 6.5 miles

Second Race—4S-5P-7P-6P-5S-4P (2 times) = 7 miles

Third Race—5P-7P-6P-5S (3 times) = 7.2 miles

deavored to cash in on this advantage, resulting in several exciting close squeezes and subsequent protests. The course was triangular three times around. At the end of the first lap Karl Smither had worked into a good lead never to be headed. Cluett had the misfortune of having his jib rigging part but continued to fight it out after sending one of his crew aloft to improvise repairs. He finished eighth. Jack Orelup, who was near the tail end of the fleet at the beginning of the second lap, as a result of having to bear away to avoid a collision at the first mark, handled his boat beautifully on the windward legs and arrived home in third place. Seaman maintained a consistent second place throughout.

The finishes were Smither, first; Straub, second; Orelup, third. A. J. Webb of Riverside lost his rudder early in the race and attempted to continue using a paddle. The paddle soon cracked and he had to withdraw.

Results

The final result was as close as anyone could hope for. Karl Smither and Jack Orelup tied for first place with 44 points each. Since Smither had crossed the line ahead of Orelup in two out of three races the Championship went to him under Class rules. Both skippers are to be congratulated on their ability and sportsmanship. William A. Straub evidenced his ability by finishing a very close third with 43 points.

Prizes

As champion, Karl Smither received possession of National Lightning Class Championship trophy for the ensuing year and will have his name engraved thereon. He also received the Lightning pennant for first place in the series, with second and third place pennants going to Jack Orelup and Bill Straub, respectively. Winners of first, second and third places in each race also received appropriate pennants.

Through the generosity of the Bay Head Committee, beautiful engraved sterling silver cigarette trays were awarded to all sixteen contestants.

Protests

Protests were filed after the third race by Cluett, Webb and Scholtz against Post, Seaman and Orelup for alleged "barging" at the start. After hearing testimony from both sides, and taking into consideration its own observations, the National Race Committee sustained the protests against Post and Seaman, but disallowed the protest against Orelup. The results of these protests have been taken into consideration in compiling the final standings. It should be noted that good sportsmanship was exhibited throughout the hearing on a difficult question which always presents honest opposing views.

Summary

Following is a summary of the Fifth National Championship:

<i>Sail No.</i>	<i>Owner or Skipper</i>	<i>Home Port</i>	<i>Points</i>
588	Karl Smither	Buffalo, N. Y.....	44
882	John W. Orelup.....	Bay Head, N. J.....	44
79	William A. Straub.....	Rochester, N. Y.....	43
131	David Cluett	Cedarhurst, N. Y.....	37
256	Andy Scholtz	Riverside, Conn.	29
446	Alfred A. LaFontaine, Jr.....	Bay Head, N. J.....	29
568	Carver Dumke	Beacon, N. Y.....	28
786	Wm. E. Seaman, Jr.....	Shore Acres, N. J.....	25
829	E. W. Place, Jr.....	Canandaigua, N. Y....	25
62	Harold W. Post.....	Lake Hopatcong, N. J.	21
221	Girard B. Ruddick.....	Lake Mohawk, N. Y...	21
890	Wm. Menzler, Jr.....	Beacon, N. Y.....	13
162	James A. Bentley.....	Skaneateles, N. Y.....	12
544	Charles T. Jones, Jr.....	Essington, Pa.	12
249	A. J. Webb.....	Riverside, Conn.	11
558	E. W. McCain.....	Canton, Ohio	7

Annual Meeting

The annual meeting of the Association took place on Friday night, September 10th, at Bay Head. Interesting reports were received from retiring President L. Stauffer Oliver and retiring Treasurer Henry L. Schimpf, Jr. The following officers were elected for the ensuing year:

President—Ted Siferd, 712 South Main St., Lima, Ohio.

Vice President and Chief Measurer—Alfonso J. Webb, Terrace Avenue, Riverside, Conn.

Secretary-Treasurer—James M. Trenary, 45 Wall Street, New York 5, N. Y.

Vice President—John W. Orelup, 1 Cross Gates, Short Hills, N. J.

Vice President—George R. Barnes, 1408 Sheridan Drive, Kenmore 17, N. Y.

Vice President—Leonard Ladenburger, 37 Cass Street, South Haven, Michigan.

Subsequent to the meeting it was learned that George Barnes could not serve as an officer. The Governing Board will shortly announce the appointment of his successor.

In recognition of the valuable services rendered to the Association, first as Chief Measurer, and for the past two years as President, Judge L. Stauffer Oliver was unanimously elected for life an Honorary Vice Commodore of the Association.

A resolution was passed authorizing the incoming President to appoint a committee to inquire into the size and efficiency of the present Lightning spinnaker and, after

consultation with Mr. Ernest Ratsey and Mr. Olin Stephens, report its conclusions to the Governing Board of the Association. The Governing Board was then authorized to take such action as it may deem proper after receiving and considering such report. A further resolution was passed authorizing the purchase of a miniature half model of the Lightning to be presented to the New York Yacht Club for hanging in their famous model room.

Dues

The Treasurer's report clearly evidenced the fact that members are not supporting their Association by the payment of dues. It was pointed out at the meeting that, in part at least, this may be due to the fact that bills were not mailed. Bills are now being prepared and will be mailed shortly and your officers urge your immediate response.

Executive Secretary

Mr. F. B. Tompkins, who served the Association faithfully as Executive Secretary since its inception, has resigned. Brownie, as he is affectionately known to many Lightning owners, rendered real service for the Association and deserves the thanks of every member. In the future all correspondence should be addressed to Lightning Class Association, 45 Wall Street, New York 5, N. Y.

THIRD ANNUAL LAKE MICHIGAN DISTRICT REGATTA

The 3rd annual Lake Michigan District Lightning Class Association Regatta was held on September 4-5-6 at the South Haven Yacht Club, South Haven, Michigan.

Ted Siferd, winner of last year's event at Devils Lake, Michigan, was unable to hold this year's Regatta on his home waters due to war conditions. He designated the South Haven Club as hosts for this year's event, reserving the right to hold a district Regatta at Indian Lake, Ohio, when conditions permitted.

Invitations were mailed to all Lightning owners in the district advising that any contestant bringing his own boat would have the right to sail it and all that were unable to haul a boat to the scene of action would draw for the use of one of the local boats, including South Haven's own entries.

Only one contestant was able to bring his own boat and all the others drew for the use of local boats.

At a short meeting the evening before the first race it was decided to mix things up still more and have the contestants using local boats draw for a different boat for

each of the three races. This was very interesting and showed real sailing ability on the part of the various contestants.

Walt Swindeman, Jr., of the Bayview Yacht Club, Toledo, Ohio, sailing his own boat, won this year's regatta, with three firsts.

The following is a summary of all contestants:

<i>Sail No.</i>	<i>Skipper</i>	<i>Home Port</i>	<i>Points</i>
800	Walt Swindeman, Jr.....	Toledo, Ohio	27
691	Dr. M. W. Buckborough.....	South Haven	21
291	Carl J. Schuller.....	Cleveland, Ohio	17
753	George Joslyn	South Haven	17
460	Al Labz	South Haven	15
885	Wilbur Walton	South Haven	12
204	Herbert J. Krase.....	Dayton, Ohio	11
577	C. F. Overton.....	South Haven	9
120	Ted Siferd	Lima, Ohio.. (2 Races)	6

All three races were fast and exciting. For the first race, Saturday, 8:00 p. m., the weatherman provided fairly moderate winds and overcast skies and a little rain at the finish. The second race, Sunday a. m., was sailed in a strong southwest wind with heavy seas. The Sunday afternoon race was postponed to Monday morning because of lack of wind. Ted Siferd was unable to stay over for the final race because of the call of business. Monday morning's race was run off in 1 hour and 19 minutes which was a district record for the six-mile course. A line squall hit during the last half of the race but all contestants finished without mishap, many under jib only. This last race proved again the ability of a Lightning with proper handling to really take it.

Centerboard Club at South Portland, Maine

Although several fleet members are in service, all but two boats raced this season. The fleet had thirteen successive Sundays of good sailing weather, certainly a record. A Trophy dinner was held on October 21st, when the 1942 National Lightning Regatta movies were shown.

Lightning Presented As Trophy

At the annual "Cups and Flags" dinner in October, the members of the Rochester Yacht Club presented the retiring Race Committee Chairman, George Culp, with Lightning No. 273, in recognition of his 25 years of service with the Race Committee. The Lightning Fleet received considerable publicity as a result of this gift.

J. Richard Conde finished first for the season, L. S. Bartlett, second and H. E. Seemann, third.

Leatherlips Fleet Racing in Handicap Class

Wilson Pryce reports that with only two boats in the Sciota River at Columbus, Ohio, this year, it was necessary to sail with the handicap boys in order to keep in trim. There is keen interest in the Class and it is just a question of getting boats for Class racing to be resumed.

Champion Injured

Ted Maher, winner of all three series of races of the Western Connecticut Fleet at Riverside, Connecticut, this year, was seriously injured in an automobile accident early in September. Present reports indicate that Ted is improving slowly. As many Lightning sailors may remember, Ted sailed in the 1941 Nationals at Skaneateles and finished seventh out of twenty-five. He would have represented his Fleet at Bay Head this year had he not been injured. Let's all hope for his early recovery.

Racing at the Nation's Capital

Arthur Godfrey of Fleet 50 of Washington, D. C., makes this report:

"This was the first opportunity we Lightning skippers in this part of the country have had to race as a class. There were two races each Sunday beginning September 12th, and the series was completed this past Sunday, October 10th.

"As we went to the starting line for the last day of races, Newt Canter, No. 826, was leading with .705 points, Fred Shields, No. 236, was second with .702 points, and I was third, No. 185, with .700 points. (Two other skippers, Sturgis Warner, No. 133, and William P. Welch, No. 36, raced with us during the series, but they are not yet members of the fleet.)

"We had a terrific northwest wind of about 25 miles per hour, with puffs up to 35 miles per hour, and sailed the so-called 'inside course'—a hard beat up the Washington

channel of the Potomac and a close reach on the starboard tack returning—twice around.

"My jib halliard parted at the block ten minutes before the start of the first race so we got a late start and finished fourth, and in the second race I jumped the gun for a false start and never did recover. Canter and Shields fought it out nip and tuck all the way around both races which Shields won brilliantly by a series of the most cleverly executed beats to windward I have ever seen.

"He, therefore, deservedly won the Burgee trophy I wrote about on September 4th. Canter was second, and the writer a poor but wiser third.

"We thoroughly enjoyed the motion pictures to which we invited several other sailing enthusiasts all of whom are now devoted Lightning admirers."

No. 753 in the Groove

George Joslyn, owner and skipper of No. 753, won the South Haven, Michigan, 1943 season series of 12 races. In September, the new owners of No. 753, Len Ladenburger, Ward Webster and Henry Williams, won the Commodore Ladenburger Trophy in a special series of three races.

Little Bo Peep

Where, oh where, are the owners of Lightnings Nos. 85, 140, 219, 242, 263, 304, 365, 407, 649 and 849. We have left them alone too long with no results. Information leading to these owners and their addresses will be received with grateful appreciation.

Race Committee Decision Appeal Asked

As Flashes go to press, word has just been received that William E. Seaman, Jr., skipper of No. 786 in the Nationals, has requested the Governing Board of the Lightning Class Association for leave to appeal from the decision of the National Race Committee disqualifying him in the third race at Bay Head.

Extra Flashes

Dr. A. C. Dumke of Beacon, N. Y. has been appointed Vice President to fill the vacancy created by the withdrawal of George R. Barnes.

President Siferd has appointed a Spinaker Committee as authorized at the annual meeting. Its members are:

David G. Cluett, Cedarhurst, N. Y.

Judge L. Stauffer Oliver, Philadelphia, Pa.

John W. Orelup, Short Hills, N. J.

A. J. Webb, Riverside, Conn.

J. M. Trenary, New York, N. Y., Chairman

In appointing this committee, Ted Siferd states he kept in mind that the members would have to consult with Mr. Olin Stephens and Mr. Ernest Ratsey, both of whom are in New York City. The homes of the appointees are sufficiently near to New York to permit this.

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

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

Mr. Karl Snither
170 Greenaway Road
Eggertsville, N. Y.