

REPORT OF THE FIRST AUSTRALIAN NATIONAL CHAMPIONSHIP

Corio Bay, Geelong, Victoria
January 16 and 17, 1965

By Kenneth Ross

Saturday the 16th. dawned airless and hot with a promise of a hot dry wind from the North. Ten boats were being given last minute preparations, including Dr. Geoffrey McFadden's TALUA from New South Wales, our first welcome visitor from another State.

An Olympic course was to be sailed, one in the morning and one in the afternoon, with the third heat to be sailed on Sunday morning. The wind arrived at about 9 a.m. gradually increasing in strength until by race time it was blowing a good 20 mph. The air temperature was then about 85 degrees and rising fast.

After an even start in the freshening breeze, which increased to 25/28 mph with gusts to 35 mph, the boats spread all over the course on the work to windward. By the time the weather mark was reached the NSW boat TALUA was in the lead by a few yards from WILLEROO, followed a little further back by Alby Hilderbrand's MATILDA hotly pursued by NOOK.

Then occurred some of the most exciting moments of the whole race when the four boats, all within 50 yards of each other started some wild planing without spinnakers, as nobody was prepared to set one. Each boat would pick up a plane for about 100 yds. or so, and positions changed a little with WILLEROO taking the lead and NOOK sneaking into third place.

On the next thrash to windward WILLEROO maintained and increased her position. NOOK got past TALUA, who had a water problem; having in the scramble to get her ready for the Championships, omitted to include a pump. Then followed a dead run with WILLEROO going further away and showing a very distant transom to the rest of the hard pressed fleet. THUNDER got her insecurely held spinnaker underneath the boat while on the wind, washed off in fact, and lost a great deal of time and retired, while PAPER TIGER, just launched, broke a crosstree before the start.

After the third beat to windward some very tired crews returned to the Clubhouse for lunch, another two miles.

Out again to the start line with the same heavy breeze. The temperature on shore was now 95 degrees and still rising. During the afternoon it reached a maximum of 103. This had the effect when assisted by a dry hot wind of nearly 30 mph, with stronger gusts, of coating boats, crews and sails with a layer of salt as the upflung water would dry almost immediately. The sails shaking in the wind sounded as if they were made of heavy brown paper and were just as stiff when being taken off at the end of the day.

John Chandley in WILLEROO really turned in a text-book example of how to win a race in the second heat. After another fair start he jumped out and moved to weather in such a manner that after about ten minutes he had a lead of 3/400 yards. The rest of the fleet tried valiantly to draw him back, changing positions frequently in the changeable wind which eased a little back to about a 25 miler. "Jock" Lindros in BIRUBI sailing the "shy" leg decided that he would make up a few places, so up went the spinnaker and in went "Jock". The lot! But here's the twist. "Jock" had gone to some trouble to make



(K. Ross photo)
Left to right: "Thunder"—"Nook"—"Talua"—"Birubi" in trouble in a lumpy sea at Geelong, January 17, 1965.

sure that the watertight bulkheads in his boat were effective, and the crew after getting the sails off and the boat upright climbed in and bucketed out the water and in 30 minutes has recovered themselves without assistance and sailed home.

NOOK and SCORN TRIO had a keen duel for second place with the honour going to Wal Wiggs Jnr., in SCORN TRIO with some excellent boat handling.

Some very tired, dehydrated and muscle weary sailors returned to port, where the tall glasses were lined up ready. Jock Lindros had arranged a post-mortem party for the evening, but some of the visitors, including this one, were just too exhausted to attend.

Next day the weather situation was similar with winds gusting up to 40 mph, so the race committee called for a postponement until the afternoon. Most of the boats were moored behind a jetty which was being swept by big seas, so the morning was given over to a save-the-boats operation. They were towed around to a safe haven behind a stone breakwater by a motor boat admirably handled by Ray Moore who received the considerable gratitude of all concerned.

At 1:15 pm the Race Committee reviewed the conditions as the wind had swung to the southwest, stronger than ever. However, though the Committee gave the green light, most of the crews had had enough (including this one). As the only way the result could be altered was for WILLEROO to be unable to finish the course and for NOOK to win the heat, victory was conceded. The afternoon was spent putting the visiting boats on their trailers and making the presentation to John Chandley of a suitably inscribed trophy.

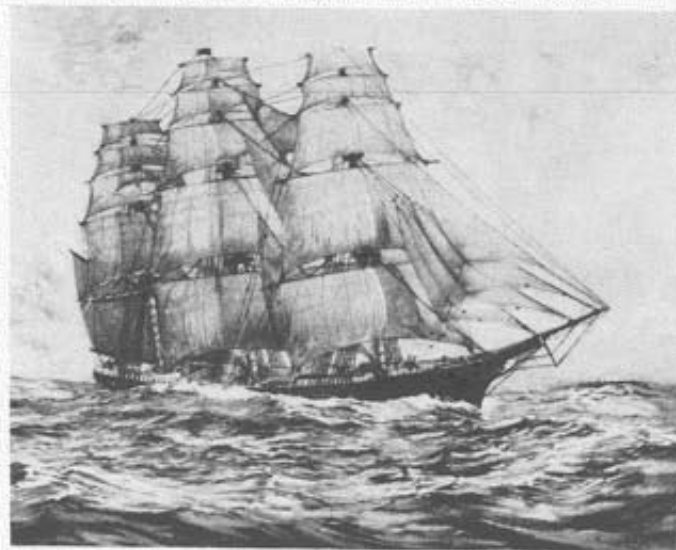
A short meeting was then held with malt refreshments provided by the District Commodore, Ken Simes. The next Championship venue was broadly discussed and other matters of interest.

Apart from the unpleasant weather, it was a highly successful Championship and everybody expressed keen appreciation at the faultless conduct of the event by the Club Captain and Committee of the Royal Geelong Yacht Club.

As a matter of interest, the temperature rose to ONE HUNDRED AND SEVEN degrees on Sunday, the day the races were cancelled, and with a wind of 30/40 mph conditions were a little beyond the usual. However we'll all be back next year for more and we're very hopeful that our numbers will be much greater.

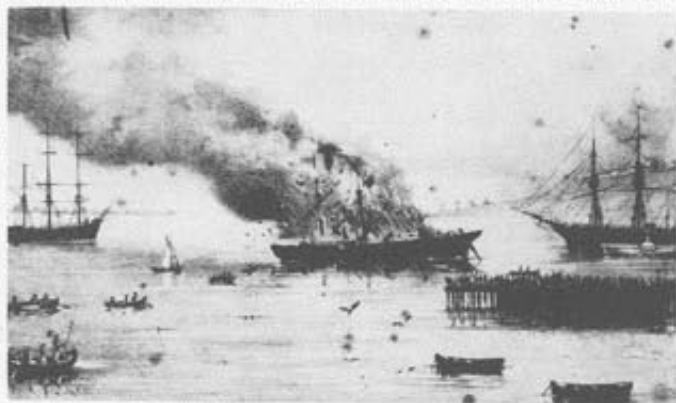
Results Eleven Yachts entered

Sail No.	Yacht	Skipper	Heat 1	Heat 2	Final
7838	Willeroo	J. Chandley	1	1	1
8071	Nook	K. Ross	2	3	2
8867	Scorn Trio	W. Wiggs	7	2	3
9278	Talua	G. McFadden	4	5	4 eq.
8470	Karanna	G. Harvey	5	4	4 eq.
8863	Matilda	A. Hildebrand	3	DNS	6
8865	Thistle	J. May	6	7	7
8587	Kohanna	I. McAuliffe	8	8	8
8072	Thunder	F. Rickards	DNF	6	9
8862	Birubi	J. Lindros	9	DNF	10
8868	Paper Tiger	B. Burke	DNS	DNS	



Clipper ship "Lightning"

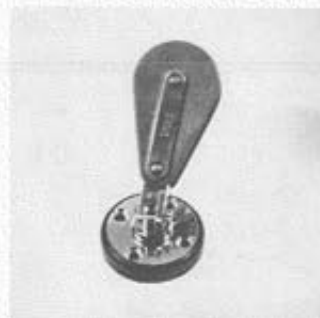
From Vice President Ken Ross of Australia come these pictures and the story that the first Australian Championships were held on the exact spot on which 96 years, earlier, the Clipper ship "Lightning" caught fire and was destroyed and sunk by gun fire and torpedoes. An extract from the clipper's log shows that on the first of March, 1854, she sailed 436 miles in 24 hours. Quotes Ken, "Little wonder that our parent Association chose this name!!"



Clipper Ship "Lightning" Burning in Geelong Harbor

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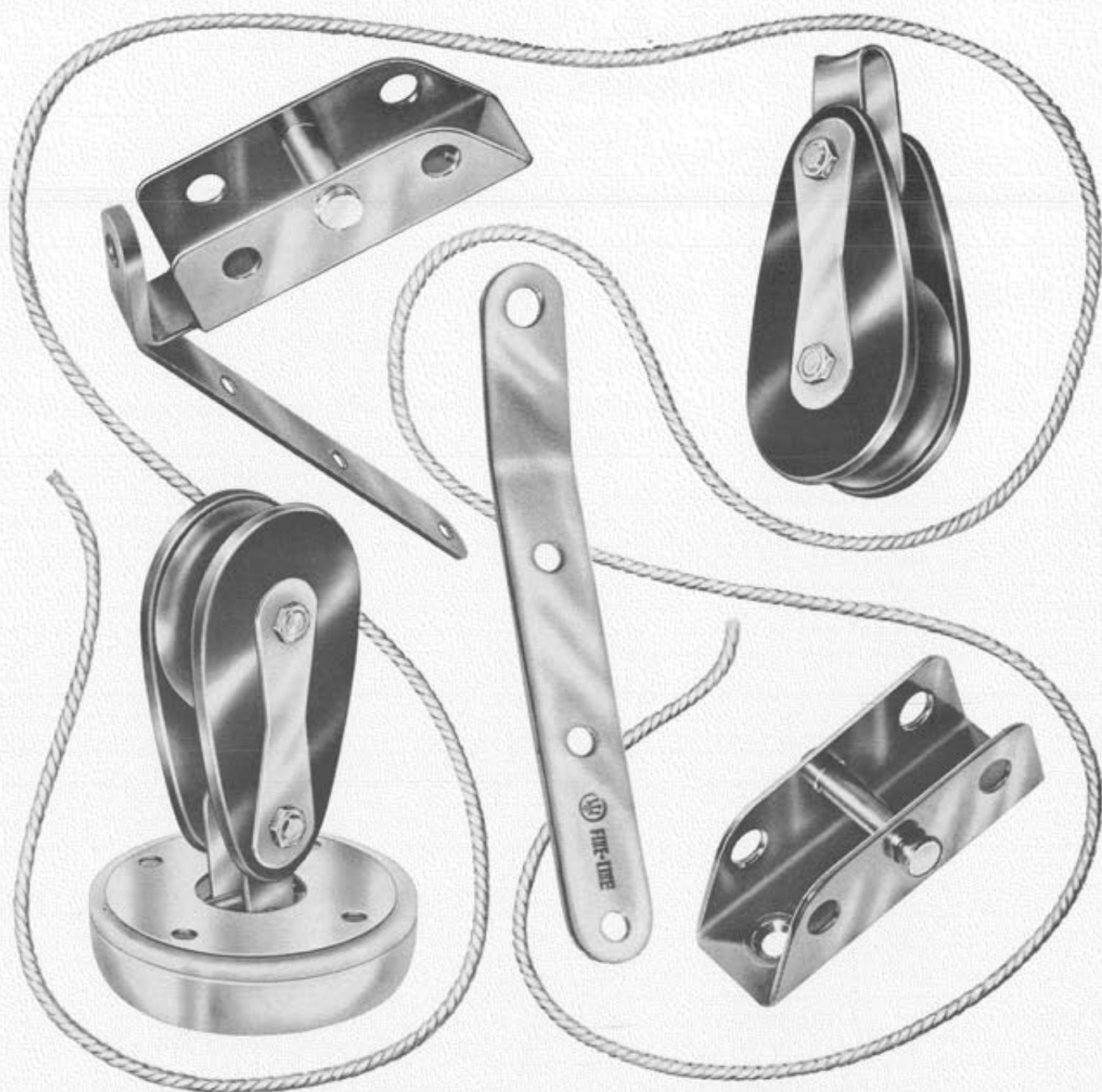
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EUROPEAN CHAMPIONSHIP

Neuchatel, Switzerland

By Claude Lambelet



"Second Buoy, Third Race, 1964 European Championship."

I.L.C.A.? LIGHTNING EMBLEM?

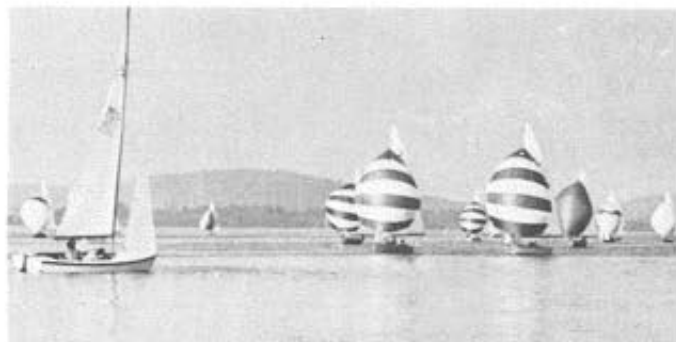
This emblem is now starting to be well known in Switzerland as our class is growing stronger each year. This development is not easy, as the public finds so many new classes of fast centerboarders each year that we have to keep working each day of the year if we don't want to get stuck in the corner.

This was one of the reasons why we were glad to organize the 1964 I.L.C.A. European Championship here in Neuchatel.

This championship was a big success for when the inscription delay was over, we had 41 entries—1 from Finland, 1 from Greece, 14 from Italy, and 25 from Switzerland.

For the first time in Switzerland we had this Championship organized as required by the rules. It was quite a job as we were not familiar with this kind of course with the start in open water. It was difficult too, to find big motor boats to help us. Fortunately, at the end it all came out very smoothly, as it always does with sailors. The races were well organized and people from other clubs came in to have a look at this new kind of organization.

Unfortunately, as happens very often on lakes, the wind was missing. When the first boats arrived in Neuchatel, on trailers, from Finland, from Greece, from Italy, the temperature was so high that nobody could unload the boats and get the sails checked by measurers. Our Italian friends from Naples told us that it was fresher down South and that they were suffering very much from the warmth here.



"First Race; European Championship, Focanti #7534 leading."

But don't annul your holidays in Switzerland for this matter as it was a very unusual week!!

Thursday, July 16th, was the first race of the Championship and this race was sailed with very light wind. Pesce, former 1957 European Champion was first, Bonas, 1963 European Champion came second, and Focanti, young talented Italian skipper was third.

Friday morning, as the wind was still missing and the temperature still so hot, the organizer decided to send all the contestants to Chasseral, a mountain 1,000 feet above sea level, near Neuchatel. Skippers, crews and race officials had time to relax on the grass, listening to the gloomy songs from the Naples boys. The air was fresh and the view beautiful.

The second race was also sailed in very light air, and just before the end of the race a wind shift occurred, which changed the results completely; Tulli was first, Bonas second, De Bosset third, Pesce fourth, Focanti sixth.

Saturday night, Boris Sjostedt and Claude Lambelet invited all the participants to drink the Neuchatel wine in Boris' old wine cellar. As usual between sailors, the entertainment was all right and some crews were quite thirsty on their boats the next morning.

The third race was sailed in light to medium air. At the second turn: Focanti was first, Bonas again second, Fluhmann third, Lambelet fourth, Tulli seventh, Pesce eighth.

The fourth and fifth races were sailed with Joran—a mountain wind (specialty from Neuchatel). This wind is coming vertically from the mountains with quite strong puffs. The course was quite hard, as the wind direction changed constantly. Tulli won the fourth, Filippini the fifth. Bonas came second and fourth, and his nice and constant sailing brought him the 1964 European title. Focanti came in fourth and eleventh, and was runner-up. Masi skippered by Finland's Aromaa was seventh. The first Swiss was Fluhmann who finished sixth.

Presentation of awards took place Monday afternoon in front of old Auvernier castle "Chateau D'Auvernier" owned by Aloys de Montmollin. Chateau D'Auvernier is an old wine center and all the participants were invited too, to visit the very old wine cellar of the castle.

At the end of the party, Bonas left Switzerland with the Champion title and with the huge "Citta Di Napoly" challenge. Focanti, as second, received the Finland silvered Runner-up challenge.

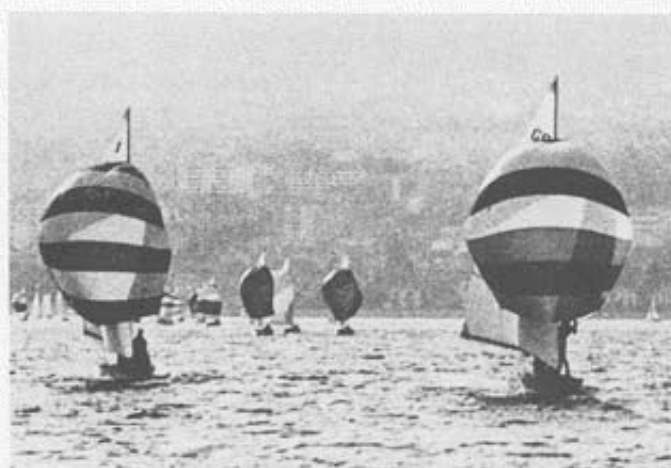
CHAMPIONNAT D'EUROPE 1964 I.L.C.A. NEUCHÂTEL

Classement general

1—8397	Albatros II	S. Bonas	GR	2	2	2	2	4	173
2—7534	Satanasso	G. Focanti	I	3	6	1	4	11	160
3—7568	Hidalgo	G. Tulli	I	5	1	17	1	2	159
4—7792	Alcione III	F. Maddalena	I	9	9	6	3	12	146
5—8138	Proteo	G. Pesce	I	1	4	8	19	8	145
6—6739	Fiamma	R. Fluhmann	Z	16	8	3	10	5	143
7—7887	Masi	T. Aromaa	L	8	7	20	7	10	133
8—7801	Monsieur X	J.-P. Weber	Z	7	21	9	11	6	131
9—8492	Vincenzina III	C. Russo	I	4	DIS	13	6	3	122
10—7802	Dame de Pique	F. Clottu	Z	13	10	16	16	9	121
11—7803	Bourla Papey	D. Henriod	Z	12	14	7	26	18	108
12—9035	Horizon II	G. Filippini	I	15	AB	23	5	1	104
13—6396	Falcon	K. Scheim	Z	20	11	11	21	20	102
14—8768	Csardas	H. Keller	Z	10	5	22	15	DIS	96
15—8767	Old Man	J.-P. de Bosset	Z	17	3	AB	17	15	96
16—7804	Joy	R. Herzog	Z	22	23	5	22	19	94
17—6810	Mascherina	G.-M. Fagnano	I	26	16	15	13	22	93
18—7586	Chraby	D. Spichiger	Z	28	13	19	18	14	93
19—6689	Caramba	M. Mainini	I	24	20	25	14	13	89
20—7467	Garoupa	C. Lambelet	Z	21	30	4	20	21	89
21—8764	Lima	G. Capri Cruciani	I	18	27	AB	12	7	84
22—8729	Surprice	C. Masciocchi	I	6	26	DIS	8	26	82
23—7934	Wama II	M. Lambelet	Z	11	31	14	AB	17	75
24—5181	Quand-Meme	H.-A. Luthy	Z	27	28	26	9	24	71
25—5561	Pfriov	J.-M. Plancherel	Z	NP	24	12	23	23	66
26—7553	Sibajak	W. Uster	Z	29	12	10	AB	AB	60
27—9130	Tabu III	R. Berger	Z	19	18	28	28	33	59
28—9068	Milan II	H. Schmid	Z	33	17	24	31	25	55
29—7563	Carina	J.-C. Hess	Z	31	25	AB	25	16	51
30—7805	Pamplemousse	C. Uehlinger	Z	23	32	31	24	27	48
31—8292	Ithaque II	B. Linder	Z	32	15	30	32	28	48
32—8448	Pepe II	L. Bonfiglioli	I	30	19	21	DIS	31	47
33—5898	Peruto	T. Grieb	Z	36	29	18	27	29	46
34—8067	Oly	P. Grobet	Z	35	22	32	29	34	33
35—8295	Hurry-Up	H. Tschappeler	Z	25	AB	29	30	32	32
36—8192	As de Carreau V	J.-P. Luthi	Z	34	33	27	33	30	28
37—8623	Jajabero	J. Beck	Z	14	NP	NP	NP	NP	23



"Waiting for air during the 1964 European Championship."



"Bonas and Tully, 1964 European Championship."

NAPLES, SITE OF THE 1965 I.L.C.A. WORLD CHAMPIONSHIP REGATTA

by Mario Cavallo

Naples is to be the site of the 1965 I.L.C.A. World Championship Regatta. The Italian District's kind invitation has been accepted by the I.L.C.A. Executive Committee.

The Schedule of Events is as follows:

September 9 and 10—	Boat inspection and sail measuring
" 11 and 12—	Tune up Races
" 13 thru 18—	1st thru 6th Championship Races
" 18	—Presentation of Awards
" 19	—Reserved for any postponed races.

There will be a full program of social events during the Regatta.

The World Championship Regatta will immediately follow the European Championships, and the same race course will be used. The European Championships will be held August 30th thru September 8th.

All contestants will enter the World Championships at their own expense, including hotel, travel, transportation, and food.

Naples was selected as the site for this event because of its great harbor, fine race course organization, nearby first-class accommodations, and good docking, fine mooring, and boat handling facilities.

The sailing waters of Naples are considered by many skippers to be the finest in the world, and Naples has been the site of many other World Championships including Olympic events.

In May of 1965, Naples will host the 5.50 World Championship Regatta.

During late August and early September, the prevailing wind should be from the NE in the morning, swinging to the SW in the afternoon. Velocity of the prevailing wind is from 10 to 30/40 Km. per hour. Strength of the sea is 1 to 3. Visibility 10/12 Km. Temperature from 22.0° to 25.0° C.

There are several yacht harbors within Naples Harbor: Molosiglio Yacht Harbor with Marivela house Club (Service Fleet Marivela) and Club Canottieri Napoli



"Circolo Nautico Posillipo Club House — Swimming pool and harbour".

house Club (Capri Fleet) Santa Lucia Yacht Harbor with Circolo Remo e Vela Italia (Sorrento Fleet) Y.C.C. Savoia (Santa Lucia Fleet) Club Nautico (no LCA Fleet)

Margellina Yacht Harbor

Posillipo Yacht Harbor—with C. N. Posillipo (Naples Fleet)

All the above Clubs have suitable mooring installations and docking facilities. Meals will be offered to all competitors entering the Championship at the same price offered to Club members. Two of these Clubs have swimming pools. These Clubs are the owners of several yachts up to 8 metre size, so Race Committee craft will be no problem.

Inasmuch as Naples is essentially a tourist city, many first and second class hotels are available nearby the Yacht Clubs.

The wonderful Bay of Naples has been described by so many great poets, that further description here should be unnecessary.

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Naples has a population of 2 million inhabitants. Museums are to be visited, among them, Capodimonte, in the Royal Palace, described as one of the best European museums, the Museo Nazionale, the Royal Palace, which with Capodimonte and Caserta were the residence of the Bourbon.

Rome, one hundred miles by autoroad or railway, is the starting point for many excursions and tours: Pompei (10 miles)—visiting the ruins of that city you may imagine her beauties before the Vesuvius eruption in the year 70 A.D. Sorrento (25 miles) is the City of the Oranges, and the city for which the song "Torna A Surriento" was written, and the city of the "Tarantella" dance, and was much appreciated by the old Greeks and Romans.

The Island of Capri—you may make a trip here in one day. This is a marvelous tour. The Hellenic colonists first populated the island. Her name is derived from the Greek (kapros) or wild boar. Capri passed from the Roman Emperor Caesar Augustus to Tiberius and others after him. The island had successive Saracenic incursions during the Dukedom of Naples, and thereafter by the Lombards, Normans, Spaniards, French and British.

Delightful climate, brilliant skies and many attractions make the island wonderful.

The Island of Ischia may be another trip of one day. Amalfi and Ravello are also a wonderful tour for one day; Positano, Praiano on the same road—bathing beauties, Ravello with her fantastic view on the Costiera Amalfitana and her gardens which inspired Wagner.

On the sparkling blue waters of Naples I hope our Lightning friends will have a wonderfully good time and happy sailing.

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REPORT ON THE TENTH ANNUAL SOUTH AMERICAN LIGHTNING CLASS CHAMPIONSHIP

Salinas, Ecuador. March 6-15, 1964

by Eduardo Rodriguez Game

Salinas Bay, situated on the westernmost tip of the southern hemisphere and approximately 90 miles by highway from Guayaquil, was chosen as the site for holding the tenth South American Lightning Class Championship because it offers ideal sailing conditions for small boats—open waters, light seas and steady winds ranging from 4 to 16 miles per hour.

The town of Salinas is a vacation resort with beautiful beaches and safe waters for swimming, skin diving, surf-boarding and, off the coast, magnificent fishing including the mighty Black Marlin for the light and heavy tackle fans to enjoy.

The Championship was held with the following participants:

Country	Skipper	Boat No.	Boat Name
Argentina	Alberto Migone— defending Champion	8239	Repunte IV
	Jorge Caride	8075	Avivato
Chile	Manuel Gonzalez	8785	Borinquen
Colombia	Luis Escorihuela	11	
	Antonio Pacini	6097	Bounty
Peru	Jose Barrera Moller	5783	Ole
	Jose Alvarez Calderon	7387	
	Federico Garcia	8140	
Ecuador	Jose Estrada	8513	Farouk
	Santiago Maspons	7811	Atom
	Francisco Sola	5866	Pipo III

The Championship got started with two preparatory races, after which the six official races were sailed. Scoring five of the official races, the results were:

Position	Name	Country	Points
South American Champion	Santiago Maspons	Ecuador	50
Runner-up	Alberto Migone	Argentina	48
3rd Place	Jose Barrera Moller	Peru	45
4th Place	Jose Estrada	Ecuador	36
5th Place	Jorge Caride	Argentina	35
6th Place	Luis Escorihuela	Colombia	29
7th Place	Francisco Sola	Ecuador	28
8th Place	Jose Alvarez C.	Peru	27
9th Place	Federico Garcia	Peru	24
10th Place	Manuel Gonzalez	Chile	22
11th Place	Antonio Pacini	Colombia	15

The Rules and Regulations of the I.Y.R.U. and Lightning Class governed the Championship and were strictly enforced, resulting in several disqualifications including that of defending Champion Alberto Migone on a protest laid by Barrera of Peru during the last race and thereby losing the Cup.

As in most events of this nature the tenth South American Lightning Class Championship was not free from incidents and accidents, some fortunate and others unfortunate.



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Manuel Garcia, crewman for Escorihuela of Colombia suffered an injury during the third race forcing them to abandon. Unable to crew in the remaining races his place was taken over by Jose Plaza Merino, an Ecuadorian youngster that performed well. Bad luck continued to plague Escorihuela; on the sixth race he fell overboard, unnoticed by his busy crew downhauling the spinnaker. It was only after the boat had sailed some 300 yards and started to veer off course that an astonished crew discovered they had nobody at the tiller and had to turn back and fish out a somewhat wet and chagrined skipper!

The fourth race, scheduled for the morning of Friday the 13th had to be called off due to lack of wind. The boats were towed in and this race and the 5th were held in the afternoon.

The tenth Congress of the South American Lightning Class Confederation was convened and reunited with the presence of the following delegates: Alberto Migone for Argentina, Manuel Gonzalez for Chile, Enrique Andrade for Colombia, Mario Basciani for Peru and Lorenzo Tous for Ecuador.

Lorenzo Tous of Ecuador was elected President and Jose Barrera of Peru was re-elected Secretary. The Congress also designated Uruguay as the site of the 11th South American Lightning Class Championship to be held during 1965, with Chile being chosen as an alternate site.

This Championship served to further cement the bonds of friendship and activated interest in the Class activities in this area. A word of appreciation and thanks must go to the members of the Ecuadorian Navy and its Naval Academy whose hospitality and valued cooperation contributed to the running of a successful Championship.

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NEW ENGLAND DISTRICT



1964 District Champion — 'BON JOY'
Skipper-Leonard Pratt; Crew — Joy and Rob Pratt

1965 REGATTA SCHEDULE

June 25 to 27

Annual Regatta, Lake Spofford, N.H.

July 9 to 11

District Championships, Marblehead, Mass.

July 24 to 31

Race Week, Marblehead, Mass.

Aug. 7 to 8

N.H. - Vt. Championship, Burlington, Vt.

Aug. 14 to 15

Mass. Championship, Wellfleet, Mass.

Aug. 21 to 22

Annual Regatta, Lake Winnepesaukee, N.H.

Aug. 28 to 29

Maine Championship, ———

Sept. 11 to 12

Annual Regatta, Lake Massabesic, N.H.

the wind well aft to almost a run, while retaining a beam reach on the initial leeward leg which has been shortened. When the wind is howling this course seems to find favor with the lighter weather sailors.

In general it is suggested that these two courses be alternated in a regatta with emphasis, if any, on the equilateral course.

At this time additional courses are being studied. One is a modification of the approved right triangular course, but this time the right angle would be enclosed at the weather mark. This would provide a starboard jib reach unless a skipper elected to work to windward and then set a spinnaker.

The second course under consideration is what is usually referred to as the Olympic Course. It consists of once around an equilateral triangle, a beat to windward, a run back to the leeward mark, and a final beat to windward for the finish.

Certainly this course has merit. It is, as the name implies, used in The Olympic Games, and in 1964 was adopted as the official course by the America's Cup Committee. However in the I.L.C.A. we are faced with conditions which probably prohibit its use.

In the National Championships the total entry, by means of elimination races, is divided into three separate fleets. It is customary to race each of these fleets over the same course, naturally giving each fleet a separate start. It becomes obvious that great confusion will result when the first fleet reaches the second weather mark. The first fleet will turn the mark, slack sheets, and proceed on a run straight into two other fleets beating to the weather mark. The situation reverses when the first fleet rounds the leeward mark and starts its beat to the finish line.

Certainly a remedy which would allow the use of the Olympic Course would be the use of separate courses for each fleet. This however is impractical if not impossible since it takes one Race Committee boat, three stake boats, a mark setting boat, several patrol boats, and approximately 25 people to properly set and administer one course. Very very few clubs can assemble an armada capable of running three simultaneous courses properly.

I feel that the I.L.C.A. can be proud of its "Suggested Instructions to Race Committees" and its "Instructions". I have heard that several large one-design classes have used these "Instructions" as a guide for their own regattas, and in some cases use them in their entirety.

During the 1964 Nationals, Race Committee Chairman, Leroy Wright, stated at the skippers meeting that he would answer no questions since all answers could be found in the "Instructions". I can't be the one to say that this is the correct approach, but I can say that much thought and a lot of time have been spent in drawing up these "Instructions". It appeared to me that Chairman Wright's statement emphasized that we were on the right track toward having a complete detailed set of Instructions. It is unfortunate that some skippers neglect to read these Instructions before a regatta.

The International Race Committee functions solely to iron out bugs in present racing and course procedures for your use. It is your committee, and any thoughts or discussions from members of the International Lightning Class Association will certainly warrant our study and consideration in trying to make racing procedures of the I.L.C.A. the best of any class.

Ed. Note—copies of "Instructions" may be obtained from ILCA Executive Secretary, 808 High Street, Worthington, Ohio 43085.

OHIO - INDIANA DISTRICT

**is pleased to announce that its
DISTRICT CHAMPIONSHIP REGATTA
will be held at Cleveland Yacht Club on
JULY 8, 9, 10 AND 11, 1965**

JON R. RUHLMAN, Commodore

GERALD R. GARINGER, Secretary



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CENTRAL ATLANTIC DISTRICT

1965 RACING SCHEDULE

April 26-May 2-9-16-23

EARLY BIRD SERIES

Brant Beach Yacht Club Fleet #173

April 26-May 2-9-16-23

THAW-OUT SERIES

Riverton Yacht Club Fleet #228

June 19-20

SPRING TUNE-UP REGATTA

Bayhead Yacht Club Fleet #3

June 19-20

SPRING INVITATIONAL REGATTA

Brant Beach Yacht Club Fleet #173

June 26-27

GOVERNOR'S CUP REGATTA

Riverton Yacht Club Fleet #228

July 10-11

CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP

Riverton Yacht Club Fleet #228

July 17-18

NEW JERSEY STATE CHAMPIONSHIP

Metedeconk River Yacht Club Fleet #34

July 31-August 1

SPRAY BEACH OPEN REGATTA

Spray Beach Yacht Club

August 7-8

ATLANTIC COAST CHAMPIONSHIP

Western Narragansett Bay
Connecticut-Rhode Island District

August 14-15

ANNUAL INVITATIONAL REGATTA

Little Egg Harbor Yacht Club Fleet #26

September 5-6

LABOR DAY REGATTA

Red Dragon Canoe Club Fleet #357

September 11-12

17th ANNUAL REGATTA

Surf City Yacht Club Fleet #196

September 19-26 - October 3-10-17

FALL SERIES

Lavallette Yacht Club Fleet #104

September 25-26

RIVERTON LIGHTNING REGATTA

Riverton Yacht Club Fleet #228

For further information please contact host clubs or fleets —
GOOD SAILING!

Commodore Nelson Hoffman, Fleet #228
Vice Commodore William Dunbar III, Fleet #3
Secretary Samuel Streep, Fleet #173
Treasurer Robert Adams, Fleet #3

From The Editor

Dear Reader:

Following are excerpts from the letter your editor wrote to each of the authors of the following articles prior to the North American Championships. We were not trying to make this a North American Championship issue—as all the space devoted to this regatta may lead the casual reader to believe. There are lessons to be learned in each article, and their careful study should help us all.

Messrs. Eichenlaub, Limbaugh,
McIntosh, Mead, Smithers

Gentlemen:

I am making the same request of all of you, so please do not feel hurt if you receive a carbon copy.

I have an idea for the 1965 Year Book which, after some discussion with Bob Llovet and President Limbaugh, we conclude has some merit. Would you gentlemen be kind enough to summarize in some detail, please, how you sail each of the five races of the North American Championships. I am taking it for granted, of course, that all of you will qualify for the Championship Flight. This summary should include how you planned to start, where you started, how the weather leg was sailed, sail adjustments made before and during each leg of the course, race strategy, as well as changes in strategy due to the relative position during the course of the race.

I am aware that this will require considerable note taking following each race, but I feel that comparing these articles should be of great interest and should furnish the 9000-odd skippers that cannot go to the North Americans with much useful information.

I am asking Tom Fallon to write an over-all article for the Regatta, noting wind strength, wind changes, etc. It is our hope that when the individual articles are then compared to Tom's general article, some conclusions can be made regarding sail and boat trim, etc. If you gentlemen should make sail changes from a full main to a flat main, full jib to a flat jib, etc., etc., please note this also. If you require a pattern for this article, a short article Carl Eichenlaub wrote for Flashes with regard to the use of barber haulers and tune is about what we are striving for. Everything that you write will be printed.



"Start 3rd Qualifying Race, North American Championships, 1964 Year Book Editor Cal Schmiede in #8678"