

CANADIAN LIGHTNING CHAMPIONSHIP

Bob Bleasby, one of six entries from the Royal Canadian Yacht Club of Toronto, was the winner of the 1962 Open Lightning Championship, sailed on Lake St. Louis with the Royal St. Lawrence Y. C. as host club. 24 Lightnings competed in the three races.

Don Allen, fleet champion of Royal Hamilton finished second, $2\frac{1}{4}$ points behind the winner, with the R.St.L.Y.C. boat Jane Ann, sailed by Ann Wilson, skipper, with her father Ted, and sister Jane crewing, in third place, a fine performance for the local entry. Fourth was Gord Russell of R.C.Y.C. with Regatta chairman Russ Scrim, R.St.L.Y.C. taking sixth.

The first day winds varied from 12 mph to 25 mph in puffs. On the second day the wind was lighter from 8 to 12 mph that veered to the south considerably towards the end. The courses were good with plenty of windward work and spinnakers were carried on many of the downwind legs.

All courses were the same, twice around a triangle with a beat of about $1\frac{1}{2}$ miles to finish off with; the boats covering between 7 and 8 miles. The windward legs were good, except for the final leg of the last race when the wind shift mentioned above gave a reach with sheets eased slightly instead of the beat.

FIRST RACE—The first race was 15 minutes late starting, but the 24 starters wasted no time getting away, with Don Allen working into an early lead; Jack Swann of Toronto was in second place for a while but Bleasby was not to be denied. He worked up past the green hulled boat for Queen City Y.C. and got close enough to the leader to make things interesting. However, the R.H.Y.C. entry was the winner, with 14 seconds over Bleasby, then came Swann, Russell (R.C.Y.C.) and Wilson (R.St.L.Y.C.) in fifth place.

BLEASBY TOOK LEAD—After the break for lunch the wind was a trifle stronger, and the crews had to work hard. The second race was all Bleasby's, the eventual Canadian champion taking the lead soon after a good start, followed by Allen and Wilson all the way around. At the finish Bleasby got the gun almost $2\frac{1}{4}$ minutes ahead of Allen in second place; Ann Wilson was third, with Millyard (R.C.Y.C.) fourth and May Robinson (H.H.Y.C.) in fifth place. After the first two races, Bleasby and Allen were tied with 49 $\frac{1}{2}$ points, with the Wilsons third (44), and two Ottawa boats sailed by Bill Whiting and Jack Evans (39) tied for fourth spot.

FINAL RACE—All boats started a starboard tack, with Bleasby and Allen tacking as soon as possible to get clear of interference from other boats. Rounding the weather mark, Bleasby had a nice lead with Allen second and Russell third. Spinnakers went up, and soon Russell passed Allen and took second place; the first five at the end of the first round being Bleasby, Russell, Allen, Wilson and Scrim. Up wind again the leader appeared to gain slightly while Russell held his lead over Allen, and finishing the second round of the triangle the first three were unchanged, but Dave Millyard's black-hulled boat passed Ann Wilson who held on to fifth. The fleet reached up the Lake to the finish smartly, Bleasby receiving the whistle plaudits of spectators boats and the usual gun from the Race Committee as he led club mate Gord Russell by 34 seconds and Don Allen by 1 minute 25 seconds which gave the fast Toronto boat, beautifully handled throughout, the Lightning honors for 1962. Millyard finished fourth, and Ann Wilson fifth in the last race.

Final results work out as follows:

Final Place	Sail No.	Skipper	Club	Total Pts.
1	7650	Bob Bleasby	R.C.Y.C.	74 $\frac{1}{2}$
2	7791	Don Allen	R.H.Y.C.	72 $\frac{1}{2}$
3	2327	Ann Wilson	R.St.L.Y.C.	65
4	5303	Gord Russell	R.C.Y.C.	62
5	7470	Bill Whiting	B.Y.C.	57
6	7775	Rus Scrim	R.St.L.Y.C.	49
7T	1620	Bill Drysdale	R.St.L.Y.C.	46
7T	5066	Jack Evans	B.Y.C.	46
9T	5234	Dave Millyard	R.C.Y.C.	44
9T	5521	Jennie Laurie	R.St.L.Y.C.	44
11T	5389	H. Sutton-Brown	R.St.L.Y.C.	42
11T	7471	E. Colton	B.Y.C.	42
13	7270	John Killick	B.Y.C.	41
14T	7070	Jack Swann	Q.C.Y.C.	39
14T	7646	May Robinson	H.H.Y.C.	39
16	3323	Clary McGuire	R.St.L.Y.C.	26
17	5927	Herb Olsen	R.C.Y.C.	24
18T	5897	Pete Sulman	N.Y.C.	23
18T	7286	Dr. R. Ross	R.C.Y.C.	23
20	7390	G. Wootten	R.C.Y.C.	21
21	7211	R. Leckie	R.St.L.Y.C.	20
22	5277	Bill Clark	R.St.L.Y.C.	19
23	6412	Dr. A. Nickerson	R.St.L.Y.C.	11
	8300	Bob Jocelyn	R.H.Y.C.	—
	7469	C. Quarterman	B.Y.C. Entered but did not race.	—

Russ Scrim was Regatta chairman, with Ted Wilson as secretary doing a fine organizing job while Howie Rogers was Race Committee chairman.

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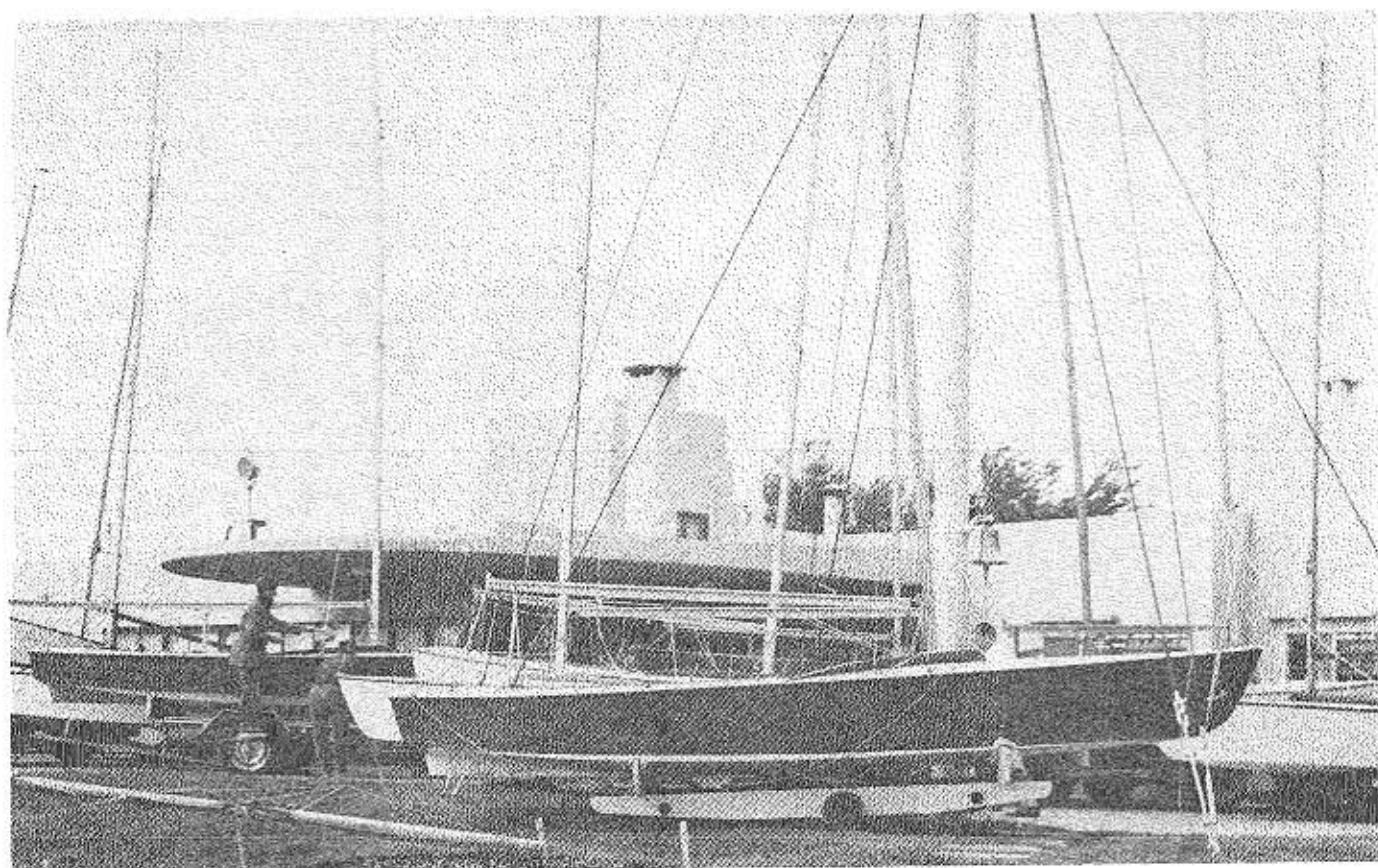
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ally became the hypotenuse of a right triangle. This resulted in a second leg which was a close enough reach to make flying a spinnaker quite problematical. The third leg was in most cases a spinnaker run with the wind on the quarter or even a bit aft of that.

Wednesday was hot and clear with the promise of fair winds. Two race courses were used. The North Americans raced far out in Abino Bay. The President's Cup and Governor's Cup were both sailed on another course nearer shore. Good winds resulted in both morning and afternoon races being completed well on schedule. Since all races in the NA'S, Pres. and Gov. groups are covered in detail in other articles, we will not be repetitious here.

Suffice it to say that all 3 flights were off and running. Too early to predict the outcomes, but the fickle and inexorable finger of fate was already beginning to trace her unfolding pattern. Tom Allen was showing the steady right-up-there—no-really—bad race pattern that made him World's Champ and defending N.A. Champ. California's Carl Eichenlaub was contesting Tom every inch of every mile. Carter Ford, the victim of an unfortunate capsizing in the Qualifying Races, was showing himself to be a dangerous contender in the battle for the President's Cup.

The Governor's Cup was harder to predict at this point. Bob Bleasby, Jim Coggan eventual winner, Peter Van Iderstine, Ross Bryan and Peter Gonzales made crystal ball gazing a mighty difficult task.

So ended the first day of the Championship and Consolation Flights.

The Michigan delegation of nine hopefuls at this point were frankly not doing well. So Doc Arnold decided a cocktail party for the Michigan skippers, crews and wives might ease their disappointment. It did—thanks to the crushed grape, the liquid grain, and the jolly juniper berry. Early Thursday morning Doc and I regretfully took our leave of the Buffalo Canoe Club and pointed my Pontiac westward toward Michigan. Doc to rejoin his family at Higgins Lake and I to a must business conference that evening in Chicago.

Strange, but as the miles unwound beneath our spinning wheels, our thoughts were not on Higgins or Chicago. No, rather they stretched behind us to the bright, sparkling waters at Abino Bay on Lake Erie—to 90 Lightnings slashing out to windward, converging at the marks, popping spinnakers and battling each other every foot of the way.

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ON PAGE 195**

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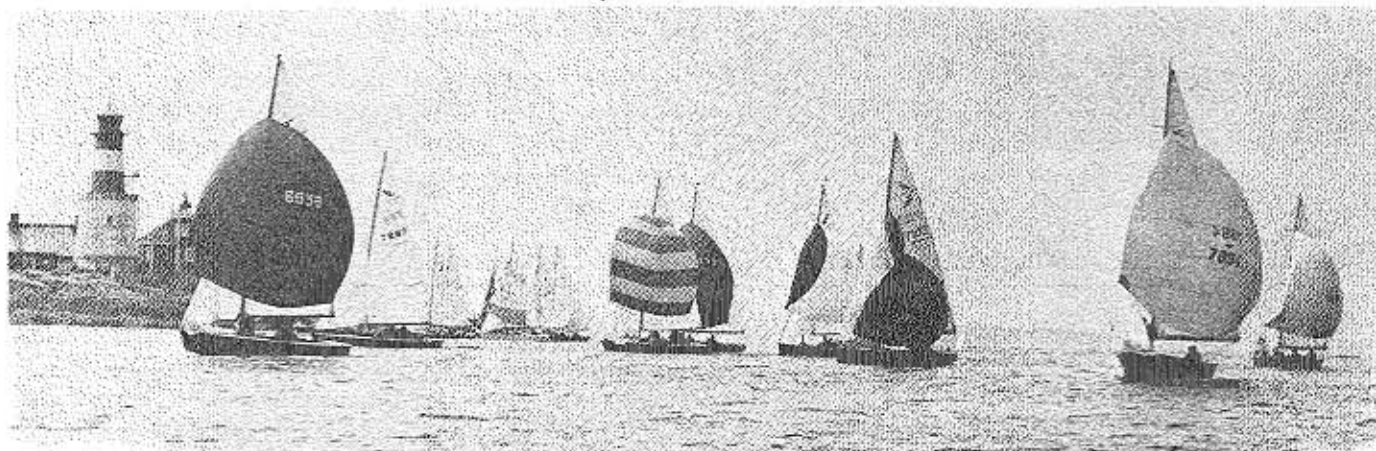
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EUROPEAN LIGHTNING CHAMPIONSHIPS 1962

Helsinki, July 10-14.

By Raimo Aromaa



Nerve-trying spinnaker work in light winds in European Championship. Behind the boats—Harmaja lighthouse.

The seventh official Lightning Class European Championships were organized this year by yachtclub Merenkavijat in Helsinki, Finland on July 10-14.

When the entry-time had closed 23 boats had registered, four from Italy, one from Switzerland and all the others from Finland District's separate fleets.

Merenkavijat, and the members of Helsinki Lightning Fleet, were well prepared to take care of this important event. Merenkavijat, which is the second biggest yachtclub in Finland, has been the host of several Finland

District Championships and other major regattas so that the officials of LCA District of Finland felt fairly safe about the organization, and not in vain, as no serious complaints were heard during the races. Only the weather was worth complaining of, as the winds were quite unsteady and weak almost through the regatta.

Monday and Tuesday were used for inspections of boats and sails. All were finally accepted, though in some cases only after shortenings of booms or spinnaker poles, adding extra weight to the hull etc.

The official tune-up race was sailed on Wednesday afternoon after the skippers meeting had been held at the club. All the boats, except one Italian and one Finnish, which had not been able to collect their crews in time, participated. Finnish skippers were very curious to see how the Mediterranean boys fared in our waters, and the foreigners seemed also interested in our skippers performances. The course was seven miles triangle, the weather little rainy and wind unsteady. Mediterraneans put scare in our skippers as Carlo Postiglione, with FANDANGO II got the winners gun. Next came whole row of Finnish boats: MARINA, Aimo Hanninen; ARIANA, Stig Haglund; KATRINA, Raimo-R. Nordstrom etc.

The first official race was sailed on Thursday morning. The wind was quite weak when the 23 boats collected at the starting line. Course about 7 miles and when the boats neared finish-line it seemed that the Finnish sailors could have possibilities to take the Championship to the Baltic Sea from Mediterranean, as three first boats carried Finnish colours. Aimo Hanninen received the winners gun with his MARINA (7177), second was our three times District Champion Raimo-R. Nordstrom with KATRINA (6838), third, previous year's Helsinki Fleet Champion Bjorn-Ole Owren (SPEED VII, 8210) and the fourth was first of the Italian team, this year's Italian District Champion Maurizio di Segni with his beautiful STRALE II (7238), fifth other Italian, Mario Mainini (CARAMBA, 6689).

Second race in the afternoon was even more nerve-trying than the first, as the wind was even lighter. This time the race was very tight to the end. Finnish boat got the winners gun again as Paavo Manninen sneaked his ANONYMUS, 7894 over the line five seconds before

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di Segni's STRALE II. Third KATRINA, fourth Italian Francesco Maddalena (ALCIONE III, 7792), fifth ARIANA, 8218 with Stig Haglund at the helm.

The second day of the regatta dawned in total calm, and even when the third race was started the wind was very light. The wind got a bit stronger during the race, but changed its direction all the time giving "gray hairs" for most skippers. Italian crews showed how to sail in light winds as they took three first and fifth place. Maddalena took the honors with ALCIONE III, second di Segni (STRALE II), third Postiglione with FANDANGO II, fourth was the best Finnish boat KATRINA, Raimo R. Nordstrom and fifth Mario Mainini with his CARAMBA.

Nerves were tight at the start of fourth race, and it resulted in a recall, as about half of the boats were over the line too early. Wind had increased, and all the sailors hoped that they could have one race with steady wind,

but in vain, as after the first round the wind weakened again and started to shift. "Nervousness" seemed to continue on the course, too, shattering our hopes, that we could take the European Championship to the North, as Raimo R. Nordstrom, who had the best position in points of Finnish boats, came near a weather-mark on port tack too near Italian Maddalena, who was on starboard tack, and resigned from the race, thus showing good sportsmanship. Winner of this heat was Carlo Postiglione (FANDANGO II), second di Segni (STRALE II), third Aimo Hanninen (MARINA), fourth Mainini (CARAMBA) and fifth Maddalena (ALCIONE III).

After four races M. di Segni had collected so many points, that he was almost sure Champion, and other Italians were also in very good positions, but Finnish skippers also had runner-up position at their reaching, so that the last race was at least as exciting as the previous day's.

When the boats started on Saturday morning from the yachtclub, the sky was grey and the wind was stronger than on previous days, so that all the skippers hoped better wind for this last race. Well, the wind kept stronger, but it veered again after first round, eliminating the second windward leg altogether, and changing it for a reach. Carlo Postiglione (FANDANGO II) got the winners gun, second Mario Mainini with CARAMBA, third di Segni's STRALE II, fourth Erik J. Suni with PIRAYA II and fifth ARIANA, Stig Haglund at her helm.

The Mediterranean boats and crews showed again their admirable sailing abilities. The top Finnish boats were not, however, very far in points from the top places, and we think that our boats and also skippers and crews are not so far from the European "cream," in Lightning sailing, as it has seemed to be in earlier years. The hero of 1962 European Championships was Maurizio di Segni from Lega Navale Italiana Fleet, Anzio, Italy, who sailed his STRALE II with brother Sandro and Giacomo Fagnano crewing very evenly through the regatta. He didn't win any races, but however collected best points with his positions 4-2-2-2-3. Carlo Postiglione from Naples took the runner-up position and Francesco Maddalena, also from Naples, sailed his ALCIONE III to the third place.

The representatives of LCA European Districts held a meeting during the Championships, where they discussed all the matters which interest Lightning sailors in Europe. The most important point was our class status in IYRU, when the matter will be cleared, how it might affect Lightning sailing in Europe, and also elsewhere, etc. It was also decided, that the next European Championships will be held at Naples in 1963.

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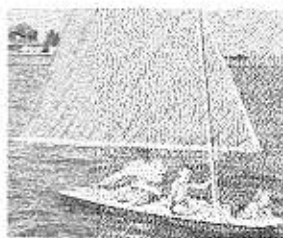
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two 2nds among 71 boats

□

FOURTH SEASON ('61)

3rd in Qualification Series
for Internationals

6th in North American
Championships (one daily first
in each series)

□

FIFTH SEASON ('62)

4th in Southern Circuit
(Mid-Winter Championships)

Winner - Milford YC
Spring Regatta

2nd in Qualifying Series
for North Americans

6th in North American finals

Winner - Milford YC
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Two 1sts in 3 races against 38
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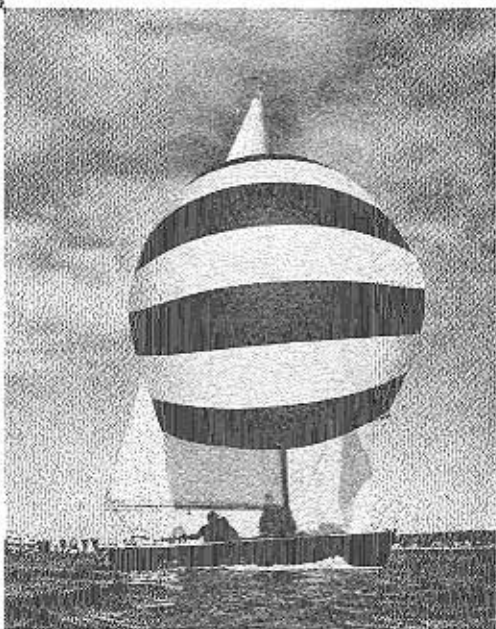
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LIGHTNING CLASS EUROPEAN CHAMPIONSHIP 1962

Results

Pos.	Skipper	Boat name	Country	Points
I	Maurizio di Segni	STRALE II	Italy	4-2-2-2-3
II	Carlo Postiglione	FANDANGO II	"	10-6-3-1-1
III	Francesco Maddalena	ALCIONE III	"	8-4-1-5-9
IV	Mario Mainini	CARAMBA	"	5-14-5-4-2
V	Aimo Hanninen	MARINA	Finland	1-9-11-3-7
VI	Paavo Manninen	ANONYMUS	"	6-1-6-9-10
VII	Stig Haglund	ARIANA	"	9-5-12-8-5
VIII	Raimo-R. Nordstrom	KATRINA	"	2-5-4-DNF-8
IX	Raimo Aromaa	TUULETAR	"	7-10-18-7-6
X	Bjorn-Ole Owren	SPEED VII	"	3-20-9-6-12
XI	Terho Aromaa	MASI	"	21-8-7-12-11
XII	Erik J. Suni	PIRAYA II	"	12-19-10-15-4
XIII	Jaakko Kauhanen	ANNINA	"	17-7-15-11-13
XIV	Esko Lindstrom	VENLA	"	11-18-8-10-19
XV	Markku Paloma	KIKKA	"	19-12-13-14-15
XVI	Jarmo Marttinen	PIRAYA	"	16-11-16-18-14
XVII	Veli-R. Nordstrom	SILL-DA-CAPO	"	13-16-17-16-16
XVIII	Hans A. Luthy	Borrowed boat	Switzerland	20-21-14-13-17
XIX	Martti Nurminen	MARY-ANN	Finland	14-15-20-20-20
XX	Kurt Baarman	ALBATROSS	"	22-17-19-17-18
XXI	Ilpo Hanninen	ANGELIQUE	"	18-13-22-19-21
XXII	Hasse Wasenius	PINOCCHIO	"	15-22-21-21-22
XXIII	Karl Forsstrom	PIPSA	"	23-23-DNS-DNS-DNS

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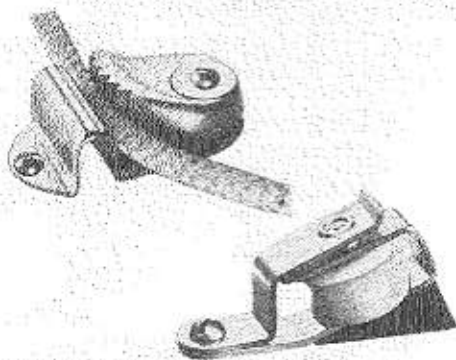
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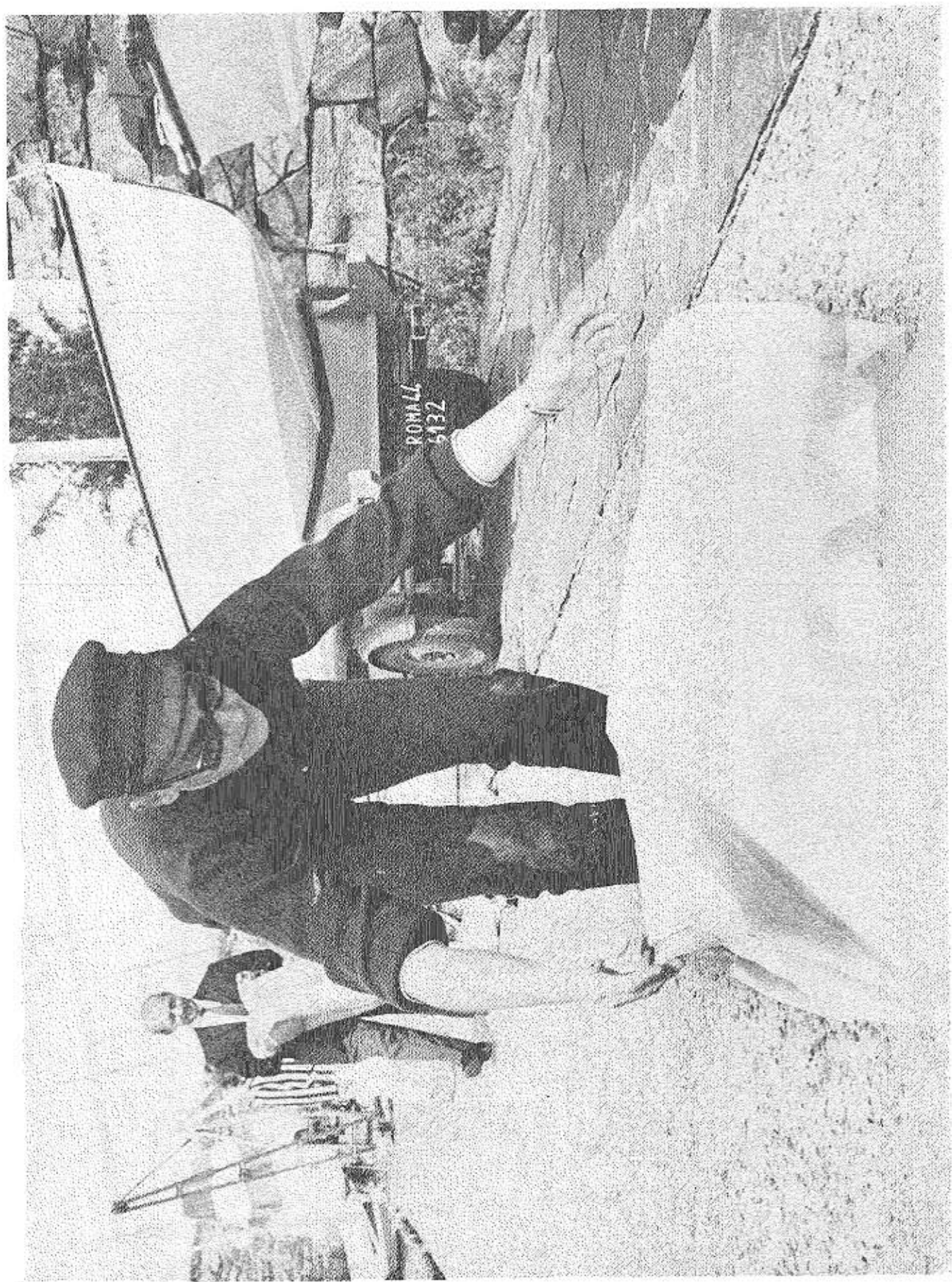


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