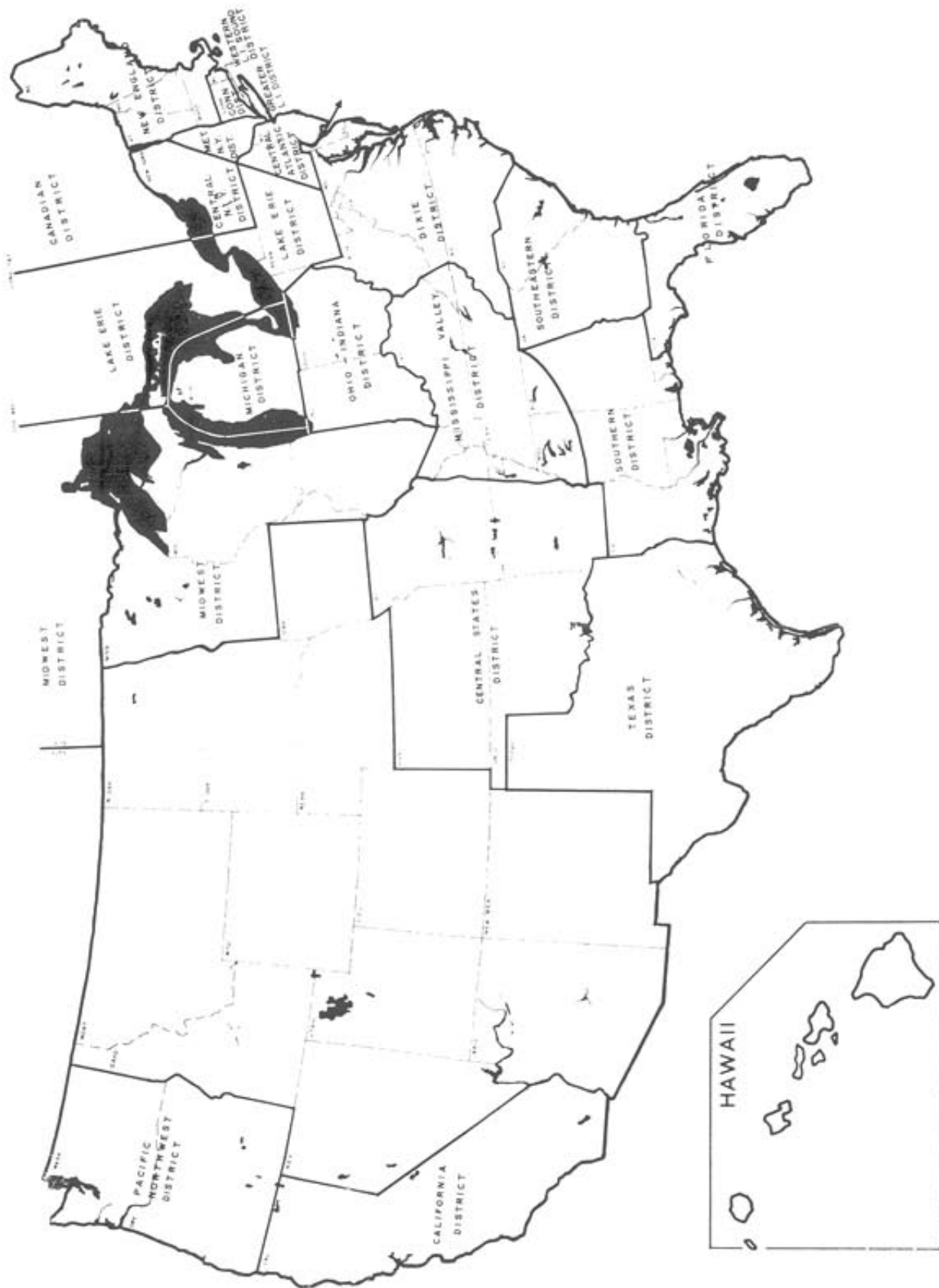
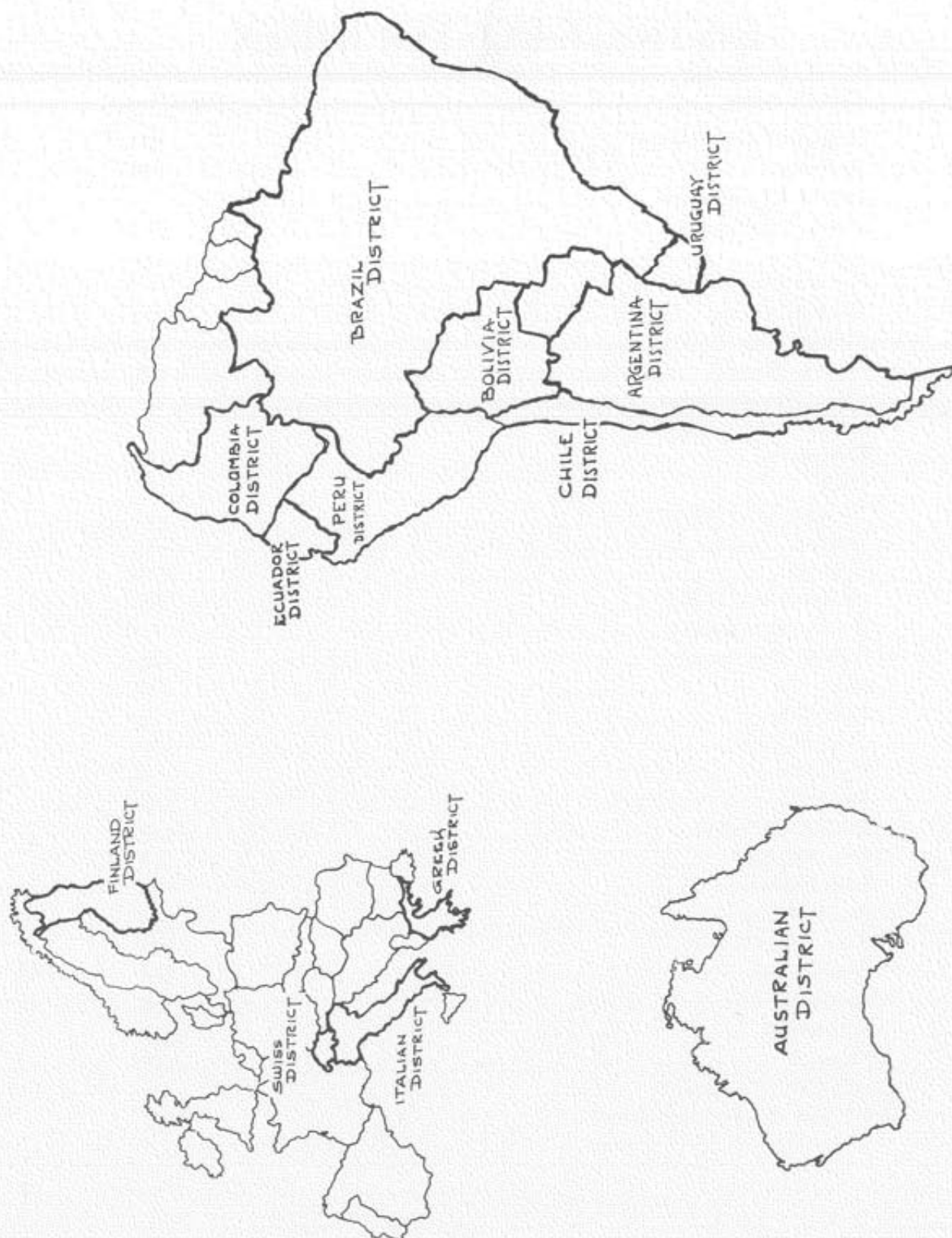


International Lightning



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ARGENTINA DISTRICT

Y.C.O. LIGHTNING FLEET (356)

Based on River Plate at Olivos (Argentina)

Fleet Captain.....	Carlos M. Collet
Fleet Secretary.....	Daniel A. Williams Camet
Fleet Champion.....	Daniel A. Williams Camet
Runner-Up.....	Carlos M. Collet

Boat No.	Boat Name	Skipper
4515	Flamingo	Oswaldo Bordino
7618	Repunte III	Jose L. Frangi
7743	Vanigre	Carlos Pineyro
7768	Flamingo II	Heraldo Tramaglia
8075	Gualicho	Jorge Caride
8360	Que Se Yo II	Sandra Bekker, Daniel A. Williams Camet
8412	Llovizna	Carlos Roggero & Celestino Bellaria
8414	.....	Jose L. Frangi
8418	Mandinga II	Carlos Collet
8506	Chana	Roberto Bellinoto
8556	Manero	Juan J. Merayo & Horacio L. Siro
9188	Yatasto	Carlos Collet
9275	.....	Sandra Bekker & Daniel Williams Camet

During this year we have been racing constantly every week-end. Racing for several trophies and championships, our races are combined with members of the 206 fleet.

We have made several trips to the interior, one to Yunin and to San Nicolas where we get together with members of all the fleets.

Our fleet keeps growing everyday, so we hope to have one of the biggest fleets in the country.

FLOTA LIGHTNING QUILMES.—PCIA. BS. AS. FLEET (367)

Sailing on Quilmes at Rio De La Plata, Argentina

Fleet Captain.....	Gabriel Estelrich
Fleet Secretary.....	Oswaldo Battistella

Fleet Champion..... Runner-Up..... 6 Embarcaciones

Boat No.	Boat Name	Skipper
8801	Melange	Estelrich Gabriel, Van Kooten Gerardo
8802	Stradivarius	Tenzer Alberto
8803	Platero	Wynveldt Andres
8804	Cazon	Risso Eberto
8805	Typhoon	Rodriguez Oscar, Sguazza Oswaldo, Rodriguez Irma
8806	Otiri	Marquez Gaspar Luis
8807	.....	Gomez Hector
8808	.....	Marcos Angel
8809	.....	Fontanazzi Juan, Ferraro Hector, Gimenez Jose, Achinelli Felipe
8810	.....	Vidal Efrain, Dr. Rodolfo Lopez
8812	.....	Club Nautico Quilmes
8813	.....	Club Nautico Quilmes
8814	.....	Club Nautico Quilmes
9219	.....	Casabona Jorge
9220	.....	Jordan Alberto
9221	.....	Trainotti Valentin
		Perez Andres

Due to insurmountable problems that have arisen in boat construction and the manufacture of sails, only six boats could navigate during the first months of the year.

Notwithstanding this, Fleet 367 organized regattas in the waters of Olivos, where crafts from the Fleets of Rosario, Olivos, San Isidro and ours participated with up to twenty Lightning class boats arriving to contend in the races.

Arriving at the Argentine Championship, four of our members were present at the starting line, which in spite of the lack of practice in the navigation of a craft as sensitive as the Lightning, occupied places that must be considered outstanding, taking into account that the first ones were occupied by helmsmen with many years of experience.

For the 1964-1965 season, we hope to count on all the craft, if difficulties pointed out above can be avoided, being scheduled to compete every Saturday and Sunday, always IF the meteorological conditions will permit.

AUSTRALIA DISTRICT

District Commodore: Kenneth M. Simes
District Secretary: Kenneth L. Ross
District Champion: John Walter
District Runner-Up: Barry Scott
Fleets: Southernmost (359); Royal Geelong Yacht Club (371).

Since last District Report the first interclub racing has been held at the home Club of Fleet 369, Royal Geelong in Victoria, as reported in FLASHES May, '64. John Walter, sailing the Blairgowrie boat 8071 was the winner of a closely contested series.

At time of writing (December) we are planning an Australian Championship again at Geelong for January 16/17th. '65, at which will be the first boat from another State, owned and sailed by Dr. Geoffrey McFadden of Wollongong, NSW. We have hopes for a total entry of near to 15 boats, so we are making progress. This is reported elsewhere in the Yearbook.

We have had a busy year of Lightning activity. New boats are being launched, and enquiries from interested people are regularly received by District officers.

In July SEACRAFT, our leading yachting magazine, published another article, "Wanted, Crew to go to Europe" with the emphasis on the World Championship opportunity that ownership of a Lightning would give to Australian yachtsmen. This type of article helps to make our Lightning known to many sailors in other parts of the country, in a most effective way. Also during the year we circularized a good number of Yacht Clubs throughout our East Coast with the General Information Folder and including a specially prepared Australian supplement, pointing out the suitability of this boat to our local conditions.

The Melbourne Boat Show in July, which is our mid-winter, had another display with TWO Lightnings, one fully rigged and the other a hull as supplied by the manufacturers, ready for owner completion. The stand was staffed by Lightning Class members every night, information material was distributed to the hundreds of enquiring visitors and a lot of interest was generated.

On the Opening Day of the Show, District Commodore Kenneth Simes and Secretary Kenneth Ross were making frantic last minute additions to the blurbs on the display, both very busy with heads down, when who should walk in but the V. I. P. who was to open the Show, the Minister for Local Government, Mr. R. J. Hamer who was being taken for a preliminary stroll around the various displays, instead of afterwards, when he was expected. Confusion reigned with sleeves rolled up and mouthfuls of tacks, however the situation was soon in hand and introductions and handshakes were exchanged.

Early in the year a number of photographs were received from Clarence Holman of Michigan, of all the best boats at the Lima Championship, and these have been keenly studied by everybody here. We were also able to send copies to the Finland District and to Fleet 320 in Winnipeg, Canada.

SAILS & SEAGULS has travelled all over the country for showings to a number of interested groups and has helped to sharpen enthusiasm in many new places. Good dividends should follow.

At the August annual Meeting of the ILCA at Mission Bay the Australian District Secretary, Kenneth Ross, was nominated Vice-President, an honour which gave all members here very great pleasure.

We're rather proud, too, of the story appearing in this issue of the sinking of the famous clipper ship "Lightning" in Geelong harbour in 1869. This ship was one of the reasons for naming our Class "Lightning" (Yearbook '64, page 17). The Geelong

Fleet is particularly conscious of the close link that it has with this historic tragedy, and as a further point of interest the starting line for the forthcoming Australian Championship is set practically over the exact spot where she went down 96 years ago.

Which naturally leads on to the thought for a suitable commemoration for the 100th anniversary of this event. Where does that World's venue go for 1969, anyway? Eh?

SOUTHERNMOST LIGHTNING FLEET (359)

Based on Port Phillip Bay at Blairgowrie Yacht Squadron, Victoria, Australia

Fleet Captain.....		Field Rickards
Fleet Secretary.....		Kenneth L. Ross
Boat No.	Boat Name	Skipper
8070	Blitzen	Kenneth M. Simes
8071	Nook	Kenneth L. Ross
8072	Thunder	Field Rickards

The three Lightnings continued to battle it out, week after week, from January to March in 1964 and roughly the same results were obtained each race. Whenever one boat had to drop out, the other two would sail with "C" Class and would always come first over the line. We had no idea how we were going owing to the lack of Lightnings and boats of our same speed.

In March two of our three boats went over to invitation races at Geelong, Victoria. We raced against new boats which had only been in the water a few weeks. We were highly successful and gained the first two placings but the Geelong Fleet had not had enough time to tune their rigging and get used to their boats. Although the field was small this was our first taste of competitive racing and we are looking forward to a great deal more.

During the six month Winter break from April to October we lost our Fleet Captain and champion Barry Scott. We were afraid this might mean reducing our numbers by one, but now Thunder is still being sailed at Blairgowrie by the new owner Field Rickards, Jnr. We are sorry to lose Barry and see him go into keeled boats.

In July we once again had an exhibit at the Melbourne Boat Show. Two new boats from Geelong were on display and our fleet did its part by helping with the transportation and going on duty at the stand at night.

We have just started the 1964-65 season and two races have been sailed. Nook and Thunder took part in both races and each won one. Old Man Winter has decided to spend his Christmas down here instead of up north for the average temperature has been about 65 degs. instead of the usual 80 degs. But the New Year should find us with better conditions and another good season's sailing.

PATRONIZE OUR ADVERTISERS

ROYAL GEELONG YACHT CLUB FLEET (371)

Based on Corio Bay at Geelong, Victoria, Australia

Fleet Captain.....		Albert Hildebrand
Fleet Secretary.....		Graeme G. Harvey
Boat No.	Boat Name	Skipper
7838	Willeroo	John K. Chandley
8470	Karanna	Graeme G. Harvey
8587	Kohana	Ian McAuliffe
8862	Birubi	Jock Lindros
8863	Matilda	Albert Hildebrand
8865	Thistle	Joe May
8866	Yangtze	Peter McMahon
8867	Scorn Trio	Walter Wiggs, Jr.
8868	Paper Tiger	J. Barry Burke
8869	Nina	Peter Griffiths

Our Sailing Season commenced on Saturday 17th October, and to date of writing we have held six aggregate races, the points score after these races being:

1. Willeroo	43	Points
2. Scorn Trio	42	"
3. Karanna	28	"
4. Kohana	25	"
5. Thistle	22	"
6. Matilda	17	"
7. Birubi	16	"
8. Yangtze	NIL	Just Launched
9. Paper Tiger	NIL	" "
10. Nina	NIL	" "

From the above points it is evident that Willeroo and Scorn Trio are having close racing every Saturday, but week by week we find the others improving and it should not be long before line honors is wrestled from them.

On Saturday, December 13th, we held a successful barbeque at "Silver Sands", a local resort, and thanks to the organizing of our Fleet Captain, we finished up with a profit of £12, which has been put towards our Trophy fund.

On January 16th and 17th, 1965, we are to host the first Australian Championship Series, and all members are busy tuning their craft for the event and immediately after the Championship, the Club is holding the Annual Australia Day Weekend Regatta where some two hundred yachts compete on our waters, and an International Lightning Championship of Corio Bay has been organized for the Sunday afternoon in conjunction with the International Dragon Class Championship.

BRAZIL DISTRICT

FLOTILHA DE LIGHTNINGS DE ANTONINA (290)

Sailing on Antonina, Paranaqua Bay

Fleet Captain.....		Milton Roberto Rucker
Boat No.	Boat Name	Skipper
3000	Moleque	Ralph A. Hauer
3850	Tirano	Jorge Goncalves
5119	Toro	Heinz Rucker & Milton Roberto Rucker
5120	Teimoso	Jayme Guelmann

NO REPORT

Boat No.	Boat Name	Skipper
1771	Rompe Vento	Jose da Cruz Biaia
6358	Week End	Jose Martins Guimaraes
6783	Xulipa	Hernani Lebreiro Relvas
6793	Eala	Carl & Oscar Blakman
6939	Cupim	Ronaldo Costa Souza
7468	Play Boy V	Oscar Mattoso Maia
7495	Caravelle	Luiz Philippe Lima
7541	Dordao	Renato A. Matta
7682	Fragata II	Benjamin Sodre, Jr.
7694	Rataplan	Alzir Sodre
7866	Mixuruca	Djalma Ferreira
8233	Osprey VIII	Erik Schmidt
9193	Cartola	Manoel Timoteo da Costa
	Oriole II	Jarbas Castanheira Monteiro

FLOTILHA DE LIGHTNINGS DE NITEROI FLEET (351)

Based on Saco de Sao Francisco

Niteroi, State of Rio de Janeiro, Brazil

Fleet Captain.....		Djalma da Silveira Ferreira
Fleet Secretary.....		Alzir Sodre
Fleet Champion.....		Erik Schmidt
Runner-Up.....		Luiz Philippe Lima

Sailing all year around! This is what Fleet 351 offers us. And we certainly take advantage of the climate. There is hardly a weekend when the multi-colored stripes of the Lightning spinners are not seen cruising up and down Sao Francisco Harbour.

Our Season started January 12 with a long distance race up Guanabara Bay. Erik Schmidt took the lead of the boats from the beginning to the finish line. This victory was consistently repeated, without a single exception, throughout the season. The Schmidt brothers never lost a single race. Second over the line

was Luiz Philippe Lima in his CARAVELLE, followed by Jose Martins Guimaraes (6558), Djalma Ferreira (7866), Benjamin Sodre, Jr. (7682) and the others.

Late in January we held the Lightning Championship for the State of Rio de Janeiro. Five races were sailed with points counting for the four best placings. Erik Schmidt was first, followed by John Aune (6793). Then there were three boats tied in third place: Djalma Ferreira (7866), L. Philippe Lima (7495) and Oscar Mattoso Maia (7468).

In March we raced our Summer Series. At that time there were eleven boats racing in our Fleet. Since our club is pretty small, it became somewhat difficult to get crews for all the boats. The boys from the Penguin Fleet joined in (age limit in our Penguin Fleet is 16), forming the first father and son crews. You can be sure, the fathers had a lot to learn. In this series Erik Schmidt was away in Indonesia. His Osprey VII was lent to Djalma Ferreira who had not gotten his own boat refit. Luiz Philippe Lima (7495) in his CARAVELLE was the Champ, followed by Djalma Ferreira, Oscar Mattoso Maia and the rest of the Fleet.

The Fleet Championship was held through three weekends in June. As expected, OSPREY VIII was again the champion, with CARAVELLE as runner-up. It was during this series that the new game of "Sailing Committee Chase" was invented. Rules: first prepare the sailing committee boat, with starting gun, flags, stop watch, not forgetting a few bottles of beer; then go to the club's verandah and chase a couple of club's members to the committee boat; cast it off and there you have a sailing committee. This game is especially hard to play on a cold and rainy day. On the other hand, on sunny days you can even dispense with the beers and the trouble is to keep the "riders" off the already crowded committee boat.

The "IX BRAZILIAN LIGHTNING CHAMPIONSHIP" was sponsored this year by our Fleet, in the week of October 11 to 18. Since distances are long and transportation of the boats not easy, it was decided to make it an open championship. Six States were represented: Brasilia, Pernambuco, Rio Grande do Sul, Sao Paulo, Guanabara and the State of Rio de Janeiro. The gathering started on Saturday the 10th, with measurement of sails and boats. Next day, we used the Naval Academy Annual Race as a trial race. This is an already traditional race (19 years), with boats of all classes coming from all over Brazil. This year there were over 300 boats, including 30 Lightnings. As usual, Erik Schmidt won, with Luiz Philippe Lima coming in second.

Twenty boats filled the entry forms for the Brazilian Championship. The weather was a sailor's dream all during the week. Good steady winds, and a high technical level of all participants, added to the efficient work of the Committee—this time there is no joke and we must really praise the excellent work done by Hellen and Joel Azevedo—cooperated to make the contest a complete success. After winning the six races of the series, Erik and Axel Schmidt together with Figueira Barbosa were declared Brazilian Champions for 1964. The runner-up was Mario Buckup, skipper of No. 8243, "DUDA" from Fleet 147, Sao Paulo, together with Mario Montag and Christian von Shaffhausen.

This is an unfinished report. Our season is not over yet. On December 12-13 we will have our last race. This will be a race

up Guanabara Bay to a desert island where we'll spend the night, with a barbecue, singing and moonlight swimming. Next day there will be another race back to the club. But . . . we'll tell you all about it in the next issue of this Yearbook.



"Amidst a haze of sails, Renato Matta gets his boat ready to race".

FLOTILHA DE LIGHTNINGS DE PERNAMBUCO (373)

Sailing on South Atlantic waters at Pernambuco
(Brazil) coast

Fleet Captain	Edgar A. Mohrdieck	
Fleet Secretary	Alexandre V. Leal	
Fleet Champion	Adhemar Bezerra de Mello	
Runner-Up	Jose Adolfo Basto Lima	
Boat No.	Boat Name	Skipper
5784	Orion	Ernesto de Oliveira Cavalcanti
5785	Thalassa	Edgar A. Mohrdieck
6571		Paulo Juca
8834	Skiros	Ronaldo P. Paes Barreto
8548	Solmar	Vernon Turner Walmsley
8872	Timbu	Jose Adolfo de Basto Lima
8875	Viking II	Nassri Hissa Hazim
8878	Fetiche	Armando de Azevedo Ramos
8893		Ziul de Moura Soares
9041	Gaibu V	Adhemar Bezerra de Mello
9078		Gilvaldo de Aguiar Rego
9185	Waikiki II	Alexandre V. Leal
9214	Flash	Eloi Thomas Pontes Teixeira
9301	Caravela	Guilherme Kranert
9302		Joacir Fonseca Soares
9311	Vento Sul	Sylvio Costa Gama

Our fleet was founded in January 18, 1864 and almost all year we have worked on our organization. We started our fleet with 4 boats in January and finished the year with 14 boats ready and 2 boats in construction, total 16 boats. We think that is quite a good beginning. During 1965 we expect to build at least 5 or 7 more boats, to bring up our number in the twenties and probably will become one of the strongest fleets in Brazil. The first point in our program for 1965 is to measure all our boats and we hope to have our certificates ready in March-April.

Due to the above mentioned circumstances we could make our Fleet Championship only during the last weeks in 1964 and we include the result of this race.

No.	Name	Skipper	Total	Best 5	Final
9041	Gaibu V	Bezerre	52	46	1
8872	Timbu	Basto	41	38	2
9185	Waikiki II	Leal	39	38	3
5785	Thalassa	Mohrdieck	40	36	4
8878	Fetiché	Ramos	39	34	5
9311	Vento Sul	Gama	39	33	6
8834	Skiros	Barreto	23	25	7
9214	Flash	Teixeira	9	9	8
5784	Orion	Cavalcanti	5	5	9
8548	Solmar	Walmsley	0	0	10



"Part of the 20 boats that jammed our club during the 9th Brazilian Championship."



"Skippers and crew of Fleet #373 (Brazil)."



"The home of Fleet #373 in Maria Farinha (Pernambuco) Little South Atlantic Port."

CALIFORNIA DISTRICT

District Commodore: Alan Raffee

District Secretary: William Hole

District Champion: Carl Eichenlaub, Jr.

Fleets: Santa Monica Bay (102); San Diego Bay (114); Southwestern Yacht Club (161); Mission Bay (194)

As usual, the California District had a full year of sailing, with Regattas running from February thru December.

Fleet 161 hosted a Tune-Up Series in San Diego Bay on Feb. 8th and 9th, which the Barbers won. The first big event was the annual Southern California Yachting Association Mid-Winter Regatta at Cabrillo Beach in Los Angeles. Final positions were: 1st Wendell Harter (2-1-3), 2nd Fred Knauer (1-4-5) and 3rd Jerry Noll (4-3-4).

On May 2-3, Fleet 114 at Coronado hosted the Bob Herrmann Series. The first day was marked by high winds, which resulted in the Barbers capsizing for the first time in their distinguished sailing career, and Myron Lyon, sailing in his first regatta, also went swimming in San Diego Bay. Al Raffee must have had the weight to hold it down and won the series, followed by Warren Gross of the local Fleet, and Howard Macken.

Mission Bay held an Invitational in the ocean on Memorial Day. Sixteen boats turned out. Howard Macken was untouchable in the light air, and was followed by Al Coho, the Barbers and Dick Benner.

The annual Sail-Around from Mission Bay Yacht Club to Southwestern Yacht Club on June 6th—a course of approximately 15 miles with sailing in 2 bays and the ocean—was won by Paul Brady, a perennial winner in this race, followed by Howard Macken and Al Coho, who nipped Fred Knauer by 2 inches on the finish line after trailing him for the last 8 or 10 miles.

A very busy summer of sailing was ushered in by the Ken Reynard Regatta in San Diego Bay where 17 boats sailed an extremely close contest. The results were Barbers 11¼; Raffee 12; Gleich 12. Howard Macken who was leading after 2 races, fouled out in the last race.

The following week rivalry was resumed at the same place in Coronado's Small Boat Regatta. Again the Barbers prevailed, followed by Raffee and Macken.

This brought up the California Districts—which were very important—since the North American Championship was to be sailed at Mission Bay and everyone wanted to qualify to sail in the big event. The Districts were definitely Carl Eichenlaub's show. Completing a new boat just before the first race, he took a 5th place in that one, and then, apparently tuned to perfection, went on to win the next 4 races, and the title. The Barbers were second with 1-2-4-2-7, and Macken third with 4-5-2-4-3, both mighty fine and consistent sailing. Bill Hole of San Francisco was fourth and Al Raffee fifth.

Two weeks later six boats from the California District trailered to Eugene, Oregon for the Lightning Pacific Coast Championship held on Fern Ridge Reservoir. For many the 980 mile trip was a home coming and renewal of old friendships, for the 1st L.P.C.C. was held in Eugene during the summer of 1956. In that year, the Barbers sailing for the Eugene Lightning Fleet won. In 1964 the Barbers did a good show job and sold everyone on the trip with promised light winds on fresh water. Well, somebody goofed, the winds were below 15 knots and averaged about 23 knots. It was also very hot and the winds were very dry resulting in many chapped lips. Alan Raffee immediately showed everyone in the first race what was in store for the whole five races series by winning easily with the Barbers in 2nd and Howard Macken 3rd. The second race was again won by Raffee going away with much planing and lots of bendy masts. Again Barbers second, Macken 3rd.

The winds gave the sailors a real thrill in the 3rd race, up over 30 mph and one gust was clocked at 41 at the rear by airport.

Raffee was invincible with another first going away and how he planed. The Barbers didn't have enough weight with Sally Barber aboard and tumbled to 5th. Howard Macken came through with another fine 3rd with Gross getting 4th. Second was taken by Don Clark of Seattle. The fourth race the winds went down to about 15 mph and the Barbers won by a large margin with Raffee staying up there and got a well earned 2nd and consistent Macken with another 3rd place. The last race the wind went over 20 again and Raffee flew away and had another fabulous 1st nipping the Barbers and again Macken in 3rd. (Macken had 5 straight 3rd places). What a fantastic series for Raffee having 4 firsts and one second. California again showing what a fine group of Lightning sailors are located in San Diego. Here is the run down for the California boats.

Alan Raffee 1st
Merritt & Manning Barber 2nd
Howard Macken 3rd
Warren Gross 5th

If Al Coho and Dave Wright hadn't fouled out of one race each, they would have been up there in the totals as the other four California boats were. All had a wonderful time sleeping in trailers and tents at the Club with much sun, swimming, (fresh water too) and wild planing on spinnaker reaches. There was good press and T.V. coverage and it was a thrill to see Lightnings planing so fast on the sports program on Saturday evening. We all wish to thank Eugene Yacht Club, John Tysell, Dave Lowe, Lou Campbell, Floyd Dixon and so many more wonderful friends. It was not only an out of this world Regatta, but a vacation too. We hope to meet all our friends from the Northwest in San Francisco in 1965. See you there!

On August 8-9, Fleet 161 at Southwestern Y.C. hosted the John Bate Regatta. The first day was one of those days you talk about for years to come. While the Lightnings were sailing out of San Diego Bay to the ocean course, a line squall, the first one here in 7 years, hit without warning—and the boats went up on a mad plane for a half hour in winds up to 40 mph. To the skipper's credit, no boats capsized.

A group of Catamarans also had a race scheduled, and at the skippers' meeting they demanded "a course twice as long as the Lightnings". However, none of them even got out to the race course—several flipped and went down in the squall. The Lightning race after the squall passed was a freak with very disturbed air—often dead calm, often shifting wildly so that there was windward work on each leg of a triangular course—and a freak, quick 40 mile puff just as several boats were coming to a jibing mark. Al Coha won this one, followed by a guest skipper, Williams-Camet of Argentina, and W. Gross. At the skippers' meeting the next day the chairman asked, "Are there any questions?". Knauer brought down the house when he said, "Just one—what ever happened to those multihulls that wanted a course twice as long as the Lightnings?". The second and third races were sailed in San Diego Bay due to lack of sufficient wind to even get us out to the ocean course. The 2nd race had a bad finish line—which must have faced the last mark end on, as 5 boats went thru one way and 7 the other. After a lulu of a hassle with the protest committee the 7 were disqualified, which left Williams-Camet, Coha, and Wright as winners. After the third race, the trophy winners are Williams-Camet, Coha, Gross and Lyon.

Of course, the climax of this year's sailing was the North American Championship hosted by Mission Bay Yacht Club and sailed in the beautiful blue Pacific Ocean. Since these are described fully in other pages of this Yearbook, we will only say that the California District was happy to welcome the cream of the Lightning Skippers from all over the country, and we sincerely hope that they will come back for more sailing and fine fellowship.

On the 15 mile sail around from San Diego Bay to Mission Bay on September 12, Paul Brady was again the winner, followed by Fred Knauer and John Coha, who is Al's No. 2 son.

Mission Bay's big Invitational—the Stanley Andrews Regatta, on September 19 and 20 was not as well attended as usual, as everyone was pretty weary from the North Americans, but 14 boats showed up. Macken was moving well and took first place, with Dick Benner second. There was a triple tie for 3rd, which was decided on the 2 out of 3 rule to give Gleich 3rd, Wright 4th and Knauer 5th.

On October 3-4 the annual "Hurricane Gulch" Regatta was held by Fleet 102 at King Harbor Y.C. in Los Angeles. Al Raffee walked away with three straight wins. The other trophy winners were Tom Nute of MBYC, Dick Benner of King Harbor and Fred Knauer of MBYC.

Sixteen boats showed up at Coronado on November 28-29 for the 18th Annual Thanksgiving Regatta. Carl Eichenlaub took this one convincingly in 3 straight. The Barbers, Howard Macken, and Warren Gross took the other trophies in that order.

The long year ended with 12 boats sailing the Christmas Regatta at King Harbor Yacht Club on December 12-13. The first race had Dick Benner, Fred Knauer and Wendell Harter leading the way, in a race marked by exciting close spinnaker reaches in stiff breezes. In the 2nd race, Knauer seemed to have it made, with a long lead over Benner and Harter, when a drastic wind shift picked up the starboard tack boats way back in the fleet and put them around the windward mark first. The race was won by Davis, followed by Johnson and Benner. Sunday's race was a complete drifter in 0.1 mile wind. Harter, the light air champ, led the way around, followed by Knauer, but at the finish line Davis drifted across for the second place, with Knauer third. The "race" had taken around 3½ hours, and the run had set before the boats got back (thanks to a tow) into the harbor overall finishes were 1) Benner, 7¼, 2) Harter 7½, 3) Davis 9¼, and 4) Knauer 10.

And so we look forward to 1965. While we will miss the North Americans, there will be the usual long list of Regattas from San Diego to Los Angeles and probably to San Francisco for the Pacific Coast Championship which will keep us busy, happy, and we hope, young.

SANTA MONICA BAY LIGHTNING FLEET (102)

Sailing on Santa Monica Bay at Redondo, California

Fleet Captain	Dave Davis
Fleet Secretary	Gilbert Johnson
Fleet Champion	Wendell W. Harter
Runner-Up	Gerald Noll

Boat No.	Boat Name	Skipper
453	.....	Edgar M. Potts
1609	Pandora	Thomas K. Armstrong & Charles Curtis
2420	Ariel	Robert H. Young
2421	Follomi I	Leon R. Gutstadt
3138	.....	Von Zielinski & Artin Inglezien
3585	.....	Donald E. Regan
3586	Tern	Charles R. Gleason
4700	Security First	Frank Buccella
5064	Jolly Radcliff	William Radcliffe
5508	Valkyrie	Howard W. Ehler
5618	Tempo II	James Boldt
5690	Vespar	Ralph I. Branning
5960	Princess	Dave Davis
6028	Billie	Gil F. Johnson
6543	PamBee	Thurman C. Wood
6638	Flamboyant	Gerald O. Noll
6650	Big Red	Keith Watts
7105	.....	Dick Heilemann
7716	Dusty	Carolyn Nelson & William R. Ford
7869	Paddlin	Wendell Harter
.....	Madelyn II	.....
8021	Follomi II	Richard C. Benner
8525	Finale	Thaddeus Staniec
8746	Running Free	Alexander D'Angio
.....	.....	Robert Dallas

Fleet 102 started its sailing season with Southern California Yachting Association's Mid-Winter Regatta. This regatta was hosted by Cabrillo Beach Yacht Club in February. The finishing order for Lightnings in this three race series was Wendell Harter KHYC; Fred Knauer MBYC; and Gerry Noll CBYC.



"Dick Benner, FOLLOMI II during 1964 North American Championship."

An important event for the fleet was the opening of King Harbor Yacht Club's new clubhouse. The new clubhouse, hoist facilities and nearly ideal wind conditions in open water make King Harbor a desirable sailing area for Lightnings.

The fleet's sailing activity was at its peak this year with several skippers engaging in brush races in hopes of qualifying for the North Americans at Mission Bay. Wendell Harter and Dick Benner participated in the North Americans with Dick Benner bringing home the hardware for runner-up in the President's Cup. Other members of the fleet who participated in the North Americans as crew members and brought home hardware were Richard Noll who crewed for John McIntosh, Fleet 127 and Gil Johnson and Rich Benner who crewed for Dick Benner.

The annual Lightning event, the Hurricane Gulch Lightning Invitational, sponsored by the fleet was held in October. This three race series was won by Alan Raffee for MBYC with three firsts followed by Tom Nute of MBYC for second place. Third place went to Dick Benner of KHYC.

The social events of the year included a steak fry after the Hurricane Gulch and family bar-b-que get-togethers after the family day sails.

Fleet champion was determined by the best score for 15 out of 22 pre-designated races held in the Los Angeles area.

The fleet sailing season came to a close with KHYC's Christmas Regatta after a full season of active participation in many regattas in Los Angeles and San Diego.

SAN DIEGO BAY FLEET (114)

Sailing on San Diego Bay at Coronado

Fleet Captain Warren Gross
Fleet Secretary Helen McKinley

Boat No.	Boat Name	Skipper
648	Sparkie	John Nichols
1531	Adios	Edward J. Kelly
3673	Chiquita	Robt. Niemeyer
5505	Purple Demon	Don E. McKinley
6418	Easterner	Harold W. Smith
6560	Blue Thunder	Allan N. Rumpf
7833	Blixten	Bernard Gross
9172	U-3	Warren Gross
		Bob Lenson

Four traditional Invitationals were sailed—

Fall Regatta—Herrmann 17th Annual

- 1st Shezam—Al Raffee
- 2nd Blixten—Warren Gross
- 3rd Panique—Howard Macken
- 4th Now or Never—Fred Knauer

Ken Renyard—16th Annual

- 1st China Clipper—Dr. Barber
- 2nd Shazam—Al Raffee
- 3rd Fish—Marty Gleich
- 4th Blixten—Warren Gross

Small Boat—28th Annual

- 1st China Clipper
- 2nd Shazam—Al Raffee
- 3rd Panique—Howard Macken
- 4th Tiki—Paul Brady
- 5th Blixten—Warren Gross

Thanksgiving—Elmer Muhl—18th Annual

- 1st Buzzard Egg—Carl Eichenlaub
- 2nd China Clipper—Dr. Barber
- 3rd Panique—Howard Macken
- 4th U-3—Warren Gross

Ingredients for the 1965 CYC sailing program—new Lightning sailors arriving at CYC, additional regattas in the making, our enjoyable traditional regattas, an excellent race committee, good Club facilities, sunshine and breezy all year round sailing weather—wow!!!

SOUTHWESTERN YACHT CLUB (161)

Sailing on San Diego Bay, San Diego, California

Fleet Captain Jim Eschwege
Fleet Secretary Ted Saleebey
Fleet Champion Saul Harris
Runner-Up George Hendry

Boat No.	Boat Name	Skipper
2368	Fanci	John Clark
2548	Rondino	Bob Eschwege
2665	Gypsy	Ted Saleebey
3823	Sea Six	James and Howard Curtis

4573	Siesta	George Schwab
5773	Balderdash	Brom Webb
6000	Six Grand	John Robson
6242	Makai	Saul Harris
6483	Hornet	George Hendry
6597	Dede	Jim Eschwege

When the 1964 racing season opened, our roster resembled the "morning after" with three out of six active skippers out of action. Saul Harris was dismasted, George Hendry had been transferred to Texas, and Jim Gourley had his orders for Kodiak, Alaska. Fortunately enough, old fleets never die, and by the end of 1964, we numbered nine enthusiastic regulars, five of whom are new to Lightning Class racing.

We started our racing season in the latter part of January with the three series Fiore Trophy won by Eugene Ephron. Following this race Ephron sold Lori-Jean to join the ranks of the Thunderbird Association. This loss cost our fleet an outstanding competitor. George Hendry flew in from Texas on special leave to cop our next two series, The Elliot Pohl Perpetual and the Lichty Series. During this period our phenomenal growth started with the addition of Ted Saleebey and Bob Eschwege (fourteen year old type son sailing family heirloom) to our fleet. Ted hasn't missed a race since and should collect some hardware in 1965.

In the fall Saul Harris returned and proceeded to take three straight by winning the Douglas Walker, Bob Napier, and Sumpster Memorial Trophy races. During this time we were happy to welcome newcomers George Schwab, Brom Webb, and John Robson to our fleet.

Our summer activity was highlighted by the well attended John Bates Invitational held two weeks in advance of the North American Championship and by George Hendry's return to San Diego. Since his return, George has established himself as our sailing delegate by not having missed a single invitational held in our district.

Our racing season was concluded with the sailing of the Round Robin in December. This event was won by John Clark and second and third place was taken by newcomers, Bob Eschwege and Ted Saleebey.

MISSION BAY FLEET (194)

Based on Mission Bay, San Diego, California

Fleet Captain Manning Barber
Fleet Secretary Robert Stahl
Fleet Champion Merritt & Manning Barber

Boat No.	Boat Name	Skipper
1452		Louis Smith
1596	Torchy	Eugene LaFond
1974	Relampo	Archie Walker
2429	Fury	Jack Forman
2633	Flash	Robert A. Stahl
3614	Pejaro	John L. Guinther
3655		Milton Bramstedt
3838	Black Magic	Archie Duggan
4060		William Nute
4938	Zoom	George Rayfield
5249	Arriba	Harry James
5474		Lloyd Munson
5634	Elsie-Ev	Everett K. Ames
5699	Virus	Glen E. McPherran
6177	Delta	Lawrence Boles
6260	Scamper	Dick Weems
6432		Karl Rosenquist
6679		John Stewart
6985	Hustler	Normand DesChamp
7317	Saki Maru	Jack Goffman
7600	Wright One II	David P. Wright
7606	Panique	Tom & Howard Macken
7767	Snow White	Myron C. Lyon
7787	Now or Never	Fred Knauer
7788		Merrill Jacobson
7860	Tiki	Paul Brady
7990	If	John Belanich
8051		L. Dean Gibson, M.D.
8122		John Wamser
8370		John Conrad
8383	Black Magic	Ted Allen
8390		
8481		Donald Miller
8528	China Clipper	Manning & Merritt Barber
8529	Sha-zam	Alan Raffee
8745	Fish	Martin Gleich

8790	.....	P. L. Bazely
8944	.....	Mack Harris, M.D.
8943	May Day	Elton Ballas
8965	Goblin	Alfred P. Coha
8966	Hoot Mon	William Pirie
under constr.	.....	Trevor Lewis
New	.....	Alvin Hammer

Fleet 194 began a most successful year of sailing in January, with installation of officers, and with all members anxiously anticipating the summer and the North American Championship. Al Coha, I.L.C.A. Vice President, was general chairman and proceeded with characteristic proficiency to select the chairmen of fourteen committees which totalled about 85 members of Mission Bay Yacht Club. Practice started immediately with the "Frost-bite" Series, won by Merritt and Manning Barber, followed by George Conrad and Fred Knauer.

Our racing schedule continued with the Winter Series, George Conrad leading the Barbers and Fred Knauer, while Carl Eichenlaub and Alan Raffee packed for the Southern Circuit. Carl came back with the St. Petersburg Mid-Winter Championship. Closer to home, three of our boats raced in the Southern California Yachting Association's Mid-Winter Regatta at Cabrillo Beach, Fred Knauer taking second, George Conrad third, and Jerry Noll fourth.

George again led the Barbers and Fred in our Spring Series through March and April. In May, six boats, belonging to George Conrad, Fred Knauer, Alan Raffee, Howard Macken, and those enthusiastic swimmers, Myron Lyon and the Barbers, rode the ferry to Coronado Yacht Club for the Bob Hermann Invitational Regatta. Alan Raffee was first, Howard Macken, third. Thirteen boats turned out for the Memorial Day Series, won by Howard Macken, Al Coha, and the Barbers.

Champagne, for boats and guests alike, launched Al Coha's and Bill Pirie's new twins, and got the Sail Around from Mission Bay to Southwestern Yacht Club off to a cheerful start. The trip around Point Loma was highlighted by lots of kelp and holes, and won by Paul Brady, Howard Macken, and Al's new Goblin.

Coronado Yacht Club held the Ken Reynard Invitational Regatta June 13 and 14, and ten of our boats sailed, honors going to the Barbers, Alan Raffee, and Martin Gleich. The following week, Coronado hosted its Small Boat Regatta, with the Barbers, Alan Raffee, and Howard Macken in the money.

Mission Bay Yacht Club sponsored the California District Regatta on July 11 and 12. Twenty-five boats started, them from our fleet. It was a real warm up for the Championship, complete with pictures, ship to shore reporting, super-efficient score keeping, etc. Carl Eichenlaub retained the District Championship, with the Barbers second, Howard Macken third, Bill Hole of San Francisco fourth, and Alan Raffee fifth.

Two weeks later, the Pacific Coast Championship was held at Fern Ridge Reservoir at Eugene, Oregon. Five skippers from Mission Bay made the scenic drive to green Oregon to sail in fresh water, many for the first time. Alan Raffee dominated the regatta with four wins and one second, in winds which were never

under twenty m.p.h. The Barbers and Howard Macken brought home second and third.

The countdown started in earnest as long summer evenings were utilized for combination cook-outs and tuning races. The Barbers, Alan Raffee and Carl Eichenlaub topped our Summer Series. Sixteen Lightnings sailed the Mission Bay Firecracker Invitational Regatta July 4 and 5, won by Alan Raffee, Howard Macken, and Dave Wright.

Six of our boats entered the John Bate Invitational Regatta at Southwestern Yacht Club, August 8 and 9, and shoved off for the ocean course off Coronado. Every one arrived at the starting line a lot sooner than expected on a wild, sustained plane, courtesy of a surprise squall at 40 m.p.h. It was the ride of a lifetime, but the wind diminished at the start to shift around lazily 90 to 180 degrees, all afternoon. Sunday's races were held in San Diego Bay due to a bit of fog, and the regatta was won by Dr. Williams-Camet, a guest from Argentina, with Al Coha second and Myron Lyon fourth.

August 22 to 29—a Red Letter Week in every respect as 72 boats were put into the water to begin the North American Championship Regatta, hosted again by Mission Bay Yacht Club. After eight months of tremendous forethought and planning, the regatta proceeded smoothly and provided excitement and fun under ideal sailing conditions. For the second year in a row, the Mission Bay Fleet had more boats in the top ten than any other fleet.

After the Big Event, skippers and crews were over-familiar (if this is possible) with the interior of a Lightning, but we rallied for the San Diego Association of Yacht Clubs' Labor Day Regatta, won by Sue Brady, and the Sail Around from Southwestern Yacht Club to Mission Bay September 12. Six of our boats made an imaginative, if unorthodox, start, followed by a day of sailing that combined waves, wind and sun in just the right amounts. Results, Paul Brady, Fred Knauer, John Coha, and a magnificent Last Place Perpetual Trophy won by John Belanich and his spinnaker.

On September 19 and 20 our Stanley Andrews Invitational Regatta drew 14 boats, with Howard Macken the winner, Dick Benner second, and Martin Gleich and Fred Knauer tied for third, with Gleich winning by the two out of three rule.

Fred Knauer led Dave Wright and the Barbers in the Fall Series. Fred, Tom Nute, and Alan Raffee attended the Hurricane Gulch Regatta October 3 and 4 with fine results: Raffee first, Nute second, and Knauer fourth.

Coronado Yacht Club's Thanksgiving Regatta was sailed on two truly perfect days, with Carl Eichenlaub, the Barbers, and Howard Macken winning in that order. Our own Turkey Day Series is of particular interest to hungry skippers, because winners get a Thanksgiving Turkey for their trouble. Paul Brady got the bird. Fred Knauer wound up the year by representing us at the King Harbor Yacht Club's Christmas Regatta December 12 and 13, and finishes in fourth place.

So, a satisfying year of Lightning racing was concluded, with plenty of first class competition for Fleet 194, and the feeling of a job well done.

CANADA DISTRICT

BRITANNIA LIGHTNING FLEET (188)

Sailing on Lake Deschene, Ottawa, Ont., Canada

Fleet Captain	.....	Mike Buckley
Fleet Secretary	.....	Tim Dauphinee
Fleet Champion	.....	Peter Whiting
Runner-Up	.....	John Reiffenstein

Boat No.	Boat Name	Skipper
1026	Alouette	Dr. John Doyle
2957	Blue Fin	Mike Buckley
3085	Falcon	John Bolton
3329	Kestrel	Bertie Criddle
3678	Pickle	Georg Bleakney
4745	Corinthian	Jim Flynn
4830	Curlew	John Kemper
4958	Frolic	Tim Dauphinee
5066	Blue Belle	Jack Evans
6180	Sparrow	John Reiffenstein
7257	Think	Jack Noonan
7469	Bobolink	Ward Gowland

7470	Whitecap	Bill Whiting
8816	Dragoon III	Peter Wilson

There was a sad note to the start of the season with the absence of our Honorary Fleet Captain Vic Pinard who died on March 14, 1964. Doctor Vic introduced the Lightning to this club in the mid-forties, saw the Fleet grow to as high as twenty-five boats, was Fleet Champion in 1954 and sailed right to the end of the 1963 season.

Starting on May 26, Tuesday and Thursday evening races were held throughout the season with keen competition. A conspicuous feature was the number of families sailing in these races. The Spring Series held June 6 and 7 was a great success with Mike Buckley the total points winner.

Peter Wilson took his beautiful home-built DRAGON III to the St. Lawrence Valley Regatta at Brockville on June 27 and 28 to finish a very good third.

The family boats also enjoyed picnics on the local Aylmer Island and our effervescent new skipper, Dr. John Doyle, obliged by taking a party for a beautiful moonlight sail following the Commodore's Formal Dance.

Exchange races were again held with the Civil Service Yacht

Club in Flying Terns on Dow's Lake and in Lightnings on Lake Deschene.

A most successful National Capital Regatta was held on July 18 and 19 with Mike Buckley the triumphant skipper and the Lightnings congratulated on the best starts of all the fleets taking part. Ward Gowland dumped but the T.V. cameras missed it.

The Evans, Gowlands, and Whittings had a good time at the Canadian Open Championships in Hamilton, and a number of boats went to the Rideau Lakes for a camping-sailing August holiday weekend.

The Gowlands collected most of the silverware for up-river races, including the Constance Bay and Armitage Races. For those who survived the squall with alleged 45-50 m.p.h. winds, the Armitage Race was most exciting. The Whittings dumped in that one.

John Reiffenstein won the first championship series and Peter Whiting the second, (it was Peter this year, not Bill) and then sailed off for Peter to become our very worthy Fleet Champion.

In September the Queen's Park Race was also won by Peter Whiting but heavy winds cancelled the Evans & Kert "Frostbite" Series which was scheduled for October 3rd and 4th.

ROYAL ST. LAWRENCE YACHT CLUB FLEET (215)

Sailing on Lake St. Louis, Dorval, Quebec

Fleet Captain	Russ Scrim
Fleet Secretary	Ted Wilson
Fleet Champion	W. Clark
Runner-Up	Ted Wilson

Boat No.	Boat Name	Skipper
1620		N. M. Twist
2327	Jane Aan	A. E. (Ted) Wilson
3083	Jo-Anne	John Perry
3325	Zeus	J. Brown
4193		M. K. Santo
4628	Alcala	Dr. D. Calder
5277	Thunder	W. Clark
5389	Godiva	M. Rowe
5976	Kerrymick	F. Lowe
6412	St. Louis Blues	G. Nickerson
7775	Skye	B. Lamont
7862	Mioh	R. Hamilton
8297	Sheila III	R. Scrim
8549	Wren II	C. A. Spencer
8723	Blitzen	G. Copping
9206	Escapade	M. Parent
9272		J. Mignault

Lightning interest continues to grow at our Club, and this year provided better participation in competitive events. During the year three new hulls joined the Fleet and the owners look forward to showing their skill next season. Although competition was keen, a not-so-old skipper by consistent improvement over the past few years, managed to corral most of the awards this year. Bill Clark, in THUNDER got an early start on the Fleet and there was no holding him. He became Class Champion, nosing out Ted Wilson for the honour, and also took first place in most of the local regattas. He repeated this performance in the Area Lightning Championship. However, wait till next year! Other winners were Russ Scrim in the Fall Series and Hudson Regatta, Ted Wilson close to Champion Bill Clark, Doug Lamont and father Bruce in "SKYE".

Clark, Scrim and Nickerson journeyed to Hamilton for the successful Canadian Lightning Championship. Results were average but many lessons learned. The C.L.A. re-elected Ted Wilson as President for a second term. Russ Scrim, our Fleet Captain, completed a successful term as Sailing Committee Chairman, R.S.L.Y.C. Mike Rowe new owner of GODIVA hopes to revive her past glories, coping in his canary hull and Bob Hamilton in MIOH have started to challenge all comers, so let's wait and see. We shall miss Pat Bowle-Evans and Frank May, recently moved to other parts.

Choice of Lightnings for the Pan Ams will mean a boost in growth of Lightnings in Canada and should attract some top skippers presently sailing in other classes.

Our sailing area could use some deeper water, but being sailors, we know we cannot control the weather. Good sailing for 1965.



The Wilson family showing off their new home built DRAGON III.

CENTRAL ATLANTIC DISTRICT

District Commodore: Nelson Hoffman
 Vice Commodore: William Dunbar III
 District Secretary: Samuel C. Streep
 District Treasurer: Robert R. Adams
 District Champion: Robert Seidelmann
 District Runner-Up: A. Marcy Lippincott

Fleets: Barnegat Bay (3); Little Egg Harbor (26); Metedeconk River (34); Shore Acres (86); Toms River (92); Great Egg Harbor (99); Lavalette (104); Brant Beach (173); Surf City (196); Brigantine (217); Riverton (228); Red Dragon (357); Normandy Beach (366).