

Fleet No. 36 PYMATUNING YACHT CLUB

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Annual July 4 Regatta

July 7-8, 1962

As soon as the fifth race started once again Schmidt and Mattoso Maia were amongst the first ones, who were Migone, Gallyas and Sienra. Gallyas rounded the first buoy in front after having split tack with the bunch. It was then blowing a strong S.W. and an excellent race was expected. With Gallyas in first, then Schmidt, Migone, Sienra and Mattoso Maia; but while completing the first triangle, Schmidt was in first, followed close by Gallyas, Mattoso Maia, Migone and Sienra. On the second windward leg Schmidt got away, while Gallyas and Mattoso Maia were changing positions after every tack. Just after the second windward mark is rounded a gust strikes Gallyas, and not having done what he should have done, breaks his rudder and retires from the race. Finally the boats start the last beat with Schmidt and Mattoso Maia well situated, Migone well ahead of Sienra. But, the finish would be quite different.

The finishing line being close to the Sugar Loaf, and the wind having died down suddenly, the end of the race was very fluky. Migone lost his place for Sienra because the former was having trouble again with the rigging. Sienra having tacked to the Rio shore, was going well, while the two leaders were almost becalmed. In a short time Sienra passed Mattoso Maia and threatened Schmidt. The positions of this race were: 1st. Schmidt, 2nd. Sienra, 3rd. Mattoso Maia, 4th. Migone, 5th. Obregon, 6th. Hernandez, 7th. Monroe, 8th. Sola, 9th. Matta, 10th. Ballesteros, 11th. Lauz, 12th. Maspons, 13th. Moeller, Gallyas, Melero, de Grandes and Bierwith did not finish. Frugoni was disqualified. Collet and Arteaga did not start.

Having taken five firsts in a row, Erik Schmidt had won the Championship. Mattoso Maia would still have to decide with Sienra on the last race, and only could win Mattoso Maia by taking a first. But, the evening of this day would happen to be very exciting and full of trouble.

After the fifth race, there were rumors that Pablo Gallyas had protested against Erik, saying that his spinnaker pole was longer than permitted by rules. That was true, but the attitude from all points of view seemed to demonstrate total lack of sportsmanship. As everyone else could see: Erik wasn't the only one with an extra inch longer spinnaker pole. Mattoso Maia's was in the same way, Migone's, Melero's, Obregon's, and without any doubt almost all the others. The organization of this Championship made a big mistake here, in not checking these items, and when we receive a borrowed boat, we are not the ones who are going to measure it. Anyway, the protest should have been directed to the sailing committee, asking to cancel the whole Championship. Why was Schmidt the one responsible? As a journalist from the "Correio da Manhã," I tried to ask Gallyas what was

the reason. The beginning of his answer was—"Because he is a cheater," saying afterwards that Schmidt hid his spinnaker pole after every race so nobody could see it. Schmidt has his spinnaker pole on the deck the whole race and when he puts his boat up, he puts it away, inside the boat like everyone else, but Gallyas wanted to show his character. And, that small piece extra was responsible for Schmidt's performance on the reaches. As Gallyas was always so behind Erik and Mattoso Maia, he wasn't able to see that the maneuvers made by these two crews were superior to anyone's and that is why they passed two or three boats just in hoisting the "spi." Neither did he notice that one of the spinnaker poles within the specifications was exactly the one belonging to "Osprey V" which is Erik's boat, and why defame the one that on the Pan American Games won the competition mainly by using the spinnaker better than the others. And, Gallyas, knows that, he was competing in the same games in the Flying Dutchman Class.

When Gallyas and his wife were at their highest offenses, Erik was passing by. And, as Gallyas had offended him, and was swearing at him, a cigarette was thrown at him by Erik, who lost his temper in hearing such rude words directed to him. Now, who had the reason? That twenty year old boy, certainly impulsive having seen until then his loyalty in doubts, or that sir who with his wife was offending perhaps because he was to confident in his size? It is difficult for us to judge, but one thing I am certain of: Gallyas who started the lamentable incident, should be ashamed of himself.

By the way, knowing South American Championships from words of many old timers and by my own experience, I have yet to see a Champion without having been suspected by others. Perhaps this is one of the characteristics of these events, and because of this the Brazilians have made up their minds not to be present in any of these Championships, at least until the panorama changes. The Confederation Sudamericana de la Classe Lightning doesn't seem to take any notice of such cases, and not even for the real results of the races. In 1957, in Uruguay, one of the Championships had the results confirmed incorrectly, because the Brazilian Rubens Franco de Sa not having finished a race was given a fifth. About that case, I wrote personally to Barreda Moller, at that time secretary and until today I am waiting for an answer. But that is another story.

The race committee didn't take any notice of Gallyas's protest. The Chilean delegation requested Erik's disqualification, otherwise they would abandon the Championship. They withdrew, like they were promising since the day of their arrival. If Gallyas permits me, I would

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like to know if the L.C.A. allows that extra piece of wood in between the skeg and the rudder. And ask the Chilean delegation about the attitude of Luiz Bierwith before the races hadn't even started. The threat of leaving the Championship in case the Race Committee didn't accept his demandings, demonstrates well how they behaved here in Rio. I would like to make an exception to Isidoro Melero, authentic Champion, who having lost the Championship the way he lost, was always polite, educated, and above all he behaved as a yachtsman should. If it wasn't for Melero, his crew, and a few others, unquestionably we would have had the worst impression of the Chileans; and I would be sad, because the personal contact I have had with many people from Chile, gave me the impression of being very nice people.

Unfortunately I was the one chosen to relate this event. I would be much better off if I hadn't. I like to write about yachting, but I feel sick when I see myself obliged to write about matters that do not concern yachting. After all life doesn't always give you pleasure.

With Erik already 1961 South American Champion, the start of the sixth race was given against a strong wind from the east. Mattoso Maia left well covering Sienra, taking no notice of anyone else. Schmidt thinks he is over the line and returns, but in a short while, being one of those on the right tack, starts to lead the race. Sienra near the first buoy passes Mattoso Maia. The boats round the windward mark with Erik Schmidt in first, Migone second, Obregon, Hernandez, Monroe, Sienra and Mattoso Maia. The first spinnaker leg was very difficult, because although it was a tight reach, it was gusty. Schmidt and Migone got away, while Mattos Maia to leeward of the others tries to overtake them, and in a short time is fighting for the second place, when the spinnaker pole breaks. Without it he watches everyone go by him. Completing the first round Schmidt is still well ahead, followed by Migone also with a good lead, Hernandez, Renato Matta and others, with Mattoso Maia well behind. At the second windward leg, Schmidt tacks to Rio, and most of the fleet also tacks, while Mattoso Maia, Hernandez and a few others fetch the Niteroi coast. Second time around the windward mark, appears Schmidt, Migone, Renato Matta and Mattoso Maia who again falls into the position where he can't use the spinnaker. Sienra has his rudder broken, Lauz capsizes. Many boats preferred to do this leg without spinnakers, and many were in trouble when making use of it. Commencing the last leg Schmidt has a safe lead over Migone, Obregon, Matta, Monroe, and in tenth Mattoso Maia. The wind increases and then comes a shower which takes all the visibility for a couple of minutes. Maspons capsizes. Schmidt takes the Rio

tack again, this time followed only by Migone and Obregon, and most of the fleet is on the hot tack to Niteroi. The position of this race was: 1st. Schmidt, 2nd. Monroe, 3rd. Matta, 4th. Hernandez, 5th. Mattoso Maia, 6th. Migone, 7th. Obregon, 8th. Ballesteros, 9th. Frugoni, 10th. Sola, 11th. Arteaga. Did not finish: Sienra, Lauz, Moeller and Maspons. Including the results of the sixth race and last one, the final results of the VII South American Championship was the following:

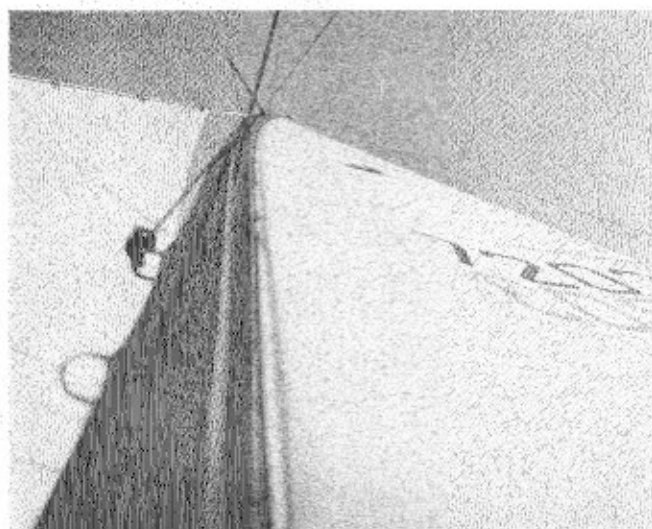
1st. Erik Schmidt, John Aune, Robinson Has-	
selman (Axel Schmidt)	
BRAZIL (1-1-1-1-1-1)	100 points
2nd. Oscar Mattoso Maia, Ibero Andrade,	
Figueira Barbosa	
BRAZIL (3-2-2-2-3-5)	93 points
3rd. Felix Sienra Castellanos	
URUGUAY (4-3-3-3-3-2-dnf)	90 points
4th. Rafael Obregon	
COLOMBIA (2-5-5-5-5-7)	83 points
5th. Alberto Migone	
ARGENTINA (6-6-10-4-4-6)	79 points
6th. Vincente Hernandez	
COLOMBIA	77 points
7th. Stuart Monroe	
PERU	73 points
8th. Pablo Gallyas	
CHILE	60 points
9th. Francisco Sola	
ECUADOR	59 points
10th. Guillermo Ballesteros	
COLOMBIA	58 points
11th. Matheus Frugoni	
URUGUAY	56 points
12th. N. Maspons	
ECUADOR	51 points
13th. Renato Matta	
BRAZIL	41 points
14th. Carlos Arteaga	
PERU	30 points
15th. Lauz	
URUGUAY	30 points
16th. W. Moeller	
ECUADOR	28 points
17th. Carlos de Grandes	
ARGENTINA	17 points
18th. Isidoro Melero	
CHILE	15 points
19th. Luiz Bierwith	
CHILE	13 points
20th. Carlos Collet	
ARGENTINA	9 points

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As you can see the Brazilians came out very well. Schmidt managed for the first time to win all the races. And, Mattoso Maia in getting the second place confirmed the situation of the Lightning in Brazil. On the windward legs, the way of hiking adopted by ours was worth the sacrifice, and Schmidt managed to get to the windward mark nearly always in first. On the reaches they were visibly superior, and Mattoso Maia with a heavy boat that rarely planed still got advantage over the others. It wasn't only trimming the sails, but also jibing or hoisting and putting in the spinnaker.

The Colombians altogether were very good, and Rafael Obregon was the only one who managed to keep up (in the first race) with the Brazilians on the reaches. Comparing to four years ago they improved very much. Obregon sometimes was sailing without any chance, and competing with his wife as crew, surely must of had difficulties on the strong winds. All of them had a lot of spirit, made friendships and we missed them when they left. The delegate from this country was also the one who most understood the difficulties of the Brazilians, and one of the few who had the intention of adopting the L.C.A. course. A Championship with people of this type is what we hoped it would have been.

Uruguay was the other country that brought us good sailors. Sienna, if it wasn't for going so bad on the reaches could have won easily Mattoso Maia. He confessed later on that he never had sailed so much on the reach but declared that that was the course he liked. A great sailor, a great Champion, who we hope to sail against many times more in our Brazilian season. Lauz got a very bad boat. Instead of staying in a bad humor, he gave a big smile. For the Brazilians, he and his wife, were the nicest people. In other lands if you win an Uruguayan is almost always

a motive to receive compliments from them after the race is over. It is good to sail against people like these.

Argentina had been well represented with Alberto Migone, excellent sailor and nobody can deny it. He got a good boat, but I think he did not get acquainted with it. Carlos Collet and Carlos de Grandes didn't sail in all the races and for this they wound up very bad. It was a shame Collet didn't get a better boat. The results of this country does not reflect the capacity of their sailors.

Ecuador sent us her youth. A bunch of boys that will be giving trouble one day.

Peru didn't appear sufficiently. Stuart Monroe North American by nature, was splendid, having once crossed the whole fleet on the port tack at the start. Was a good loser, had a good boat, in other words was an authentic yachtsman. The other Peruvian didn't seem to go well, and for this reason we can't express ourselves with certainty.

Chile, with Isidoro Melero, had the title. Melero between us couldn't repeat the results of the previous year. Various times he didn't complete the race, which also explains his bad result. The other two complained very much, and were exactly the opposite in manners to their best sailor.

I remember in 1957, when the Colombians and the Brazilians ended up very badly in this Championship. In that occasion we both had very bad boats, and surely we were not good enough to win any way. Now four years later, we can be proud that we have two amongst the best sailors in South America. We only improved because we recognized our errors and learned a lot by doing that. If some would at least do that, I mean analyze themselves, perhaps sooner or later they shall have the satisfaction we are having at the present moment. And sincerely I hope it will be like that.

Finally we are getting towards the end. But, besides the races? Carnaval was the principal diversion. We have what we call "Grito de Carnaval" a few weeks before Carnaval itself. We had one in the Clube Naval and another in the Iate Clube Jardim Guanabara, which also offered a dinner. From Niteroi came an invitation from the Rio Yacht Club and from the Iate Clube Brasileiro for a dinner. Where the races were held, that means at the Iate Club do Rio de Janeiro, there was a swimming pool, calm, enchanting, used in the hot days of February until three o'clock in the morning. And, after all, the best in international competition are the conversations, the friendships that appear; and certainly, there shouldn't be any need to get excited because there are some races.

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1961 EUROPEAN CHAMPIONSHIP

The 1961 European Championship was held at Corfu, Greece, August 2 to 7th. Corfu is one of the most attractive Greek islands, situated off the NW corner of the mainland. Part of the island is opposite the Albanian shores. Corfu is covered with olive trees and there are many spots of great beauty. The Empress Elizabeth of Austria built herself in 1890 the Achilleon Palace on a thickly vegetated slope overlooking the sea. The summer Royal residence is at Corfu and the whole Royal Family of Greece was there following the races closely every day. Corfu is only some hundred miles from the southern tip of Italy and is linked with excellent ferry-boat service. This greatly facilitated the Italian and other European participants. But Corfu presented several problems of organization. Some of these were solved by the Navy which provided a tank-carrier to transport 24 Lightnings from Piraeus and serve as lodging for most of the Greek crews. The Navy also provided a mine-sweeper which served as Committee Boat, several other minor craft, eight buoys which formed an Olympic course, and two cranes which picked the boats out of the water after each race. There were 39 entries of which three, one Greek and two Swiss, scratched, leaving 36. Of these seven were Italians, three Fins, one Swiss and one Spaniard, HRH Don Juan Carlos Prince of the Asturias who was crewed by HRH Princess Sophia. Among the 24 Greek boats was the winner of an Olympic Gold Medal, HRH the Crown Prince.

In the afternoon of August 1st, hard-working official measurer John Condocostas accomplished the difficult task of weighing all the boats with a weird contraption which

he set up. In the evening, the Mayor gave a reception at the Corfu Palace Hotel. There had been an accident on that same day. The breeze had freshened and was blowing right into the entrance of the outer harbour. Dr. Mainini of Rome was beating out when a small merchantman, empty and riding high, came barging into the harbour. His intention was to turn 90° and carry on into the inner harbour but the boat did not turn, lost control, muddled with his anchor at the last moment and crashed his bow on the dock and sank. He sued Mainini for damages claiming that he had tacked on his bow. The next two mornings were spent in Court by Mainini, the Chairman of the Committee and several others. Fortunately, the court showed good judgment on the Rules of the Sea and the case was discharged. But the distraction brought about prevented checking the LCA membership cards in time and subsequently caused a lot of trouble.

All races were to start at 3 p.m. this being the best time for wind conditions. The tune-up race was won by Andreas Sinopoulos and the Crown Prince was second. The strong Italian contenders paid more attention to studying the course.

FIRST RACE. Light wind from the North, force 1 to 3. The start was postponed for one whole hour before the breeze picked up. It remained light but steady. The Crown Prince won easily, Andreadis was second, Bonas third, DiSegni fourth, Caryofyllis fifth and Sinopoulos sixth. It was a happy surprise for the Greeks as they captured five out of the six first places and DiSegni was not even one of the favorites among the Italian team.

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Annapolis Regatta	July 7-8	Annapolis, Maryland
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PONTIAC Y.C. (54) SEPT. 22-23

SECOND RACE. Wind North, force 1-3-2-1. There was a little more wind than the first race but still a half hour postponement was given before the breeze appeared. Pesce of Naples who was only eighth the day before showed his Class by picking his way from behind to first place. Russo, another Italian favorite from Naples, was second. Andreadis was third and the Crown Prince fourth. Fifth went to Andy Sinopoulos and sixth to Dr. Mainini.

THIRD RACE. Wind North, force 2-1-2. There was a nice breeze at the start. Young Rampolla, Italian District Champion, took an early lead increasing it continuously until he was a good 200 yards ahead of the Crown Prince who in turn had a big lead over the rest of the fleet. The breeze was dropping. At the leeward mark Rampolla rounded and tacked immediately to starboard tack. A fatal error because he lost speed in a lull of the very light wind and drifted hopelessly some 200 yards. The Crown Prince came up, smartly rounded carrying on to port tack before Rampolla got moving again. Russo rounded third and from then on, ran a beautiful race to win, with the Crown Prince second and Rampolla third. Mainini ran his best race of the series capturing fourth place while Pesce took fifth. Andreadis and Sinopoulos were having a private race for sixth place, getting into each other's hair and boiling up their Mediterranean tempers. Andreadis rounded wide of the mark allowing Sinopoulos to cut in. He then luffed and Sinopoulos' sail just touched Andreadis' shrouds. There was a protest and Sinopoulos was disqualified.

FOURTH RACE. Wind North, shift. Force 1-3-4-1-2. An unexpected squall hit the race area just before the start. Three boats were damaged, two more were carried away toward the shore. The Committee gave a 15 minute postponement to allow the fleet to reassemble. Just after the 5 minute gun the wind veered to West then died to nothing at the starting gun. The fleet drifted back of the starting line, many as much as 200 yards. Rampolla remained stranded more than 400 yards behind the line. A few puffs from the North gave the fleet a start. Most boats kept toward the shore (NW) while Russo, Couklelis and Prokopiou stuck it out to NE and gained on the others. The wind stepped up to force 4 reaching the leaders of the NW group first. These were Andreadis, Pesce and Focanti who rounded the first mark in that order, followed by Russo and the Crown Prince. With spinnakers set on a broad reach to the second mark, the boats were planing at top speed. Andreadis, first and elated at this speed, did not see Don Juan Carlos beating on starboard tack and caused him to tack. Andreadis did not retire. On this reach, the Crown Prince overtook

Focanti and Peace. The order at the third mark was Andreadis, Russo, the Crown Prince and Pesce, and all beating on the port tack for the windward mark. The Crown Prince tacked to starboard but soon returned to port. The wind slackened, veering to NNW. The Crown Prince took another tack to starboard which did not help any. Russo passed the leading Andreadis and increased his lead continuously. The Crown Prince repeated Russo's performance on Andreadis. At the fourth mark (windward) Russo was 43 seconds ahead of the Crown Prince who was 45 seconds ahead of Andreadis. Pesce was a close fourth. The wind dropped. At the fifth mark, Russo, the Crown Prince and Andreadis were close together with Pesce a distant fourth. Focanti fifth and Bonas who had been at the tail of the fleet was sixth. The three leaders bunched on rounding. The wind very light shifted to NWW. The Crown Prince came up to windward of the leading Russo but the latter soon slipped away from leeward retaking his lead. Andreadis a close third. Focanti was closing up on Pesce and DiSegni coming up fast on Bonas for sixth place. The Crown Prince kept the starboard tack and lost the gamble. Andreadis keeping the port tack longer took the lead from Russo but in turn is overtaken by Pesce in the same way. Far to leeward, the Crown Prince who tacked too late is covered by Focanti. Pesce took another port tack increasing his lead and insuring first place. Russo also tacking to port took second place from Andreadis by a few yards. Focanti finished fourth and the Crown Prince fifth. DiSegni took sixth from Bonas.

At the end of this race, four boats, the Crown Prince, Pesce, Andreadis and Russo had very near equal points. Competition was really hot and it would be anybody's Regatta the next day. But Don Juan Carlos protested against Andreadis and that put him out of the running.

FIFTH RACE. Wind North, fluky. Force 1-2. Postiglione starting at the leeward end of the line, perfectly timed, on starboard tack, took an easy lead when the breeze shifted to NW. Twenty minutes later the breeze was dying. Several boats hoisted spinnakers. With puffs and lulls all over the course, the fleet dispersed widely until no one knew who was ahead of whom. It seemed that luck would after all pick the European Champion. When the breeze finally picked up, DiSegni got it first and was 300 yards ahead before the next boat, Andreadis got away followed by Tsoukas and Bonas. The order of rounding at the first mark was: DiSegni, Andreadis, Tsoukas, Bonas, Focanti, Pesce rounded eighth. The Crown Prince was 19th and Russo was even worse off. There were great distances between the boats. Any hope of



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Greece winning the title through the Crown Prince sank to less than zero. The light wind dropped and shifted to East veering to SE. The order at the second mark was: DiSegni, Andreadis, Tsoukas, Bonas, Focanti. The Crown Prince had picked up eight boats to round eleventh. The boats were now beating to what had been the leeward mark. The order of rounding was: DiSegni, Andreadis, Bonas, Tsoukas, Focanti, Pesce and the Crown Prince. The C.P. had now only six boats ahead of him but all hard nuts to crack. Approaching the fourth mark with practically no wind, DiSegni still had a comfortable lead followed by Andreadis and Bonas. Pesce, now fourth, was followed by Focanti, Tsoukas and the Crown Prince. A new wind from the north enabled the boats to round quickly and set sps for the run to the fifth mark, in the same order. On the final beat to the finish, the three leaders took a long tack on starboard, the other three on port, Focanti smartly covering the Crown Prince. The breeze was picking up continuously with slight shifts giving the boats temporary advantages, but Focanti stuck tenaciously on the Crown Prince's wind. A few yards from the finish, Tsoukas lost his place to Focanti and the Crown Prince.

The Crown Prince was European Champion, less than a point ahead of Gaetano Pesce, past Champion, and six points ahead of that hearty old sailor with only one leg, Catello Russo, who builds his own Lightnings and cuts his own sails.

However, Andreadis and his crew thought differently. Adding up their points they saw that, had they not been disqualified the day before, they might have been the European Champs. It was discovered that Don Juan Carlos was not a registered member of the LCA, therefore, not eligible to race. Andreadis maintained that being uneligi-

ble, Don Juan Carlos could not protest against him. He did not lodge a protest but wanted the committee to act on its own.

The Jury discussed widely on this subject but finally the viewpoint of Andreadis was considered as not existing as a proper protest was never submitted.

The prize ceremony was held in the evening at the Miramare Beach Hotel. H.M. Queen Frederica had been asked to hand out the trophies and when H.M. was ready to hand the cup to HRH the Crown Prince, His Royal Highness presented a note which was read aloud by Christopher Carolou, President of the R.H.Y.A. "... a participant has raised a question of eligibility against my cousin Don Juan Carlos ... my cousin and I wish to retire from the Regatta ... we both greatly enjoyed racing against such fine competition ... and ask the Jury to meet and decide on the winner. ..."

The Jury hastily assembled and hastily changed the results in spite of their Chairman's, Philip Joannides, disagreement. Then her Majesty the Queen handed the Champion's prizes to George Andreadis, but the second and third winners disagreeing with the new decision of the Jury refused to accept their prizes, unless HRH the Crown Prince received the title.

The 1961 European LCA Championship ended in a general disappointment.

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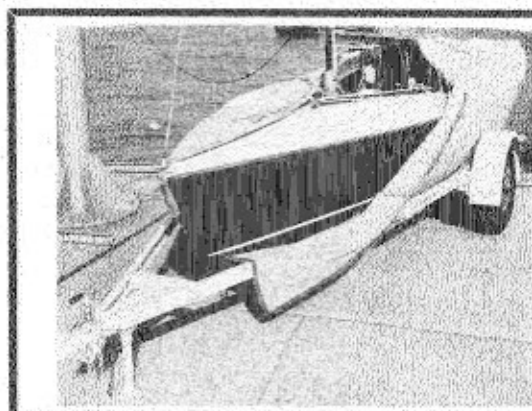
FINAL RESULTS EUROPEAN CHAMPIONSHIPS

TRIAINA	6943	HRH CROWN PRINCE CONSTANTINE	1	4	2	4	6	143 1/4
FANDANGO II	7212	Gaetano Pesce	8	1	5	1	3	142 1/2
VINCENZINA	6728	Catello Russo	9	2	1	2	9	137 1/4
ALBATROSS	6963	Spyros Bonas	3	7	12	6	4	128
STRALLE II	7238	Maurizio DiSegni	4	14	9	5	1	127 1/4
SATANASSO	7534	Giorgie Focanti	10	9	8	3	5	125
STELLINA K	7651	John Caryofyllis	5	11	7	11	8	118
KRINIS	7219	George Andreadis	2	3	6	DSQ	2	115
HIDALGO	7568	P. L. Rampolla del Tindare	7	8	3	16	16	110
CARAMBA	6689	Dr. Mario Mainini	15	6	4	13	17	104
TEMPORALE	4122	Carlo Postiglione	12	13	13	8	13	101
TRUDY	7569	Andreas Sinopoulos	6	5	DSQ	7	11	99
FIAMMA	6739	Jack Beck	18	10	10	14	10	98
DOLPHIN	7658	John Catsaridis	16	12	11	9	15	97
DAPHNE	6258	Panayetis Tsoukas	11	19	22	12	7	88
MARINELLA	8048	George Staloumis	20	16	20	10	12	88
ADM. CHRYSSANTHIS	6545	Sotiria Brinis	14	15	18	17	21	75
AVRA	6731	Nicholas Couklolis	22	17	16	19	19	87
PNOE	6257	Stig Wikman	13	24	23	16	19	65
DROSSOPOULOS	6544	Bjurn-Ole Owren	19	23	19	18	22	59
STRATIS A	6407	Orestes Hadjivassilis	21	21	14	23	23	53
ASTRAPY	5768	Aimo Hinninen	23	25	15	20	26	51
NIKE	6259	Odile Gritsy	31	18	21	21	20	49
CLEO	8045	Evangelos Cavoukis	28	20	17	27	26	42
IOLKOS	6953	George Georgas	24	22	25	24	24	41
AEGEFS	7957	Lt. George Kremos	17	R	R	DNS	14	35
POLA	7738	George Prokopien	27	25	25	22	28	33
ERATO	8046	Steven Flevotemos	25	R	26	25	29	24
NEPHELE	6734	John Desipris	29	28	27	DNS	27	17
IRIS	6623	Ens. Emil Cartalis	30	27	29	27	30	17
MINOS	7956	Ens. Basil Gabriel	24	R	R	DNS	DNS	8

Boats disqualified because
skippers were not registered
LCA members:

Final position
before
disqualification

SKIRON	4633	HRH Don Juan Carlos of the Asturias—Spain	20th
THYELA	5769	John N. Goulondris—Greece	21st
ADRIANOPOULOS	4991	John Markantonatos—Greece	27th
NAOK	8049	Spyros Pogianges—Greece	32nd
ATHENA	5734	Const. Lymberakis—Greece	31st



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TRAILING and STORAGE COVER

Heavy duty all weather down grey canvas covers the entire boat . . . reinforced in all stress points and chain plate areas. 3 heavy duty zippers along top deck with connecting zipper on bow section . . . heavy canvas ties for holding down mast also keeping cover taut when trailing or in storage. Includes eyelets for use of installing shock cords . . . reinforced on inside along center board area with 2 drain plugs for any moisture leakage. Flaps on entire length of zipper fastened by turn fasteners. **\$99.50** (F.O.B. Buffalo)

Mooring cockpit covers available on request **\$29.95**

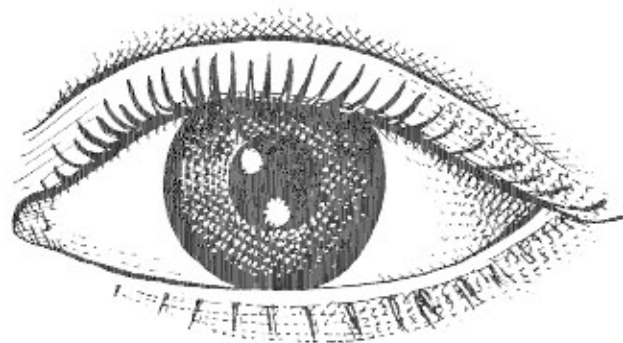
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