

worthwhile protection from stones and road tar. This trailer loaded will place about 150 pounds on the car hitch.

Both Larry's trailer and mine have been in use since 1939. Mine has traveled about 3,000 miles in this time. One trip in 1941 took in three regattas in ten days — South Haven, Indian Lake, and the Nationals at Skaneateles. On this trip we were in and out of the water eight times, raced nine times, and traveled about 1,700 miles at speeds up to 70 miles an hour. (Oh, for those pre-war days!)

This trailer as designed has perfect roadability and safety.



**WHAT IF YOU DO HAVE EIGHT ARMS ---  
NO TATTOOS !!**

By "Newt" Canter, Skipper of "Morue II" — Washington  
Fleet No. 50

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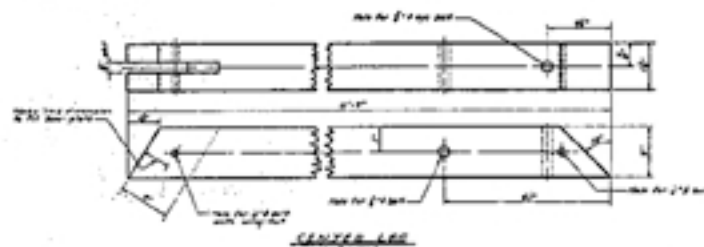
## STEPPING AND REMOVING A LIGHTNING MAST

By ROBERT BROW

*Skipper of "Alice" No. 717 and an Official Measurer  
of the Lightning Class Association*

This drawing of a tripod for stepping the Lightning mast is almost self explanatory. You will note that the bolt through the top which ties the three legs together, serves as a hinge and allows the legs to open or fold—accomplished by making the holes on the outside legs slightly coneshaped with the larger opening on the inside.

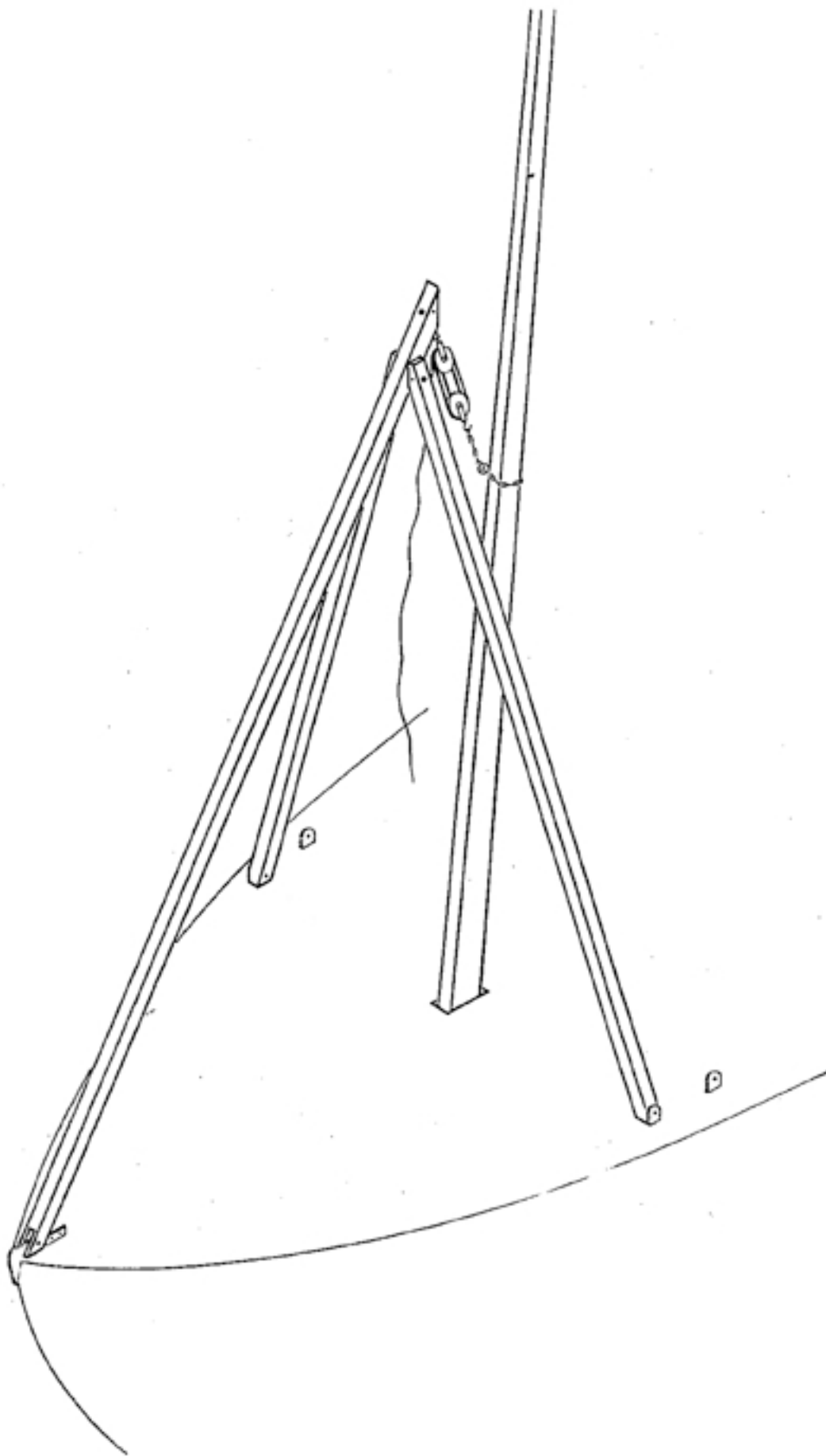
You will note the bottoms of the two outside legs are cut on an angle to conform to deck surface, and rest inside chain plates to which they are bolted. The front or center leg is also cut on an angle at the bottom to conform to deck when extended, also notched to slip over nose plate and bolted in this position with bolt extending through jib shroud hole in nose plate. The bottoms of the outside legs may be felt padded to protect deck.



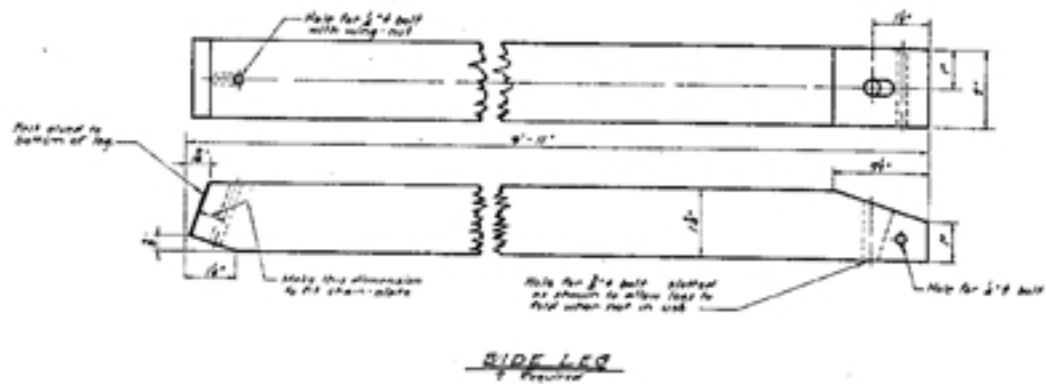
The other parts required are a small double tackle block with approximately 50' of rope. The eye in the upper block is bolted to an eye in the top of the center leg; the lower block should have a hook in it. A piece of  $\frac{3}{8}$ " or larger rope with an eye splice in each end is also required, just long enough to make a noose around the mast with one eye extending through the other about 2 inches. This extending eye is made fast to the hook on the lower block of the tackle.

The procedure in erecting is to lay the mast lengthwise of the boat while the foot of the mast at the bow of the boat and top of the mast extending over the stern. The rope noose should be slipped around the mast at a location which, when erected, will allow the bottom of the mast to clear the deck by a few inches. One person pulls steadily on the tackle, while another straddles the foot of the mast, holding it down, and at the same time carrying the bottom forward as mast nears vertical po-

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TRIPOD IN USE



sition. When over the mast hole, it is then carefully lowered in place. The reverse of this procedure is used to take the mast down. Be sure, however, that the rope noose is fastened around the mast just low enough to allow the bottom of the mast to clear the deck when raised.

You will find this tripod a good investment for any fleet. It has been used by the writer with wonderful results. It is fast, simple and inexpensive and eliminates the dangers involved by top heavy masts getting out of control. Any good grade of lumber may be used. The writer used white pine with good results.

