

MY FIRST INTERNATIONALS

A Letter to Pres. Buzz from Erick Schmidt of Brazil

Dear Mr. Burrows Morley:

I first want to thank everyone for their kindness to us and especially to Mr. Warren Jones who loaned us his boat and supplied all the materials we needed. My thanks also to Mr. Otto Scherer and family for offering his home to us during our stay in Detroit for the L.C.A. Internationals.

My first lightning race was on March 14, 1959. My boat "Osprey V" wasn't even finished, so I borrowed an old spar from a neighboring club. There are no lightnings in our club. This race was held at Fleet 84 eliminations for the Pan-American games. Our positions were 2nd, 1st, 1st, 1st, out of a fleet of 15 boats. At the District of Brazil eliminations for the Pan-American games our positions were 3rd, 4th, 1st, 3rd, 1st. At the start of the fourth race, there were four boats who could win. Our 1st in the 5th race made us the series winner.

On the last day of the Brazil elimination, we met Mr. Bill Howe, who races with Wally Crump. He invited us to stay with him in the U.S.A. to train for at least 2 weeks before the L.C.A., but for various reasons, we could not accept his invitation. Mr. Howe warned us about the tough competition in the Internationals. I read last year's race results and felt he was correct.

We arrived at the airport on the 11th at 9:00 P.M. and were greeted by Mr. Otto Scherer.

Next day, the tune up race was sailed but we could not enter because we had to trail our boat from B.Y.C. to Crescent S.Y.C.

We were rigging our boat while everyone was returning from the tune-up race and someone told us to fill in our entry for the Internationals. While doing this, someone said "Those boys better enter the President's Cup". We did not like this crack and I told my crew that we came up here to gain experience with the top skippers of the Lightning in the U.S.A.

The 1st race was on the morning of the 19th and we decided to sail our boat close to Cawthra, last year's hero. When the race was cancelled at the second leg, Cawthra was (47th) in position, we were 48th. That served us right. No following any more.

We were quite happy with the way our boat compared with all the others. Since I did not really know my own boat because it was new, I felt at home in my borrowed boat.

In the afternoon we tried a leeward start as we usually do at home with 15 boats. We did not make the mark because so many boats were taking our wind. We had to jibe and make a port tack start. We sailed our own race and at the last mark we were in 3rd place. To tell you the truth, I have never seen so many boats behind me. It was the most beautiful sight I have ever seen in my sailing. It looked like a dream. We lost two positions on the last leg, but we were still satisfied with a fifth.

Next day, we had a poor start and we did not have time enough to catch as many boats as the day before. We were content with an 11th in the morning and an 8th in the afternoon.

I thought I was getting the idea of how to handle a

big fleet, since tactics are not the same in a small fleet. But our starts were not good. It is funny how the boats that start in the middle of the line just carry on knowing they are crashing the line, while others are recalled like we were.

In this race, we picked up quite a few boats. We were about 12th and jibing our spinnaker around a mark, giving room for a boat that took our wind, when about 10 boats shot past us. We finished about 25th. In the afternoon we had to restart again. We recovered our loss and ended in 8th position.

We felt very sorry for Tom Allen in the last leg; he just wasn't "lucky", but Herm Nickels, sailing a very brilliant series, deserved to win.

We appreciated very much the organization of the International L.C.A. and the race committee who worked so hard to set the best courses.

I hope I meet all these good skippers next year; the winners because of their skill, and the losers because of their spirit of competition and showing of good sportsmanship.

I was very happy to bring to Brazil the "Thermis Trophy" and 7th position out of the 53 entries in the L.C.A. Internationals. This is the best position any Brazilian boat ever did in International competition.

Maybe next year there will be 3 Brazilian boats instead of only one.

Best of luck to L.C.A.

Very truly yours,

Eric Schmidt



Rear Commodore Henry Pauls apparently about to abandon ship—which he later did by moving to California.

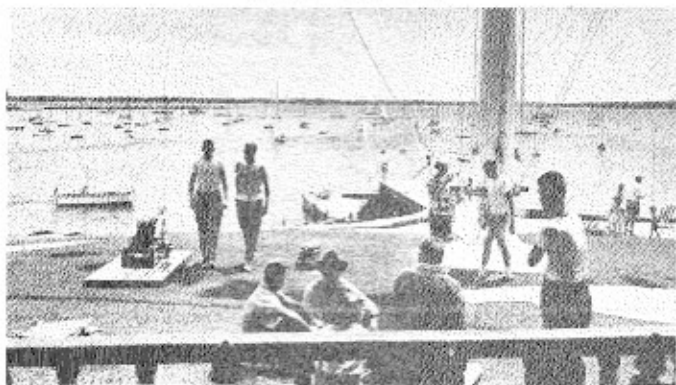
WINNING THE 1959 INTERNATIONALS AND THE 1959 MID-WINTER AT ST. PETE

by Herm Nickels, L. C. A. Champion '59

FLEET 32 INVITES YOU
TO

LARCHMONT RACE WEEK

JULY 16-24



BE SURE AND VISIT
OUR ADVERTISERS
THIS SEASON. SAY
"HELLO" AND
THANKS FOR THEIR
AD IN THE YEAR
BOOK.

To most skippers and crews the most exciting moments in racing occur on the course. You remember those perfectly timed starts, that super-maneuver at the first mark, or how you really clobbered them with the spinnaker! But to us the excitement comes in the count-down.

Now, most of you don't know about the count-down, but when you sail with us you must go through it before you know whether you are in or not! By this I mean after the last race is over, you start counting the boats between you and your closest competitors. As they are finishing, one from this way, another from that, pretty soon you lose track and all the way back to the club you keep saying, "Are we in, or aren't we?"

Believe me, if you do this twice in one year, you will know how nerve-wracking it can be. To have this happen twice in almost the identical fashion in the two top-most Lightning Regattas and come out on top, in the words of our good brother, Tom Fallon, is "Sensational, Fantastic, Spectacular! It's the Greatest!"

No skipper can give too much credit to the crew in this kind of racing, and believe me, I had the best. In the Internationals I had Bob Furey, 230 pounds (really only 160) and my son David, and at St. Pete, Gentleman Joe Stueland and Pete Bennet. It is the work of these boys that make these things possible. Always taking the skipper's orders cheerfully, never fouling the spinnaker, breaking the waves and never ducking to keep the skipper dry, and all the other things I can think up for them. I took my hat off to them three times last summer. (I lost one hat in Lake St. Clair, one in Lake Michigan, and another in Lake Erie.) However, after crewing in five grueling races at St. Pete, Joe Stueland was heard to remark, "Gee, it's worth it to spend \$2000.00 to buy a boat so you can sit in the back and steer and shout."

My impression? We are happy. How could you have a Better Year?

Herman Nickels.



L. to R: Bob Furey, son David and Herm Nickels and their victory smiles. L.C.A. International Winners, C.Y.C., Detroit, Michigan.

SAIL THE BOAT OF CHAMPIONS

RACING RECORD

1950	Internationals	1st & 2nd
	President's Cup	2nd
	St. Pete. Winter Champ.	1st
1951	Internationals	4th
	St. Pete. Winter Champ.	2nd & 4th
1952	Internationals	3rd & 4th
	President's Cup	1st
1953	Internationals	4th
	President's Cup	3rd
	St. Pete. Winter Champ.	1st
1954	Internationals	1st & 5th
	President's Cup	2nd & 3rd
	St. Pete. Winter Champ.	1st, 2nd, 3rd
	Erie District	1st & 2nd
	Conn. District	1st
	Dixie District	1st
	Michigan District	1st
	Central N.Y. District	1st
	Ohio, Ind. District	2nd & 4th
	Midwest District	3rd
1955	Internationals	1st & 3rd
	St. Pete. Winter Champ.	2nd & 3rd
	Michigan District	1st, 2nd, 3rd
	Mardi Gras	1st
	Conn. District	3rd & 5th
	Dixie District	1st
	Lake Erie District	1st
	Michigan District	1st, 2nd, 3rd
1956	Internationals	3rd & 5th
	President's Cup	1st & 5th
	St. Pete. Winter Champ.	2nd & 5th
	Central N.Y. District	1st
	Conn. District	2nd
	Michigan District	1st, 3rd, 4th
	Lake Erie District	1st
	Great Lakes Champ.	2nd & 3rd
	Port Clint. Snow Flurries	1st, 2nd, 3rd
	Red Flannel Regatta	1st
1957	President's Cup	2nd
	St. Pete. Winter Champ.	2nd, 3rd, 5th
	Midwest District	1st, 2nd
	Savannah Regatta	1st, 2nd
	Lake Erie District	1st, 3rd
	Southern District	3rd
	Conn. District	4th
	Long Island Sound Champ.	2nd
1958	Internationals	5th
	European Champ.	2nd
	Midwest District	2nd & 5th
	Ohio-Ind. District	2nd
	Lake Erie District	1st, 5th
	Central N.Y. District	2nd, 4th
	Michigan District	2nd, 4th, 5th
	Higgins Lake Regatta	1st & 2nd
	Leland Regatta	2nd
	CRV Italia Regatta	1st
1959	(Incomplete)	
	Internationals	1st, 2nd, 5th
	President's Cup	3rd, 5th
	St. Pete. Winter Champ.	1st
	Michigan District	3rd, 5th
	Tawas Bay Regatta	2nd
	White Cap Regatta	1st, 2nd
	Devils Lake Regatta	1st, 2nd, 3rd



Nickels & Holman Lightnings are now available in either wood or fiberglass. Both hulls are lofted from the same lines as the 1959 International Champion. Both have fittings of stainless steel, brass or laminated fiber and both are beautifully finished.

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Fenton, Michigan

The 1959 Lightning Championships

HERM NICKELS WINS INTERNATIONAL CHAMPIONSHIP

The axiom "If at first you don't succeed, try, try again" could never more aptly apply to anyone than to the genial Herman Nickels, who won the Lightning Class Championship on Lake St. Clair on August 21st, on his thirteenth try. No one has sailed in as many International Championship Regattas as Herman without winning. So his victory was a popular one and by winning Herman set an example of persistence which all sailors could well emulate not only in sailing but in all activities of life.

Some will say that Herman needed a break to win. Don't we all? Isn't it the smart guy who sees the break and capitalizes on it who wins?

Well, let's forget the philosophy and get down to the story. As many of you know, Crescent Sail Yacht Club, the home Club of defending champion, Hank Cawthra, is situated on the western shore of Lake St. Clair, along Detroit's Gold Coast near the estates of the Dodges, the Fords, and other motor magnates. The race course was laid out in an unobstructed area northeast of the Club. The hundred odd visiting Lightnings were all moored in Crescent's Basin due to the generosity of the Club's members in removing their own sail boats from the Basin. Crescent is exclusively a sailing club with 179 members and one club power boat, called Wrangle, to do the work.

The Fleet was slow to arrive, but by Tuesday midnight, August 18th, everyone was ready to go.

FALSE START—The weather for the first scheduled race was light, variable, and uncertain—being not quite able to make up its mind whether to blow or not blow out of the south, southeast, or east. The start was made in a light southeasterly wind which appeared to be dying with the leeward end of the line slightly favored. Fred Hibberd in Flash, #6777, made a brilliant port tack start and assumed an early lead. About the middle of the first leg, those boats out in the lake towards the east received a big lift and at the first mark it was Wes Wiedrick, #7050, Herman Nickels, #7207, Hibberd, McKinley, #5180, and others. Some of the rated boats were well back having held in shore on the port tack. Those to weather on the port tack laid the first mark easily.

Just as the leaders rounded the second mark—bang! bang! The Race Committee cancelled the race due to lack of a weather leg and unsatisfactory conditions. There was much rejoicing by all those who were sitting behind tenth position and surprising enough, there wasn't too much griping by those in the lead. Anyway, the Race was cancelled. Everybody went swimming to cool off, came in for lunch, and waited. Eventually the wind settled down out of the northeast and the Fleet went out in the afternoon with renewed confidence.

FIRST RACE—The wind was light but reasonably steady out of the northeast 6 to 8 mph. The leeward end of the line was favored with Herman Nickels getting the best start at the leeward end with Hank Cawthra, Dr. John Gentry, and others. Midway through the first weather leg, Thomas Allen, #4811, forged into the lead

from the middle part of the line and rounded the weather mark first, followed by Nickels, Bill Waingard, #7303, Al Berg, #7370, the Schmidt Brothers from Brazil, #7319, and others. The course, as in all the races to follow, was twice around a large triangle with an extra weather leg. All reaches were spinnaker reaches.

There wasn't much shuffling around of positions until the last weather leg when the wind out in the lake was definitely stronger than in shore and those that went out fared much better. At the finish, it was Tom Allen, Herm Nickels, Al Berg, Hank Cawthra, the Schmidt boys, McKinley, Wingard, Bill Uhl, #6981, Bob Spitz, #5932, and Jim Carson, #6884.

SECOND RACE—Wind better out of the south, maybe 7 to 9, but it looked as if it would freshen. Starting line pretty short with leeward end slightly favored. Thomas Allen, #4811, was over the line in the middle and had to restart a bad last. Cawthra clobbered the leeward mark and was out of the series. Shortly after the start, Tom Fallon in #5100, went into the lead followed by Gene Walet in #7120, Charlie Kehoe in #6909, McNamara from Boston in #7218, and others. The wind for this race was relatively steady and at the finish, the first ten were:—Walet, Kehoe, McNamara, Fallon, young Ken Ireland in #7017, Bob Adams in #6906, Tom Munnell in #5985, Uhl, Hibberd, and Tom Allen in tenth place with Herman Nickels fourteenth.

THIRD RACE—The wind was pretty good out of the south 12 to 15. Shortly after the start Tom Allen broke clear from the windward end and led at all marks to win the race easily. Fred Hibberd was second at the first mark, followed by Nickels, Fallon, Sykes in #6919, Cawthra Schudel in #6161, and others. Uhl tried to pinch around the first mark, failed, hit it, and dropped out. Kehoe was over the line this time and worked his way back to finish tenth. The first ten were:—Allen, Nickels, Hibberd, Sykes, Fallon, Schudel, Cawthra, Schmidt brothers, Munnell and Kehoe.

SCORE AT THE END OF THREE RACES (low score for simplicity)

Allen	12	Berg	39
Nickels	18	Munnell	42
Fallon	22	Monte-Sano	46
Kehoe	24	Wingard	49
Schmidt	30	Bob Adams	49
Schudel	35		

FOURTH RACE—Wind pretty good out of the south about 10 to 12, slightly shifty but pretty good. Line about even in all directions. Shortly after the start, Munnell, Sykes, and Schudel appeared to be leading from the windward end with Fallon and Cawthra doing well from the middle and those off the leeward end appearing to be out of contention. But McNamara and Marcy Lippincott, in #7298, took long starboard tacks off the leeward end, got a bad header, then a good lift and came tearing out of the Lake to the first mark well ahead with

a group closely bunched astern. On the second leg, Kehoe laid off to leeward with his spinnaker and sailed into a good third place followed by Sykes, Munnell, Fallon, Allen, Cawthra, Schudel, and others. Positions remained generally unchanged on the second spinnaker leg but on the second weather leg, Allen and Fallon went in shore and lost their shirts with those boats going out in the Lake on the starboard tack getting more wind. The fifth leg was a relatively close spinnaker reach in an increasing wind and some boats had trouble laying the fifth mark with their spinnakers. At the finish, it was Lippincott, Kehoe, Sykes, McNamara, Cawthra, Munnell, Uhl, Hibberd, Wingard, Allen—10th, Nickels—11th, and Fallon—12th. Score at the end of Four Races was: Allen, 22; Kehoe, 26; Nickels, 29; Fallon, 32; Munnell, 48; Berg, 52; Schmidt, 54; Schudel, 57; Wingard, 58; Sykes, 59.

FIFTH AND FINAL RACE—Wind southerly 12 to 14, pretty good. Black clouds starting to form in the north. Leeward end slightly favored. Big jam develops at leeward end with a whole mass of boats having to cross early and return to start over. Cawthra and Nickels were quickly free at the weather end and sailed around in first and second positions to finish in that order with relative ease. Allen was about tenth at the first mark, with Fallon about twentieth, and Kehoe, who had been boxed in at the start, about thirtieth. As the race settled down, Allen started to pick up boats as did Fallon and Kehoe, but Nickels was sailing around well up in second place.

The black clouds got blacker and lower and came closer, but the clouds were to the north and the wind was from the south. At the end of two complete rounds, Allen was eighth, and Nickels, second with Fallon, 16th, and Kehoe about 20th. So, had the race ended before the storm, Allen would have won, Nickels, 2nd, Kehoe, 3rd, Fallon, 4th and Munnell, 5th. But much was to transpire. Soon the clouds came closer and all of a sudden the wind stopped for those boats who were near the last leeward mark but the wind continued to blow out of the south for those who were well along the last weather leg. The first ten boats finished the race on the weather leg, but what about the others including Thomas Allen? They were becalmed.

Eventually a light wind from the south came up accompanied by thunder, lightning, and a torrential downpour. In a matter of minutes, the rain water rose over the floor boards in all the boats from ten on down. Before

the rain, the sea was sloppy and with no wind, the Lightnings were tossed about at will like a child's celluloid duck in the bathtub.

As Herman Nickels crossed in second place, all the spectators counted, including Herman and his chubby crew, his son Dave, and Bob Furey one, two, three, four, five, six, seven, eight, all across. Herman has won. Where is Thomas? He is sitting back in the middle of the last weather leg with his blue and gold spinnaker drooped in ugly folds over the bow. The jig was up.

FINAL SCORE—HIGH POINTS

Nickels	239	Schudel	209
Allen	235	Schmidt	208
Kehoe	223	Sykes	205
Fallon	222	Cawthra	199
Munnell	217	Berg	197

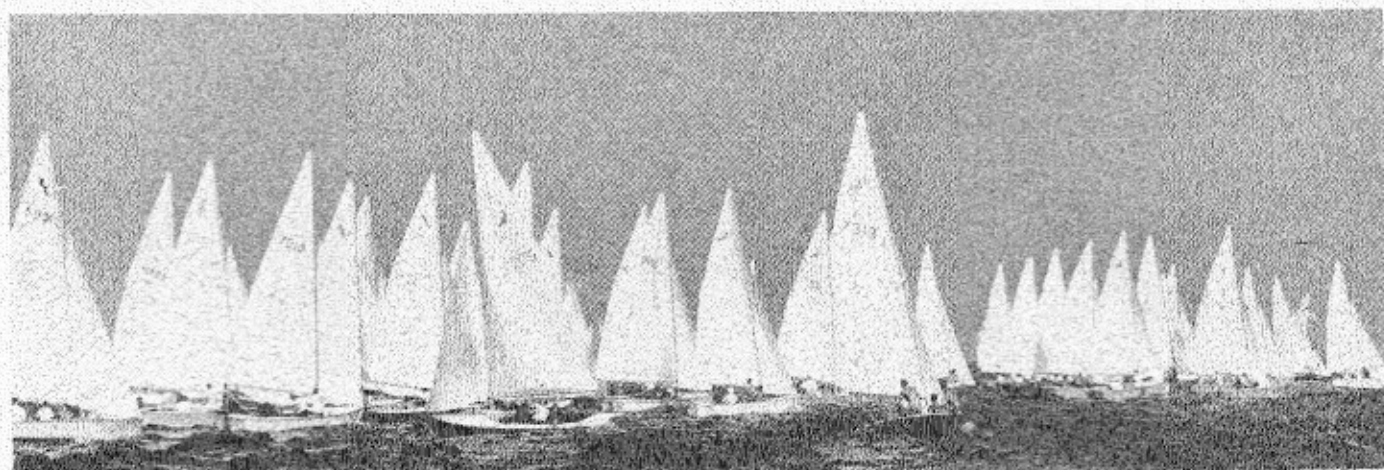
There are many who may say that Herman was lucky to win. But this writer wonders.

Herman was in a strong second position when the first race was cancelled and many of the subsequent leaders were well back. In a fleet of 53 good boats, Herman accumulated three 2nds, an eleventh, and a fourteenth, which is a terrific record in a fleet of this caliber. Sure, maybe Herman needed a break to win. But certainly the breaks in this long five race series must have averaged out, and let's face the fact fairly and squarely, that Herman sailed a brilliant last race when the chips were down and was in complete contention at all times in all the other races.

Herm's victory was an extremely popular one. This writer knows of no one who has been more active in the Lightning Class Association in the past thirteen years, no one who has kept his nose cleaner in the intense competition that has always existed, and no one that has lost and won as gracefully as has Herman. In New Orleans, Herman became quite ill in the middle of the regatta and his friends were quite worried about him. All rejoiced at his quick and complete recovery, and everyone is happy about the success of a person who keeps trying and trying and finally conquers all obstacles to win.

All our hats are off to you, Herman, and your fine crew of Bob Furey and your son, David. Thanks for the champagne.

Thomas D. Fallon
Chairman of Publicity
Lightning Class Association.



1959 INTERNATIONAL CHAMPIONSHIPS

Boat No.	Boat Name	Fleet	Skipper	1	2	3	4	5	Total Pts.	Final Pos.
7207		53	Herman Nickels	2	14	2	11	2	239	1
4811	Atom	12	Tom Allen	1	10	1	10	13	235	2
6909	Sue	226	Charles Kehoe	12	2	10	2	21	223	3
5100	Flare	12	Tom Fallon	13	4	5	12	14	222	4
5985	MC2	153	Tom Munnell	26	7	9	6	5	217	5
6161	Itch	83	Jim Schudel	17	12	6	22	4	209	6
7319		Brazil	Schmidt Bros.	5	17	8	24	8	208	7
5819	Dixie	133	Dick Sykes	27	25	4	3	6	205	8
5066	XL	51	Hank Cawthra	4	DNF	7	5	1	199	9
7370	Istar	5	Al Berg	3	19	17	13	20	197	10
6981	Spark II	141	Bill Uhl	8	8	DNF	7	3	190	11
6884	Trident	34	Jim Carson	10	33	13	15	11	188	12
5983	Grey Ghost	32	Bizzie Monte-Sano	18	16	12	32	7	185	13
7218	Kinvara	189	J. J. McNamara	47	3	23	4	9	184	14
5180	Humbug III	152	Ed & Bill McKinley	6	32	15	27	10	180	15
6906	Vagabond Loo	270	Bob Adams	24	6	19	18	23	180	16
7120	Spirit V	62	Gene Walet III	28	1	26	28	26	161	17
6450	Butch	24	Bill Walker	29	13	30	17	22	159	18
7303		5	Bill Wingard	7	31	11	9	DNF	158	19
7298	Ugly	228	Marcy Lippincott	16	48	16	1	31	158	20
6777	Flash	96	Fred Hibberd	43	9	3	8	DNF	153	21
5028	Billie	194	Carl Eichenlaub	15	17	29	26	30	153	22
7228	Celest	189	Richard Price	32	29	14	23	24	148	23
7010	Bonnie Glengarry	110	Alex Carlin	11	21	20	21	DNF	143	24
6920	Sea Star	72	Bob Tunnell	14	26	45	35	16	134	25
4865	My Gal 2	43	George Fisher	23	47	25	30	12	133	26
7000	Thermis 7	12	Karl Smither	19	15	32	37	36	131	27
7299	Spook 3	189	Lou Pocharski	45	23	21	19	32	130	28
7050	Wee Dee III	83	Wes Wiedrick	20	11	24	33	DSQ	128	29
7017	Ambergris II	238	Ken Ireland	40	5	35	46	18	126	30
7020	Tally-Ho	87	Marbury Fox	35	18	37	39	15	125	31
6612	Scalawag 5	127	John McIntosh	22	50	22	34	17	125	32
6567	Seabiscuit	6	David Peterson	41	36	31	14	25	123	33
5932	Cat's Meow	20	Bob Spitz	9	41	28	29	40	123	34
7015	Sugar 'N Spice	87	Herm Henschen	46	22	41	25	35	101	35
7030	Cheerie Bye	132	Bob Brown	30	43	39	40	19	99	36
5559	Wishful	71	Ed Kennedy	21	42	42	38	29	98	37
6647	Hoo-La	133	Tim Lapham	33	40	36	36	28	97	38
7275	Miss Trudy	5	Jay Dotty	42	30	33	31	44	90	39
6600	Sustina	1	Dr. John Gentry	31	35	47	20	DNF	83	40
7323		42	Bud Nelson	38	38	34	44	33	83	41
7044	Whirlwind	3	Marge Alexander	DSQ	44	DSQ	16	27	75	42
6530	Miss Fit	36	Jim Davis	36	34	40	DNF	34	72	43
7339	Nutsy Fagan	85	Mike Flynn	DSQ	24	27	43	DNF	68	44
6637	Restless	96	Janet Lethen	50	28	46	42	37	67	45
5974		108	Henry Fogarty	25	27	50	49	DNF	65	46
6898	VooDoo	75	Oliver Filippi	34	49	18	DSQ	DNF	61	47
7121		62	Bob Banck	44	46	51	41	38	50	48
7358	Sassy II	85	Mike Shapiro	49	37	38	DSQ	42	50	49
7001	Jayhawker	60	Bill Schwartz	39	45	48	48	43	47	50
5894	Wild Goose II	1	Sinclair Reynolds	37	39	44	50	DNF	46	51
5931	Shu-Fly	16	Jim Schumacher	48	52	43	47	41	39	52
7082	Valkyrie	70	Roy Knapp	51	51	49	45	39	35	53

CARTER FORD WINS PRESIDENT'S CUP

By Al Bernel

Our new President, Buzz Morley, requested me to write the report on the President's Race as seen through the eyes of a skipper who is old in age but green in racing. Surely, Tom Fallon, my genial teacher told Buzz that I had more than I would do to try and keep out of the way of the other boats, let alone trying to be aware of what all these almost International skippers were doing. Between shouting at my crew (one is my son, so I can get away with it), this is what I observed while siggling a tiller.

FIRST TRY AT FIRST RACE: Wednesday morning, starting line set so you could beat down the line on starboard tack, everybody willing so we start on long port tack to first mark. Jack Swanson in #749 first at windward mark by good margin only to have two shots fired across his bow and told the race was only in fun. The only reward from this race was the beautiful sight of seeing ninety-seven dazzling spinnakers flying as the International and President's fleet sailed back to complain or rejoice, depending where you were when the fracas was cancelled.

SECOND TRY AT FIRST RACE: Wednesday afternoon, wind light, sun shining, reasonable starting line, butterflies in the bilge as we watch the big race get off ahead of us in a shouting, jockeying mob. Our turn comes after the International fleet reaches the first weather mark. It was a long wait and a long sail before the finish line is reached with Sam Stowell #6877 first, Bob Bleasby #5234 second, Alex Allardyce #6630 third, Carter Ford

#6654 fourth, Al Bernel #7244 fifth. A long day of sailing and only one race complete.

SECOND RACE: Thursday morning, wind light, sky clear and bright. We start not too long after the "Big Fleet" on a line that seems too short for our fleet; I wonder how the Big Fleet of 53 got away without any more "trouble" than observed. Positions change drastically on first two weather legs with Bernel rounding in first place second time around only to have the kite foul on jumper stay and Jay Limbaugh take over lead spot. Jay then made the mistake of covering 7244 rather than the rest of the fleet and the long port tack paid off with Carter Ford coming in first, Marty O'Meara second, Jay Limbaugh third, Alex Allardyce fourth, and David Ashton fifth. Me? I finished seventh but I can always tell my grandchildren I was leading for a while until it was necessary to send a brave sixteen year old, Steve Sprole, aloft to free the spinnaker.

THIRD RACE: Wednesday afternoon, wind still light, sun bright, starting line tight. Race similar to morning race but with a new face leading the fleet home. Andy Connell in Blue Goose first, that good young skipper Carter Ford second, Frank Morse in Susie Too third, Clarence Holman fourth, and Marty O'Meara fifth. New faces up front because there was cold beer waiting on the lawn if we could get there in time to keep the thirsty International fleet from consuming the suds.

FOURTH RACE: Friday morning, wind freshening



Amongst 1960 Winners

Lightning No. 7195

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6—Firsts in Winds 2—35 M.P.H.

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to moderate and a good race in prospect. Some of the heavier weather crews start to show strength but the perennial Carter Ford gets out in front and stays there for his second win out of four races which puts him in almost untouchable first place for the top prize. Joe Stueland in #7312 second, Bob Buhr in #6427 third, Jack Swanson in—did you say #749? fourth, Duncan McInnes in #7333 fifth. Fifth and final race coming up.

FIFTH RACE: Friday afternoon, wind fresh with storm pending. Starting line wild as ever with no one being reluctant to being up there with time to spare. After four legs and a shortened course, Carter Ford scores this third win and a convincing first place in the final standing. Jack Swanson with #749, the boat that someone asked him if he had left one of the numbers off of his sail, finished second and with his consistent sailing of 7,9,7,4,2, gave him a final standing of second place in the five races. Joe Stueland finished third, Clarence Holman fourth to gain enough points to finish third in over all standing, Marty O'Meara fifth. Howard Mullin in Tackless #6336 with finishes 9, 8, 10, 18, 6, collected enough points to finish fourth. Alex Allardyce, even with a disqualification in the fourth race, sailed four good races to finish in fifth place. Due to an error of the race committee, the fifth place award was not made to him at the Presentation Banquet but I feel sure he will pride it just as much as if he had been awarded it in the presence of all his good friends. After packing and pointing the convoy home, you have time to stop and appreciate all the effort it took on the part of the host club to provide the President's Fleet with the many facilities required to make this regatta the worthy success that it was to winners and losers alike.

Boat No.	Skipper	Pts.	Final Pos.
6634	Carter Ford, Riverside, Conn.	158	1
749	Jack Swanson, Buffalo, N. Y.	142	2
7227	Clarence Holman, Jr., Finton, Mich.	122	3
6336	H. J. Mullin, Saddle River, N. J.	119	4
6550	Alex Allardyce, Gr. Pointe, Mich.	112	5
7244	Al Bernel, Kenmore, N. Y.	108	6
6896	Frank Morse, Swampscott, Mass.	107	7
7024	Bill Campbell, St. Joseph, Mich.	104	8
5234	J. Bleasby, Toronto, Ont.	104	9
7170	Marty O'Meara, E. Hartford, Ct.	103	10
4999	Dave Ashton, Milwaukee, Wis.	102	11
7312	Joe Stueland, St. Joseph, Mich.	97	12
6877	Sam Stowell, Rutland, Vt.	97	13
7128	Andy Connell, Manhasset, N. Y.	96	14
5082	Jay Limbaugh, Worthington, O.	95	15
7333	Duncan McInnes, Marblehead, Mass.	91	16
6427	Carl Buhr, Mashasset, N. Y.	90	17
7140	Don Fairchild, Gr. Pointe, Mich.	81	18
6493	John Mueller, Rocky River, O.	81	19
5574	Phil Patterson, Bay City, Mich.	81	20
6899	John Sullivan, Ridgewood, N. J.	79	21
5577	Joe Dissette, Midland, Mich.	79	22
6806	W. B. Smith, DeWitt, N. Y.	79	23
6338	Charles Lutes, Piqua, Ohio	77	24
6499	Charles Grant, Gr. Pointe, Mich.	71	25
4975	John Hammel, Skaneateles, N. Y.	62	26
5999	Robert Mann, Columbus, O.	50	27
5967	Dean DeVries, Benton Harbor, Mich.	48	28
6660	Jack DeCredie, Pittsburgh, Pa.	45	29
6461	Curtis Clark, Pittsburgh, Pa.	28	30
6003	Edward Dean, Ossining, N. Y.	26	31
4674	Kent Hughes, St. Joseph, Mich.	26	32
5284	James Gilbert, Alexandria, Va.	23	33

5th ANNUAL SOUTH AMERICAN LIGHTNING CHAMPIONSHIP

Bogota, Columbia, August 12-16, 1959

The 5th Annual South American Lightning Class Championship Regatta was held at Club Nautico del Muna, Bogota, Colombia in August. The Club Nautico del Muna was founded 15 years ago with 5 Lightnings forming Fleet 73. Besides probably being the highest Yacht Club in the world, the Club has the oldest Lightning Fleet in South America. They now have a fleet of 34 boats and hold races all the year round in which 20 to 25 Lightnings usually compete.

The South American Championship turned out to be quite a success although there were a couple of knock-downs owing to the Muna's rather fierce mountain winds. Everybody had a good time and left Bogota to compete

in the Pan-American Games. Unfortunately the Bogota skippers were unable to go because Colombia, owing to economic difficulties, was unable to assist.

There was keen competition throughout the series and although the host club boats won five out of the six races, they were all hard fought and won by a margin of seconds.

The first race was held on the 12th of August at 2:30 p.m. The wind was 15 knots with brilliant sunshine. Humberto Plaza from Ecuador took the lead closely followed by Obregon from Colombia and Jost Kursell from Peru, in ONE-HOSS SHAY. (This Lightning won the first Pan-American Regatta in Argentina for the United States, five years ago and has since then travelled all over

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South America and competed in all the South American and Pan-American Regattas that have been held.)

Positions alternated between these three boats during the first part of the race but Obregon had difficulties with his spinnaker and broke his spreader. The lead was then taken by Kursell followed by Plaza and Jacob from Colombia. This last boat slowly closed in on the leader and finished first. Positions were as follows: 1st, Maurice Jacob of Colombia; 2nd, Jost Kursell of Peru; 3rd, Enrique Plaza, Ecuador; 4th, Rafael Obregon of Colombia; 5th, Guillermo Ballesteros of Colombia; 6th, Alberto Migone of Argentina; 7th, Hugo Diminich of Ecuador; 8th, Emiliano Rey of Venezuela and 9th, Humberto Plaza of Ecuador.

The second race was held on the 13th of August at 11:30 a.m. Conditions were similar to the first day, although the wind was not as steady. Obregon took the lead from the beginning closely followed by the rest of the Fleet whose positions alternated continually. On the last beat home, Jacob passed the lead boat and a luffing duel started which only stopped at the finish line with Jacob crossing first. The rest of the Fleet were close behind and there were only six seconds between the first and fifth boats. Positions: 1st, Maurice Jacob; 2nd, Rafael Obregon; 3rd, Humberto Plaza; 4th, Enrique Plaza; 5th, Jost Kursell.

In the afternoon of the same day at 3:00 p.m., the signal for the start of the third race was given in a dying wind. The first leg saw the fleet bunched up fighting for positions but downwind Maurice Jacob slowly increased his lead with nobody able to overtake him, although the wind picked up later in the afternoon. He was, however, disqualified by the Race Committee and the resultant order of finish was: 1st, Rafael Obregon; 2nd, Humberto Plaza; 3rd, Enrique Plaza; 4th, Emiliano Rey.

On Saturday the 15th at 11:30 a.m., the fourth race got under way in 15 to 20 knot winds which held up all morning. Jost Kursell of Peru took the lead, closely followed by Obregon. On the second beat, Kursell was passed by Obregon and finished second after fighting it out with Ballesteros. Order of finish was: 1st, Obregon; 2nd, Kursell; 3rd, Ballesteros; 4th, Jacob.

Fifth race—2:30 p.m.—same day. The fleet crossed the starting line in light varying wind led by Diminich from Ecuador, Ballesteros, Migone, Rey, Jacob, Plaza, Obregon, Plaza and Kursell in that order. Positions changed constantly during the first half of the race when Humberto Plaza took the lead followed by Ballesteros and Obregon. Plaza was in sight of the finish and was an almost sure first when Obregon saw a favorable slant of wind that the rest of the fleet had caught and split tacks. Both boats met again 10 yards before the finish line but Plaza had to come about before crossing and Obregon won by two seconds. Following were Migone from Argentina, Ballesteros of Colombia, Kursell, Jacob, Diminich, Enrique Plaza and Rey. All the fleet finished in a matter of 20 seconds.

The sixth race which was raced on Sunday, the 16th, saw strong squally winds that reached 30 knots in the peaks. The first half of the Regatta saw all the fleet fighting for positions with Humberto Plaza and Jacob in the lead. But when spinnakers were raised, they proved too much for most of the fleet and Humberto Plaza, who had wisely abstained from raising his, planed away to a safe lead on a beam reach. He increased this lead on the beat home despite Jacob's determined efforts to catch him. The latter came in second, followed by Enrique Plaza and Rafael Obregon.

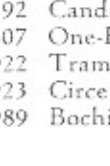
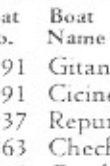
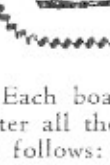
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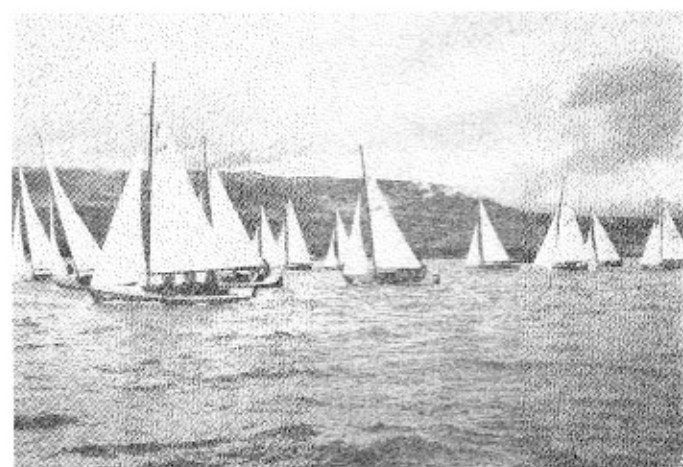
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Each boat could choose five races out of the six so after all the calculations were made, the final score was as follows:

Boat No.	Boat Name	Skipper	Country	Place
7291	Gitana II	Rafael Obregon	Colombia	1
6091	Cicine	Maurice Jacob	Colombia	2
6937	Repunte II	Humberto Plaza	Ecuador	3
5863	Cheche	Enrique Plaza	Ecuador	4
7292	Candelaria II	Guillermo Ballesteros	Colombia	5
5807	One-Hoss Shay	Jost Kursell	Peru	6
6922	Tramontana II	Alberto Migone	Argentina	7
6923	Circe	Hugo Diminich	Ecuador	8
6989	Bochica	Emiliano Rey	Venezuela	9



Well Under Way.