

While in Anzio 1 saw a bulletin announcing "XVII Campionato Italiano Classe Lightning" at Formia on the 18.24 Luglio. I decided that the girls and I, along with my mother who had come to visit us for three weeks, were going to Formia, if I could find out where that was.

Well, Formia was just north of Naples, and the yacht club, Ciriolo Nautico Caposele, was at the site of an ancient Roman bath. It was quite exciting for a sailorhistory teacher, to find everything all at once. The new club house, and the old Roman harbor made Formia an excellent choice for the national regatta.
The day before the races began I got to sail with G. Capalino in 9679 . He had just purchased a new suit of sails which were made in the U.S., and he could not read the instructions as he didn't understand English. Well, I could read the English, but I couldn't speak Italian. We pointed, grunted, said "no" and "si" (the extent of my Italian), and finally went for a sail.
We took turns, adjusting the in-hauls, out-hauls, Bar-ber-hauls, up-hauls, down-hauls, and any other hauls we could find. By the time we had agreed on the sail setting several boats had come out of the harbor, and we had a chance to "brush." We did quite well, and I was very impressed when I found that one of the boats was the defending national champion.
The day of the races arrived, and I watched from a thirty foot cruiser. 9679 , the boat I had sailed on the day before, took an early lead and then lengthened it. I was quite disappointed as it capsized on the last leg of the race when a sudden squall swept across the race course.

Oh well, win some; lose some.

The winner of the first race was L. Merola in "Turbine III." He had won the Italian Championships seven times previously, and it looked as if he was out to make it number eight. G. Tulli led in the second race by a large margin, but there were several protests, and I could not find out what the results were before I was forced to leave Formia and head north.
The summer was coming to a close, and I had only thirty days before sailing westward from Rotterdam. The girls and I had places to go, and people to see, so we were forced to say good-by to our Italian friends. We had been received warmly, graciously treated by the club secretary, and given several mementos of the regatta by our hosts. We hated to leave, but we had to go.
Summer is gone, and winter has arrived, but my memories of this past sailing season will always remain as some of my favorite. How happy I am that I took Dr. Scott's suggestion and visited some of our European Lightning sailors. I hope that I'll be able to see many old friends, and make new ones, at the coming World Championships in Toronto, Canada.

If you ever have the opportunity, stop and visit our Lightning fleets throughout the world. They will be happy to see you, and you'll be much richer for having had the experience. After your visit you'll know what the "I" in I.L.C.A. means.
(Editor's Note: For an idea of how truly international this Lightning Class of ours has become, just look at the activity represented on these pages about some of our other overseas fleets and districts.)

# EUROPEAN LIGHTNING CHAMPIONSHIP 

Phaleron Bay Athens, Greece

## August 17-25, 1966



Eturapcan Champian Gorige Audroddis satimy Crinis II with his trew S. Psarrakis and G. Perrokis.

The 1966 European Lightning Championships were held August 17-25 at Phaleron Bay near Athens, Greece. Participating were 14 entries from all four European nations which sail Lightnings.

The host fleets, 286 of the Royal Yacht Club of Greece and 251 of the Piraeus Sailing Club, had all the facilities necessary for the participants.

Six races preceded by a tune up race were sailed in perfect sailing weather in the sparkling Mediterranean waters. Best of five counted in the final standings.

His Majesty the King of Hellenes graciously consented to participate in the regatta thus enlivening interest even more for the class. He skippered Triaina II (8572) with his regular crew, O. Eskitzoglou and G. Zaimis.

Wednesday, August 17th was spent for sail measurement and boat inspection. On Thursday, August 18th a tune up race was sailed in the afternoon followed by a skipper's meeting and a welcoming cocktail party in the evening.

The first race was sailed on Friday, August 19th under light to moderate N-NE winds with a calm sea as is usual when a north wind blows. King Constantine won the first race and even though he had not sailed his boat, Triaina II, in quite some time he showed that he was still in very good form. Freddy Lanz was second, George Andreadis came in third, with our old Italian friend Catello Russo in fourth place.

The second race was sailed on Saturday, August 20th. The wind was light from the S-SW in the beginning, freshening near the end of the race. George Andreadis
led from the third mark to the finish with Freddy Lanz in Pyravlos again second. King Constantine was third and Stelios Bonas, twice previously European Champion and our present District Commodore, in fourth place.

Third race: August 21st. Crinis II covered Pyravlos immediately after the start, increasing his lead after the second mark and finishing three minutes ahead. King Constantine came in third.

On Monday, August 22nd the fourth race started with a south wind that shifted later to the SW. Crinis II established a lead at the first mark, passing Catello Russo who finished second as Pyravlos came in third.
Tuesday, August 23rd. The fifth race was sailed in a $15-20$ mile west wind with all crews hiking. Crinis II was first once more, to clinch the championship. Bonas was second and Lanz third.

The sixth and last race took place on August 24th and was sailed in a moderate south-east wind. Triaina II, very ably skippered by King Constantine, closed an exciting championship by finishing first in front of Freddy Lanz and Catello Russo. Alexander Andreadis was fourth.

The race committee was chaired by Stanley Vrailas, former Commodore of the Greek District of the I.L.C.A. and present president of the Piraeus Sailing Club, who conducted the regatta assisted by a team of veterans. The assistance of the Royal Hellenic Navy was invaluable and helped greatly not only by providing the race committee boat but also a number of other boats which greatly assisted the task of the race committee.

All the participants spent the morning of the 25 th


His Majesty the King of the Hellenes specking to I.I.C.A. Viec Presideni Audrcze Sinopoulos with crews of the 1966 Eurapean Championship looking an.
visiting Cape Sounion, the temple of Poseidon, its archaeological sites, and swimming in the clear waters of the Bay below.

In the evening King Constantine awarded the trophies to the winners. George Andreadis, the 1966 European Champion, received the perpetual trophy "Coppa Citta di Napoli." Second place went to Fred Lanz, the Swiss entry, who received the perpetual trophy donated by the district of Finland. King Constantine received his trophy for third place from the late Mr. Carolou, who was at the time president of the Royal Hellenic Yacht Racing Union.

Immediately after the presentation of the trophies, participants and guests had the opportunity to see the film of the 1964 North American Championship at Mission Bay, which was so kindly sent to us by Helen Limbaugh.

A farewell dinner party followed at the roof of the clubhouse of the Royal Yacht Club of Greece, where everybody had a very nice time and after which every. one wished each other goodbye.

We hope to see all our friends again in Finland in 1967.

The standings:

| Place Name | Boat | Country | Pts. |  |
| :---: | :--- | :--- | :--- | ---: |
| 1 | George Andreadis | Crinis II | Greece | 68 |
| 2 | Alfred Lanz | Pyravlos | Switzerland | 64 |
| 3 | King Constantine | Triaina II | Greece | 61 |
| 4 | Catello Russo | Vincenzina III | Italy | 57 |
| 5 | Stelios Bonas | Margot | Greece | 56 |
| 6 | Alex. Andreadis | Crinis III | Greece | 48 |
| 7 | Irene Dambassis | 6545 | Greece | 37 |
| 8 | G. B. C. Cruciani | Lima | Italy | 32 |
| 9 | Renato Costa | Quasar | Italy | 31 |
| 10 | Gisela Groman | Feny | Greece | 29 |
| 11 | Pietro Odorisio | Boom | Italy | 26 |
| 12 | Mikko Tuominen | Lokka | Finland | 20 |
| 13 | Sergio Vulterini | Anna | Italy | 19 |
| 14 | Markos Raptis | Crinis | Greece | 10 |



[^0]C. I. MA.

Via Marianna Dionigi. 11a/b - ROME - ITALY -

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1966 Record: 1st, 2nd, 3rd Italian District Championship
2nd, 4th Swiss District Championship
1st, Navarro Trophy. Jefe de la Armada Trophy.
VALPARAISO - CHILE -
Fiberglass sandwich construction

## EUROPEAN LIGHTNING CHAMPIONSHIP 1967

Nasijarvi Sailing Club, Tampere, Finland

Tampere, the second largest city in Finland, and its biggest Yacht club, the Nasijarvi Sailing Club, have received the honor of arranging the Lightning Class European Championship Regatta July 10-16, 1967.

Tampere is situated between two lakes, Lake Nasijarvi and Lake Pyhajarvi, and the sailors of the town's two Yacht clubs therefore have splendid opportunities for their beloved sport.

The Lightning Class has in recent years expanded to several of Finland's more than 60,000 lakes and one of the most active Finnish fleets is the Nasijarvi Lightning Fleet 394, which is the host fleet of the European Championships.

Nasijarvi Sailing Club is one of the biggest and oldest Yacht clubs in Finland's lake area, and actually, in whole country. The Club has arranged regattas of importance for about 60 years. We believe that the arrangements for the European Championships are in very able hands.

The preliminary racing schedule calls for:
Monday, July 10. Launching, measurements
Tuesday, July 11. Measurements, Welcome party
Wednesday, July 12. AM. Tune-Up race, PM. First Championship race
Thursday, July 13. Second and Third Championship races
Friday, July 14. Fourth and Fifth Championship races


Nasinarai Sitiling Cluh, hondemarters for the Emrapoun Lighthing Claser Champiunahip in fons.


ILCA
EUROPEAN CHAMPIONSHIP
TAMPERE FINLAND 10.-16. 7. 1967

## WELCOME TO FRIENDIY FINLAND,

The Land Of 60,000 Lakes
and the
Perfect Sailing on LAKE NASIJARVI for

## I.L.C.A. EUROPEAN CHAMPIONSHIPS 1967

## JULY 10 - 16, 1967

Your Hosts

## NÄSLJÄRVI SALILNG CLUB

## FLEET 394

Correspondence and Inquiries:
Mr. Juhani Riekkola
Aleksanterinkatu 33.A. 17
Tampere, Finland


NASH.ARVI LIGHTNING FIEET (304) Icating their dry-docking haphour for a racce From rights Fledt Captain Eicro Somppi (Ronnic, O600), Sccretary Juhani Kickkolo (Twist, 8210) and Hании Salo (V|B, K211).

Saturday, July 15. Sixth Championship race and possible postponed race

Sunday, July 16. Possible postponed races, Social Programme. Presentation of awards.
Racing courses are situated near the heart of the town and only about one seamile from the Yacht club. The short distances between the club harbour, hotels, or other living quarters and the racing courses make it possible to have two races in one day. In addition there will be possibilities for social programmes, discussions and other recreations for which our members and our city offer many possibilities.
Accommodations have been reserved for participants, possible "helpers" and sight-seers too, in three hotels and some camping hostels. Meals will be served at the yacht club at reduced prices.
Launching facilities are good with slips and electric hoist. Boats will be dry-docked, as it seems at this time that it is easier than arranging mooring space.
Our hosts are planning to arrange a different but typically Finnish recreation program for the sailors: Finnish Sauna, excursions to the factories, if there is interest for such, and the unique rotating open-air theatre, first of its kind in the world.
Welcome to Finland and Tampere for the European Lightning Championships.

## LIGHTNINGS IN IRELAND

(Editor's Note: The following is an exchange of letters between J. Frederick Gilroy, Skipper of Lightning \#7349, and I.L.C.A. Executive Secretary Helen Limbaugh. The finale of the story has not yet come to pass.)

## June 28, 1966

## Dear Mrs. Limbaugh:

Before going on vacation to Ireland in May, I checked the Yearbook to see if there were any Lightnings in that country, I did not find any registered.
Imagine my surprise when I got to Ircland and found an active fleet of five racing on Strangford Lough at the Killyleagh Yacht Club! In the general area there are seventeen Lightnings!
The story is this:
About fifteen years ago someone in that area saw a photograph and bought a set of plans. A group of people became interested and they built all seventeen boats for their own use.
The boats which 1 saw at Killyleagh (KILL-AH-LAY) seemed to be exact Lightnings however I did not measure. The peopie at the club assured me that all of the boats, except one, are built according to the plans and would meet the requirements.
I had a wonderful time telling them about rigging, go fasts and tune up as practiced here in the U.S.
What can I do to get them a copy of the 1966 year book and the "Flashes" each month? I would be more than happy to pay any required fee.
We had a wonderful vacation made all the more enjoyable by meeting these enthusiastic Lightning sailors. I hope we can work something out so that they will receive "Flashes."

[^1]July 5, 1966
Dear Mr. Gilroy:
Your letter brings to light a surprising situation. The office records certainly do not indicate any Lightnings in Ireland, but I can readily believe that the boats were built as you say.
It would be great if you could develop this for the Class, get them to apply for a Fleet Charter and become a part of the Association. I'm sure your contact with them was most interesting to them and hope that you will be able to follow through. Keep me posted.
I can set it up to send a Yearbook and Flashes for the rest of the year. After that I would hope that they will pay dues. Let me know who they should be sent to.

Sincerely,
Helen Limbaugh

July 11, 1966
Dear Mrs. Limbaugh:
The Lightnings in Ireland are numbered one thru seventeen! How could they be integrated into the Class? How would they be numbered?
I will be very happy to work with them and help them apply for a fleet charter. What would the fees amount to? Fleet and skipper and crew!?
The address of my Irish contact is: Gordon Bennett, 45 Irish Street, Killyleagh, County Down, Northern Ireland. Thank you in advance for sending them the Yearbook and Flashes.
I will be in touch with Gordon Bennett and will ask for pictures and information for use in a story.
I hope to be back in Ireland by the end of the year and at that time I will set up a meeting with the fleet and
see what we can do about a charter

Sincerely, J. Frederick Gilroy

## August 18, 1966

Dear Mr. Gilroy:
We have sent a Yearbook and Flashes to Mr. Bennett and will continue to mail Flashes to him indefinitely. The problem of renumbering their Lightnings could be resolved by setting them in a separate group, they could not get new numbers since they would not meet the present tolerances.
Their dues would be $\$ 4.00$ for an owner, $\$ 4.00$ for a part-owner, $\$ 2.00$ for each crew and $\$ 2.50$ for Fleet dues. Let us hear from you after your next trip over there. Sincerely, Helen Limbaugh

## November 22, 1966

Dear Helen:
Enclosed is my check for $\$ 18.00$ to cover I.L.C.A. dues for 1967.
Also enclosed is a letter ${ }^{*}$ from Gordon Bennett in Ireland giving a short history of their Lightning fleet and some pictures of same.
With this letter and the other letters I have written to you maybe you could use it in the next Yearbook.
I am about to write to Gordon to see if they want to come in as a fleet.

$$
\begin{aligned}
& \text { Sincerely, } \\
& \text { Fred }
\end{aligned}
$$

## * Letter from Gordon Bennett:

Dear Fred:
The first Lightning built at Killyleagh was in the winter of 1944. She was built from sketches taken from an American magazine and finished up at $18^{\prime} 0^{\prime \prime}$ due to the
length of the shed in which it was built. She was called "the wee Lightning,"
At that time Killyleagh Yacht Club consisted of a number of boats of every conceivable kind, and all sailed under a handicap system of our own. The first time that the Lightning raced she beat the fastest boat by a leg of the course and thus sounded the death knell of the existing fleet at Killyleagh.
The following year saw three full-size Lightnings and then in the winter of 1946 we built four and thereafter in ones and twos until we had a fleet of 17. The first ten were built during a period when it was well nigh impossible to buy timber without a permit and even then it had to be for work of an essential nature and that did not mean building Lightnings.
The first set of Lightning plans were bought by Mr . L. Green and he in turn gave or sold them to a Mr. Hanna. The plans were then shared by one and all.
Being tucked away in Killyleagh we thought we had nothing to worry about. After all, where is Killyleagh, so we called our "fleet" Lightnings too. The original fleet dwindled to three, we now have seven and we are trying to get as many more.
I have enclosed a few snaps taken over the years. You must remember that the fittings on all these boats were all hand made from scrap material even the blocks and sheaves were made by ourselves. They may not look too good but over the years they have proved very reliable. I was delighted to reccive your Lightning book also the magazine and Flashes which are going round the Lightning owners and crews.
So until I hear from you again many, many thanks. You may be interested in the enclosed programmes which were issued by all the Yacht Clubs in Strangford Lough. I remain,

Yours sincerely, Gordon Bennett

## LIGHTNINGS IN HOLLAND

## By Carl Mattern (for the Dutch Lightning Sailors)

Here is the Dutch contribution for the Lightning Yearbook, 1967. The photo is of Lightning 9793 and Lightning 9792 on one of our lakes this summer. From the cruiser Mr. D. van den Bergh is looking over too small number of Lightnings to establish a fleet.
We are very pleased with our membership in the IL.C.A., which gives us the feeling of belonging to the big family of Lightning sailors even though there are only three boats in all of Holland.

We were not able to organize a Dutch Lightning Fleet because the boat of Mr. De Graaf is too far away to satisfy fleet regulations and his boat is the missing third for our Dutch fleet.

Our experience with the Lightnings was good, but on the shallow lakes we of ten plough the mud bottom with the knife sharp center board.

On the "Ysel meer," the sea part that was closed in in 1936 by a 30 km . long dike, we found excellent water for our future fleet operation.

We hope that our contribution to the I.L.C.A. will grow and for that purpose we are looking forward to the drawings for the plywood Lightnings.


A seed is planted. First two Lightnings in Dutch waters \#9793, Suss and Carl Mattern, \#9792, the Van den Bergh family.

# THIRTEENTH SOUTH AMERICAN CHAMPIONSHIP 

By Gunter Schwochhau<br>Secretary, Colombian Yachting Association

Rcady to pull down thic Bhe flay and counting scconds to hoist the red and fire the gun! Gunter Sclewechan with Marines piaing the start.


The Thirteenth South American Lightning Championship Regatta, conducted this year by the Colombian Yachting Association and the Colombian Navy, was won by Rafael Obregon of Colombia after a hard-fought duel with Jose Barreda Moller of Peru.

Sponsored by Lightning Fleet 73 of the Club Nautico del Muna and the Club Hansa, and Fleet 275 of the Colombian Navy, the event was held January 6 to 15 , 1967 on the waters of historic Cartagena Bay.

Cartagena, fabled city of the Conquistadores, is a natural port and the old walled city, which is almost intact, is the most interesting and well preserved of all those built by the Spaniards in the Caribbean area.
It was founded by Pedro de Heredia in 1533 on two low sandy islands which, surrounded by water, made it almost impregnable.

Its architecture, beautiful in proportion and detail, has at the same time a military restraint and massiveness which constantly reminds the visitor of the city's turbulent past when, converted into a fortress, she defended herself against pirates and the combined fleets of England and France.

Sailing conditions are ideal six months of the year, and this time was no exception. The bay offers sheltered waters and constant trade winds which vary from 10 to 30 knots. During this championship, the weather as usual was sunny, warm and windy, with no tides or currents.
Two courses, to be used alternately, were laid out. Course A, twice around a rectangular triangle plus an extra beat, was about $91 / 2$ miles long. Course B, twice around an equilateral triangle plus an extra beat, varied from 8 to $91 / 2$ miles in length.

Entries included three boats from Colombia, two from Ecuador and two from Peru. (The difficulties of trailing to regattas in this hemisphere are detailed in an accompanying article.)

The Regatta opened Jan. 6 with the welcoming of the Ecuadorian and Peruvian delegations at the Club Nautico, where flags were hoisted and national anthems played. A cocktail party followed and the next day sails were measured and lots drawn for the boats that would be sailed by the visitors. (The Colombians sailed their own boats.)

Two tune-up races were sailed Jan. 8 in choppy seas and strong winds which increased so much in the afternoon that the second race was abandoned with some damage to some boats.

The first race of the championship series started on Course A with the wind $15-20$ knots from the north. This race was typical of the other three afternoon races that were to follow in which the Lightning displayed its planing abilities. All these races were won or lost not on the windward legs, but by who planed faster.

From the start, this race was an even duel between Barreda and Obregon, who both took an early lead and increased their distance over the rest of the flect. Both went to windward evenly matched and reached the weather mark close together.

On the reach, Barreda, who had an exceptionally heavy and able crew, put his chute up instantly and planed away while Obregon, under main and jib alone, also planed in the gusts. After the jibe, however, the wind veered and Obregon popped his chute and soon shot past Barreda.

The windward leg was again evenly matched and Obregon maintained his lead. But the wind had increased and Barreda clearly showed his mastery in these condi-


Skipper Olersyon with crow and dhughter atourd his schoomer after wimning the Seuth Anerican championships.
tions, establishing a clear lead in another planing match, a lead he never relinquished.

Guillermo Schinkel of Peru, who had led the rest of the fleet, was finally passed by Antonia Pacini of Colombia, who also did well under spinnaker. Vicente Hernandez of Colombia broke his tiller just before the gun and was unable to start.

Next day the action shifted to Course B with a wind of 20 knots and choppy seas. Again it was another duel between Barreda and Obregon. This time, Barreda started best, was passed by his rival on the first spinnaker leg. but overtook Obregon and passed him decisively on the second reach and finished first with Obregon in hot pursuit. The rest of the flect, led by Hernandez, came in a few minutes later.

Back to Course A for the third race with the wind strong and puffy, averaging 20 knots with 25 in the gusts. Obregon made a beautiful start on starboard, covering Pacini and Barreda. He then tacked to port, followed by Pacini, but Barreda stayed on starboard to reach the weather mark first, one second ahead of Obregon and 20 seconds in front of Lorenzo Tous of Ecuador.

On rounding the mark, Obregon started to plane without spinnaker while Barreda wasted no time in raising his. A heavy puff unfastened his chute and he slowly capsized to windward. Obregon continued planing, hoisted his chute on the next leg, and went on to win, Tous, Pacini and Hernandez followed until the final beat when Hernandez sailed well to come in second.

Course B was again the scene of the fourth race, this time with varying winds between 5 and 10 knots, conditions seemingly to the liking of the Ecuadorians.

Tous made the best start and reached the weather mark first followed by Schinkel, Barreda, Eduardo Rodriguez of Ecuador, Hernandez, Obregon and Pacini. A wind shift deprived this race of a true windward leg and on the first spinnaker reach Barreda overtook Schinkel. Rod-
riguez maintained his third place until the second turn, then both were passed by Obregon, Pacini and Hernandez. At the finish it was Tous, Barreda, Hernandez and Obregon.

The fifth race, on Course A, saw winds varying between 10 and 20 knots. Obregon made the best start but had to bear away to avoid collision with Barreda, who tacked too close in trying to avoid the marker at the far end of the starting line, and was disqualified.

Obregon, despite trouble with his spinnaker halyard, slowly overtook the leaders as his crew made repairs to win by a comfortable margin over Hernandez and Tous.

Final race was on Course B, again with winds of 7 knots gradually increasing to 15 . Schinkel made the best start and was first to the weather mark, closely purstued by Barreda, Pacini and Obregon. On the second turn, Schinkel slipped to sixth while Hernandez moved into third but on the second spinnaker Hernandez was overtaken by Obregon and Tous. At the finish it was Barreda, Pacini, Obregon and Tous.
Throughout the series, Barreda sailed well and ended with three firsts and a second and probably would have won the top spot if he had not taken so many chances. This was Obregon's second victory, having won the top trophy in 1959.
After dropping the worst races, the final results were:

[^2]According to the decision taken by the Congress of this Chamionship, the South American title quest next year will be held in Peru, and our Ecuadorian friend, Eduardo Rodriguez, of the Guayaquil Yacht Club, will be permanent secretary of the South American Lightning Class Confederation.

After the regatta, everyone was invited for a sail to nearby islands on board Obregon's beautiful 54 -foot schooner, which he designed and had built locally on the lines of the old and rakish coastal schooners of this coast, some of which still ply their trade in the Caribbean.

With 43 persons aboard, all yelling orders and counter orders, the skipper took the tiller and in strong following winds and heavy seas, rather miraculously reached the lee of the islands after dark without even losing a guitar.

Here sails were lowered, almost everybody distributed to the houses that two friends had offered for the night and "Tarena" anchored snugly in a sheltered cove, looking somehow empty with only fifteen people on board.

Early the next morning, everybody was back aboard for a leisurely sail around these lovely islands and the multi-colored, transparent waters that surround them. After a short swim, and fortunately in calmer seas, the beat home started and "Tarena" sailed smoothly into Cartagena Bay just before dusk.

A cocktail party and lively farewell dance was given that night at the Club Cartagena, where winners and participants received their trophies.

Our tratitude goes to the Colombian Navy, who helped make this regatta a success with their very effective co-operation of officers, crews and boats.

## TRAILING A BOTHER?

# They Crossed The Andes To Race! 

By Carlos M. Collet<br>Flect 356, La Lucila, Argentia

(Editor's Note: With this kind of keen competition and good fellozeship it becomes understandable why a group of Lightning sailors from Argentina braved a hasardous crossing of the Andes to participate in last ycar's South American championships. This report details hote three Lightnings wore driven over the mowntains, the first time this feat has ever been accomplished.)

To travel 3500 kilometers by car, towing Lightnings across the wild Pampas and then over the rugged Cordillera of the Andes, for almost any one else must be work for madmen.

But it happens that madmen, especially if they are Lightning sailors, do not understand reason. So on Feb. 12, 1966 three teams left for Vina del Mar, Chile, where the Lightning South American Championships were to take place.

One included Hector Rudoy, skipper of "Sabre," with his brother Luis, and Felix Martinez, as crew, and Oscar Serano as alternate. Jorge Bruzonel, and his wife, Paulina, took "Alegretto," on which he is crew together with helmsman Pedro Sisti and his wife, Ema. I took "Yatasto," accompanied by crew Ricadro Giovaniello and delegate Santiago Perez Penalba,

A fourth car, without trailer, completed the caravan. In it were Carlos Colombo, my other crew, and his wife, Elida, and Sisti's other crewman, Mario Cubria and his wife, Maria Ines. This last car had the mission of watching and shepherding the others: one for all and all for one.

The first two stages of the trip to Rio Cuarto (Cordoba) and Mendoza were done without inconvenience, the latter being the jumping off point of the great adventure of crossing the enormous heights and sheer precipices of the Andes. Ahead lay the monster, looming and grand, quietly showing his beauty and magnificence but
hiding the perils. Ahead was the great unknown: could we do it?

Taking advantage of good early morning weather, this intrepid group of sailors set out to face the colossus, undertaking a journey for which the roads and conditions had never been intended. At first, everything was caution, but little by little we were becoming friends of the giant and by midday we were in pure harmony with him.

The hours went by as we climbed kilometer by kilometer, sometimes so slowly that one could walk as fast as the car could be driven. In this fashion we arrived at the Chilean border from where, after crossing the international tunnel, we would descend towards Vina del Mar.

We had just completed the most difficult part of the driving, we thought, but after clearing through customs we discovered a new hazard. The road down was being


Beautifut vicw soure compensation for tough driving conditions.


Was it worth it? Winning smiles tell the anawer.


Along the way in Argentina.


Lightnings teait to pass through custams at Chilleat border.
reconstructed, with a great many machines and people working on it.

There were many detours, so we had to go even slower than before. But thank God the construction only lasted 15 kilometers and the rest of the road was much better.

When we finally cleared that citadel of rocks, we met Chilean friends Manolo Gonzalez and Horacio Cornejo, who were waiting for us. It was like finding a life preserver in the middle of the sea. We went on rogether, safe in the feeling of protection and arrived at our destination after 14 unforgettable hours.

The warm welcome given us by the Chileans made us forget the tiresome journey and thoughts of the difficult return trip. The next day we began getting the Lightnings ready and saw that they had come through the trip in perfect shape.
The South American Championships took place Feb. 20 to 26th and good luck crowned our efforts. (Editor's Note: Carlos Collet won the championship, Pedro Sisti was runner-up and Hector Rudoy had a very respectable fifth.)

With the Regatta and its pleasant parties over, we had still before us the hardest part of our undertaking. It was impossible to return the way we had come with our standard cars pulling the boat trailers for we could never gain enough traction to go uphill over the loose gravel in the construction area. For in that part of the mountains, the road goes up 1200 meters in 7 kilometers. We had either to put our boats on the train or find double traction vehicles to get us through.

Here again Chilean friends Luis Monalbbeti and three others came to our rescue. A powerful jeep was obtained and the boats in turn were trailered as far as the international tunnel where our cars were able to take over again. The weather stayed nice and our descent to Mendoza was a pleasant journey.

The trip each way took three days and on our return we took the boats right to the club. To look at them there, as if the trip had never happened, was almost impossible to believe. They had gone and returned, running through the pampas, climbing mountains, jumping over stones and had performed well in the races.

Those who had obliged them to do it, looked at each other smiling, and in a few words expressed everything: "we did it!"

To the west, the mighty Cordillera of the Andes, crossed for the first time in history by three boats, remained impotent. When the road is finished, it won't be difficult to do it again. The way is shown.

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# WALTERS WINS AUSSIE LIGHTNING CROWN 

By Sallic E. White<br>Hon. Secretary, I.L.C.A. Australia


#### Abstract

The National Titles of the I.L.C.A.A. for the $1966^{\circ}$ 1967 season were sailed at the Royal Geelong Yacht Club, Geelong, Victoria. The R.G.Y.C. is situated on the shores of Corio Bay, which forms part of the larger Port Phillip Bay, at the head of which lies Melbourne, the capital city of Victoria. Geelong is the second largest city in Victoria with a population of about 102,000; it is one of the main ports for the export of wool and wheat and, most important, is the home of the largest Lightning fleet in Australia.

The running of all of the title races was in the hands of the Sailing Committee of the R.G.Y.C. under direction of Club Captain Reg. White. Here, the I.L.C.A.A. would like to take the opportunity to express their most sincere thanks to Captain White and his Committee for their faultless organization of the Title Series, the excellence of the courses, and for all the details that were attended to in a manner befitting a National Championship.

The Titles, six heats sailed December 27 to 30 , included ten entries, all except Geoff MacFadden who hails from N.S.W., from the R.G.Y.C. Fleet. It was unfortunate that it was not possible for the boats from the Blairgowrie Fleet to sail in the Titles.


## Race 1. Tuesday, December 27. 2:30 p.m.

A steady south-easterly wind was blowing at 10.15 knots for the start of the first race. The Officer of the Day set a good line with the Starboard end perhaps a little favoured.

Willaroo, sailed by John Chandley, was on the line at the Starboard end and was able to get the start from Nina, sailed by W. Wiggs Snr., who crossed the line right on the gun but a bit further down. All boats tacked very closely for the first ten minutes after which Scorn Trio, sailed by Wall Wiggs Jnr., was able to establish the lead. At the weather mark it was Scorn Trio, Humming Bird (G. Harvey), Mavoureen (R. Purdy) and Kohana (R. McAucliffe). Humming Bird sailing well downwind, gained ground on Scorn Trio and after the jibe mark found the third leg too shy, forcing him to fall off to leeward in order to drop his spinnaker, causing him to lose his lead to Scorn Trio. Scorn Trio held her lead to the weather mark on the second round but was hotly pressed by Matilda (A. Hildebrand) and Willaroo. On the spinnaker run and shy reach Willaroo moved into second place, followed closely by Matilda, Kohana and Thistle (J. Walters).

The final beat saw Willaroo and Mavoureen rapidly closing the gap on Scorn Trio, though they were unable to catch her before crossing the line. Final plac-
ings were Scorn Trio, Willaroo, and Mavoureen. It had been an excellent race and it is worth noting that only four minutes separated first and last boats across the line. Also John Chandley had to survive a protest with Birubi (J, Lindros) to maintain his second place.

Race 2. Wednesday, December 28, 9:30 a.m.
An 8 - 10 knot breeze made conditions very favorable for this race. An excellent starting line had been laid, with neither end favoured. On the first beat the lead changed between Scorn Trio, Willaroo, Thistle, and Kohana. Willaroo led the fleet around the mark followed by Kohana and Scorn Trio. The positions remained unchanged on the first shy leg, but it was noticeable that John Walter in Thistle was gaining ground; shades of things to come?

Willaroo jibed around the apex mark ahead of Kohana, however on this leg Thistle sailing very well with a very shy spinnaker moved into second place and rounded the mark only half a minute behind Willaroo. All the rest of the fleet had rounded within two minutes. On the second windward leg, Willaroo elected to sail the middle course, allowing Thistle to sail along the shore, meanwhile Kohana headed out into the middle of the bay on a long starboard tack.

On reaching the mark Willaroo found he had lost ground, rounding after Thistle and Kohana, just ahead of Matilda. Thistle increased her lead over the next two shy legs. It was at this stage that Ian McAucliffe in Kohana ran into bad luck, when a cross-tree broke on the jibe. However, not to be beaten, Pickles shortened his rigging and took the main shroud straight from the mast to the deck and rounded the mark only seconds behind Willaroo, who was in second place.

On the final leg, in spite of improvised rigging, Kohana overhauled and passed Willaroo and crossed the line only three seconds behind Thistle to gain second place. Matilda who had sailed along the shore, headed in for the line on a long starboard tack to finish just ahead of Willaroo to take third place. Although full credit must be given to John Walters for his win, it was the general opinion that had it not been for his broken cross-tree, Ian McAucliffe would have taken 'the gun'. Bad luck Ian, keep trying!

Race 3. Wednesday, December 28, 2:30 p.m.
The third heat started in a $30-35$ knot westerly and choppy seas. At the weather mark, Willaroo led the flect followed by Matilda and Humming Bird. Two
magnificent planing runs followed. However, these took their toll of boats and gear, especially at the jibing mark where many interesting spectacles could have been observed if anyone without salt-walter in their eyes had been present: At this stage many boats had retired to the Club, some due to broken gear and others who had decided discretion was the better part of valour. Willaroo, Thistle, and Matilda completed the shortened course in that order, while those on the beach called them "indiscreet" but "valourous" and certainly lucky!
Race 4. Thursday, December 29, 9:30 a.m.
The fourth race was sailed in light, flukey south-east airs. Many competitors were becalmed on their way to the starting line. Mavoureen and Thistle led the fleet

in the early stages of the race. But Humming Bird and Scorn Trio, although starting late, were able to pick up an easterly slant and so lay the mark in one tack, rounding just ahead of Thistle and Mavoureen. In the very variable conditions, the lead changed several times, before John Walter in Thistle was able to regain and hold the lead until the line. Ian McAucliffe crossed second, followed closely by Wally Wiggs in Scorn Trio.
Race 5. Thursday, December 29, 2:30 p.m.
The race commenced with the wind fluctuating between $12-20$ knots. After an even start the lead changed hands several times during the beat to the first mark. Mavoureen rounded first, from Humming Bird and Scorn Trio, the rest of the fleet was very close behind. On the two leeward legs Humming Bird took over the lead from Mavoureen, Thistle moving well came up through the fleet to sail into third position. The second windward leg saw Humming Bird hold off a strong challenge from Mavoureen, whilst Scorn Trio managed to pass Thistle, however his triumph was to be short lived, as Thistle overtook on the next run. On the final beat Humming Bird was able to maintain her position ahead of Mavoureen and Thistle, the three boats crossing the line in this order some distance ahead of the rest of the fleet.

Race 6. Friday, December 30, 9:30 a.m.
The wind was blowing between 0.5 knots from all points of the compass. These conditions led to the race becoming a game of "Guess what wind will come from where, when". During the first beat to windward, in which the lead changed many times, Willaroo led the fleet. He was able to maintain his lead down the broad reach ahead of Mavoureen and Thistle. The rest of the fleet were closely bunched not very far behind, however, after jibing around the mark Willaroo picked up an apparently non-existant breeze and cleared out to what was to prove an unbeatable lead. The rest of the fleet remained closely bunched which led to a hard fought battle for the minor placings. Mavoureen crossed second just ahead of Humming Bird, Thistle and Scorn Trio.

The final overall placings saw John Walters take out the title, an especially impressive feat as he had done very little sailing during the past three years.

During the week of the titles we had a barbecue at Graham Harvey's home, and if the number of children present is any indication, the future of Lightnings in Australia is assured!

Our presentation dinner was held Friday night with about sixty present; skippers, crews, wives and official guests from the Royal Geelong Yacht Club and the Royal Australian Coast Guard. The titles were a great success and now all are looking forward to the Victorian State Titles which are to be held at the Blairgowric Yacht Squadron in March.

## The Standings:

Place

## Points

| 1. | THISTLEE |
| :--- | :--- |
| 2. WILLEROO |  |
| 3. | SCORN TRIO |
| 4. | HUMMING BIRD |
| 5. KOHANA |  |
| 6. | MAVOURNEEN |
| 7. | MATILDA |
| 8. | TALUA |
| 9. BIRUBI |  |
| 0. | NINA |

1. WALTER
16.7
J. CHANDLEY $\quad 21.0$
W. WIGGS JNR. 35.4
R. PURDY
44.0
A. HILDEBRANDE 52.4
G. MAC FADDEN 68.7
J. LINDROS
$P$ GRIFFITHS 88.0

[^0]:    After the preseutation of the trophies. His Majesty the King of the Hellowes flanked by Grorge Andreadis on his right and Freddy LunE on his left with crews and roce committer mewhers of the 1960 Europoan Championship.

[^1]:    Sincerely, J. Frederick Gilroy

[^2]:    1 R. Obregon, Colombia, Gitana (7453) $\begin{array}{lllllll}1 & 2 & 1 & 4 & 1 & 3\end{array}$ (M. Forero and J. Uscategui)

    2 J. Barreda, Peru, Polaris (7334) I 1 DN 2 DQ 1 (C. Arteaga and M. Delgado)

    3 1. Tous, Ecuador, Play Boy (8911) $\begin{array}{lllllll}4 & 4 & 3 & 1 & 3 & 4\end{array}$ (M. Perez and H. Feraud)

    4 V. Hernandez, Colombia, Candelaria (8133) (L. Escorihuela and J. Londono)

    5 A. Pacini, Colombia, S. Cecilia (8972)
    DNS 32325
    $\begin{array}{llllll}3 & 5 & 4 & 5 & 4 & 2\end{array}$ ( F, Camargo and F, Diaz)
    6 G. Schinkel, Peru, Caravelle (6819) (G. Arrue and A. Schinkel)

    7 E Rodriguez, Ecuador, Troika (5970) $\begin{array}{lllllll}6 & 6 & 6 & 7 & 6 & 7\end{array}$

