

# THE NORTH AMERICAN CHAMPIONSHIP

by Alan Ruiter



*Blue fleet on the wind at Rehoboth.*

*Parke Photo, Dover, Delaware*

The 1972 North American Lightning Championship sailed on Rehoboth Bay (Fleet 325) was won by young Jim Crane of Darien, Connecticut. This new champion in the Lightning Class deserves a great deal of credit for his magnificent performance, as he just nosed out Bob Seidelmann by one point.

This was, of course, the first championship in years that neither Tom Allen nor Bruce Goldsmith attended (they were in Kiel), but their absence cannot detract from the sailing exhibition Crane showed the rest of the Lightning Class. His consistency was phenomenal against the competition present. Second, third and fourth places were all won by former champs: Bob Seidelmann, Bill Shore (defending champion) and John Teigland respectively.

I feel I must note the resurgence of Bob Seidelmann and John Teigland to the "spotlight" in this regatta. Robert has never been runner-up in this event and certainly came very close to winning again. John Teigland has not won since 1951, but in his return to near the top of the Class he looked strong in one of the toughest North Americans ever held.

Clear starts and good first weather legs were especially critical in this regatta. Boat speeds were so close that it seemed as though everyone arrived at the first mark together. Those first few boats that were able to get around that mark avoided tremendous jams. Boats that had been only a few lengths off the lead but then got caught in the squeeze soon were many boats and boat lengths back. The first leg turned this sailing into a true game of inches.

Since the boats seemed to be moving so equally, the emphasis was also heavy on sailing skills and crew work. As an example of the tight competition, I was told that the time difference in the fifth race between the first and last boats to finish was less than three minutes. Such closeness was basically

true in all the races of the 32 boat Championship Flight.

Thirty-two boats sailed in this fleet due to the invitation to three South American skippers to participate at Rehoboth. Andres Lisocki of Colombia and Denis Clemence of Brazil sailed very well in the elimination races and qualified to compete in the blue fleet. These participants (as non-contenders for awards) accounted for the extra two Lightnings.

The morning of the first race was hot, sunny and clear, with the wind very light and from the southwest. The race committee showed great patience and waited for the wind to shift and increase in velocity. Around 11:15 AM the wind shifted and then rose to about 15 MPH at the start of the race. After the start, those sailors who went out on port tack first and then flopped to starboard found themselves on a nice lift with a nice lead. At the first weather mark it was Seidelmann by a mile, Adams, Carson, Teigland and Cramer, closely followed by Demarest, Buckles and Ruiter, with Crane back in 12th. At the jibe Crane had moved out and up to fifth. Cramer, who had stayed low, dropped all the way back to 20th. My brother Dave moved to sixth and Shore was seventh coming from 13th. Through the rest of the race Seidelmann and Adams were never challenged while Carson, Crane and Teigland traded positions, with Carson taking third, Crane fourth, Teigland fifth, and Shore sixth.

The second race was similar to the first. Seidelmann again went south and was first by another mile at the weather mark. This time he was followed by Carson, Adams, Elfman and Eichenlaub; Demarest was sixth with Teigland seventh and Crane 12th once again. As the race developed Seidelmann held his lead until the second offwind leg the second time around. On that reach Carson was able to ride over him. Carson then held first the last time to weather to win, with Seidelmann second and Adams third. Crane again was

fourth after passing boats both upwind and downwind. Eichenlaub remained fifth while Cramer finished a respectable sixth after being 24th at the first mark. Shore had problems with a jammed main sheet block near the first mark and finished 22nd. After two races Seidelmann was first, Carson second, Adams third, Crane fourth, and Cramer fifth.

As on Wednesday, the two races Thursday were delayed by lack of wind until the early afternoon. Again the wind was blowing from the southeast at the start, but not with the strength of the day before.

The third race began in 6-12 MPH winds with Shore flying. Once more most of the fleet headed south for the good shift but this time the boats that first held on to starboard a little longer seemed to make out much better. By the weather mark it was obvious the Championship was in for some changes. Delorme was in first, Hallagan second, Shore third, Demarest fourth, Crane fifth, Teigland was sixth, Carson seventh, Clemence eighth, Seidelmann ninth and poor Bob Adams 29th. Positions changed again and again with Shore eventually winning the race, followed in order by Delorme, Crane, Hallagan, Teigland, Seidelmann and Demarest.

It was now a two-boat series and Seidelmann was ahead of Crane by two points. Carson's 13th and Adams' 31st effectively dropped them from contention.

The fourth race, sailed again in light to moderate air, was won by Demarest with an excellent performance. As for Crane, he was in fifth and in good shape at the first weather mark. By the end he had his best effort of the regatta in an

individual race, a second. Seidelmann, who had broken a main sheet block right after the start, was 14th at the first mark and worked up to a ninth place finish.

Now Crane was ahead of Seidelmann by five points heading into the last race. Shore won the race itself, leading all the way, thus enabling him to come back to a third place finish overall. Meanwhile in the Championship drama, Crane was in a regatta-losing 17th after the first leg while Seidelmann was 7th. Crane did more passing in this race than in any other and surged up to seventh by the end. Seidelmann just missed nosing out Teigland at the line and had to settle for a third. This three-seven final race result made Crane the Champion by one point.

Some afterthoughts I have had tell me I should note the fifth and sixth place winners. You hear more and more about Garry Demarest and his successful regattas and he did emerge here with an excellent performance. Twenty-year-old Bill Cramer also displayed considerable talent in his best finish in a North American Championship. Both of these young competitors are gentlemen on the race course and both show great potential. Some people in the Lightning Class have objected to the continual success of so-called "pros" but this year the Championship was won by Crane and made competitive by Teigland, Demarest, Cramer and many other sailors who do not build boats nor make sails.

A hearty thanks to Rehoboth for the fine sailing, and congratulations to all the sailors who competed in this event and especially to those who now have the opportunity to sail in the 1973 World's Championship.

## 1972 NORTH AMERICAN CHAMPIONSHIP

Pos.	Skipper	Boat No.	1	2	Finishes 3	4	5	Ttl. Pts.
1	James Crane	10772	4	4	3	2	7	145
2	Bob Seidelmann	12155	1	2	6	9	3	144
3	Bill Shore	12175	6	22	1	5	1	130
4	John Teigland, Jr.	11666	5	16	5	7	2	130
5	Garry Demarest	11954	8	13	7	1	11	125
6	Wm. C. Cramer, Jr.	11738	9	6	14	6	6	124
7	Jim Carson	11784	3	1	13	21	4	123
8	R. W. Hallagan	11355	11	17	4	4	9	120
9	Bob Adams	11908	2	3	31	12	8	109
10	Louis A. Pocharski	11099	16	8	10	22	5	104
11	Bill Buckles	11880	13	15	11	3	22	101
12	David S. Ruiter	11933	7	10	18	18	14	98
13	Jim Dressel	12060	17	12	9	8	23	96
14	Don Brush, Jr.	12054	18	7	16	17	16	91
15	Wm. F. McKinley	10780	10	14	15	15	27	84
16	Jack Elfman	11739	14	9	25	23	13	81
17	Denis R. Clemence	11693	15	21	12	19	20	78
18	Carl M. Eichenlaub, Jr.	12219	19	5	23	11	29	78
19	Dr. C. H. Maltbie	12195	DNF	11	20	16	19	66
20	Wm. E. Newman	11894	12	DNF	28	20	12	60
21	Dr. Don P. Delorme	12212	31	26	2	24	24	58
22	Howard T. Sutter	10338	28	25	8	26	21	57
23	Mark Bryant	9373	21	23	26	13	26	56
24	Jack Mueller	12048	27	DNS	22	14	15	54
25	Mike Haggerty	11956	23	18	27	27	17	53
26	Ned Nunes	11249	26	28	19	10	30	52
27	Gary A. Cameron	12122	22	19	21	29	25	49
28	Andres Lisocki	12097	20	24	24	30	18	49
29	Wm. H. Buckley	10752	25	20	17	25	32	46
30	Jeff Hastings	10335	24	30	30	31	10	40
31	George Sipel	11449	29	29	29	28	31	19
32	John Campbell	10470	30	27	32	DSQ	28	15

# THAT WEEK AT REHOBOTH

by Jim Crane

Upon returning from the blustery Olympic Soling Trials in San Francisco Bay to the most domesticated body of water in the world, Long Island Sound, my thoughts drifted to the idea — gee, it would be fun to see all my old friends at the Lightning North Americans. Early in the summer I had not planned to participate in the N.A.s because in our District it is required that you qualify from your club, and I was spending most of my time in Solings. But upon returning from California in July I learned that if I sailed in a few races I would be eligible for the Districts. After a quick bit of hustling I found myself on my way to Rehoboth.

I arrived in Rehoboth Friday afternoon, and when the dust settled the sight of the Muellers' pink bus assured me I was at the right place. Practically before I could escape my car, some young man was trying to measure my rudder. Needless to say, the measuring went quickly and efficiently and oh, how I appreciated the two pound error in the scale when my boat weighed in at 698. I figured this was a good omen if nothing else. The boat I borrowed for the N.A.s the year before weighed 650 pounds and that was just the start of a

number of problems.

My crew of Jay Hansen and Al O'Donnell arrived from Buffalo with precision timing — just as I was returning from mooring the boat. After greeting many friends we retired to the Pine Tree camp ground and the sandflies. I had a deluxe army cot that fit into the back of my station-wagon and was extremely comfortable as long as I did not sit up or try to turn over; head room was limited to 8 inches. Jay and Al basked in comfort on the ground.

We approached the regatta with a good deal of skepticism and I feel rightfully so. As a crew we had never sailed together, the sails I planned to use had never been out of the bag, I had been painfully slow in my Districts, and in the only other major regatta that I skippered this summer I capsized twice. However, I was confident about one thing, and that was I had an excellent crew.

The qualifying series was a lesson in patience. Light northeast breezes produced enough shifts even for the shiftiest. I quickly gave up the compass as totally useless because the shifts were so apparent and varied it was easier and faster just to sail by the seat of your pants. Unfortunately, the



*The joy of victory. Defender Bill Shore and crew sail up to congratulate new North American Champion Jim Crane just after last race.*

*Farke Photo, Dover Delaware*



first three qualifying races did not provide much of a clue of what was to come. In any event, our crew work was improved and I got some valuable practice in steering. Probably the most important thing we learned from the qualifying series was we had some pretty good sails and no one was going to beat us on boat speed alone.

The Championship Flight was filled with notables, from Lou Pocharski with his studied confidence, to the let-it-all-hang-out style of Carl Eichenlaub. Bill Shore, with new sun glasses but without his first string crew, Bonnie, had been seen all week long feeling out the wind on the outskirts of the course, and had now joined the pack.

The wind had shifted around to southeast and was blowing a good 15 for the start of the Championship. Unfortunately, southeast was a new direction and little was known about the vagaries of this wind although much was soon to be learned.

The boys from New Jersey, Carson, Adams and Seidelmann, must have seen their astrologers the morning of the first race as they all shot the starboard tack lay line, leaving the rest of the fleet behind. In the second race that day they repeated their act much to the rest of the fleet's chagrin. In both races 40 degree lifts were found on the starboard side of the course and the farther right you were, the more predominant the lifts and the stronger the wind.

In our case we tacked on the shifts up the middle of the course, preferring to be conservative. We had excellent speed and were afraid of being trapped on one side of the course. In the second race we were especially skeptical of the right side of the course as it was well after noon and the wind should have shifted to its predominant sea breeze direction. How wrong we were! Races later in the series and in lighter air, however, showed it was possible to be caught on the right side.

I believe the key to our overall success was found on the reaches of the first two races. In both races we rounded the weather mark 12th and the leeward mark 4th. As I mentioned it was windy in these races and the reaches were exciting planes. My crew was just fantastic in keeping the boat on its feet and anticipating puffs. Another key: my crew Al O'Donnell is nicknamed "Fat Albert."

The third race proved to be a mystery for me. Carson, who had been so successful going to the right side of the course, went all the way left, fell into a hole, and his finish pretty much put him out of the series. As all unexplained phenomena tend to acquire names, my crew labeled the left side of the course "Carson's Corner."

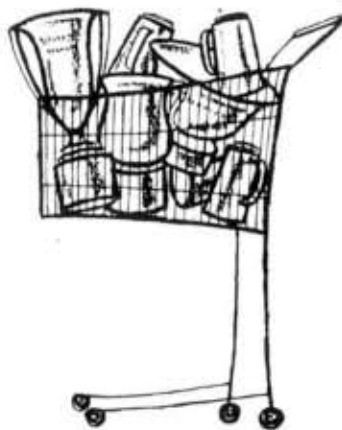
As the wind lightened in the third and fourth races, Bob Seidelmann produced a 6th and a 9th to our 3rd and 2nd, and we found ourselves in first by five with a race to go. To win the series Bob had to put four boats between us, and for most of the final race he was successful. We had an excellent start, directly on top of Bob, but unfortunately a poor position for covering. He immediately tacked over to port, but for me to cover him I would have to tack and duck several starboard tack boats. This maneuver would effectively put us even in the race. I elected to follow him and stayed close until I fell into a deadly trap near the mark. Approaching the mark he tacked short of the starboard tack lay line while I tacked on it off his weather quarter. Being down in the fleet at this point, several boats (it seemed like dozens) tacked directly in front of me on the lay line and, as you can imagine, my wind went sour and I sat and sat and sat. Meanwhile, Seidie found a port tack hole and was around 7th. We were approximately 15th. He moved up to 3rd at the finish, missing 2nd and the Championship by inches. We

were able again to cover much ground on the reaches and finished 7th. On the last leg I frankly felt Seidelmann had the series won as it appeared he was ahead of Teigland, but as luck would have it, we held our lead.

I was asked if there were any racing techniques that I considered particularly appropriate and effective for Rehoboth, and only one thought comes to mind that may be worthy of mention. This concerns sailing on the reaches. The committee set the reaches such that they were fairly right, and the second reach during the heavier races was so close it was difficult to make the turning mark. Also, the wind had the characteristic of being exceptionally strong for long periods of time rather than only having short puffs. Likewise, the lulls were equally long but they were not so light as to cause you to be trapped if you were high of the course. What I benefitted from (I passed approximately 25 boats on the reaches during the five races) was that I sailed well high of the rhumb line in the lulls so that I had enough drive to keep up on the waves. If you sailed the rhumb line you just wallowed between the waves rather than riding them.

Being high I was also able to head the boat off immediately when the stronger blasts hit, thus getting the boat up on a plane. Boats that were on the rhumb line usually hesitated in the puffs while they decided to head low or not. This was usually when we rolled past them. I felt that many people were hesitant about sailing as high as we did because it did appear you could get trapped above the course if the wind decided to turn light. I found, however, that the wind was always just strong enough and the waves at the right angle to allow you to get down without much difficulty. I have found it almost always pays to stay high on the reaches, but never have I found the gains as great as at Rehoboth.

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# THE PRESIDENT'S CUP

by Shrub

Dr. Georges Peter won the 1972 President's Cup regatta at Rehoboth Bay with consistent finishes of 7-7-3-1-7 for the five race series. Peter, a pediatrician who is a full-time teacher and researcher at Brown University, sails out of Annisquam, Massachusetts (Fleet 151). In explaining his victory over runner-up John Schneider, Peter gives considerable credit to his hard working crew: his wife Carolyn and Steve Harper. So much for the bare facts; what follows is a story of the Rehoboth week.

We got off to a super start at the North Americans this year, thanks to Garry Demarest and his crew. Friday afternoon we pulled into the confusion of measuring at the Rehoboth Bay Sailing Association (which we found by reading shirt cardboard signs taped to street signs or whatever seemed convenient) to find that our boat had been measured in, our sails were legal, and the boat was much more at home than we were. It was already moored at Clorox bottle number 116. We knew that Garry was going to double-deck the boat out for us, but this was too good to be true.

As soon as we got organized, we went over to the condominium that Charlie Schreck had rented for the week. This place was so nice that I could have easily forgotten about the sailing. It was decorated with shag carpeting, a fireplace and a completely equipped kitchen. Where else can you find a kitchen so well outfitted that Charlie was standing offering us a Bloody Mary as soon as we walked in?

The weather, as it was to be all week, was great on Saturday, and we located our crew, Jeff Penfield, who had arrived late Friday evening. It was a big fleet that came out for the tune-up race that afternoon—over 70 boats on the starting line. We finished in the top half and felt pretty good as we moored at good old 116 and left to move into Jeff's camper with him for the week. Dave and I had never stayed in one before, so we got our first experience of "roughing it" when Jeff graciously offered to share his camper with us. We had a good time, but do not consider ourselves seasoned campers.

The air for the tune-up races and the qualifying races was somewhat lighter than for the divisional races held on Wednesday, Thursday and Friday. Although the air picked up in the afternoon for the divisional races, barely a whisper was apparent each morning when the hour gun was scheduled to be fired.

For races one and two in the President's Cup series we left the bottle at 10:30 AM and did not really get underway until about 1:00 PM. By then the air had freshened and built to about 15 with occasional gusts of about 20 (which invariably came during the spinnaker legs). We fouled at the start, did our 720, and tried to catch up. Nobody waited. However, this gave us a good opportunity to write a better article.

In that first race, Jim Neville, Georges Peter and Marcy Lippincott led the parade at the weather mark, followed by Herbert Hasselmann and John Collins. At the jibe mark Neville managed to hold his lead with Lippincott rounding 2nd. Wes Seigner moved from 8th to 3rd and Peter dropped to 6th. When the initial race was over, Lippincott had won and was followed by Schneider, Neville, Seigner and Collins.

For the second race, there was a general recall, and the wind was still heavy with the seas building. Lots of hiking was seen on the weather legs and it was observed from the leading North American flight that the spinnaker leg was too tight for most boats to fly their chutes. At the first mark it was Roseberry, Hasselmann, Neville, Lippincott and Schneider. After getting buried at the windward end of the

starting line in an effort to get to the favored right side of the course, Peter rounded 19th. At the second mark, things looked pretty much the same, except Hasselmann and Neville exchanged places in the top five boats to round the mark. The spinnaker legs were tight, as we had seen, but Schneider managed to jibe his spinnaker and use it. (He won the race, too.) Peter also was among the few to carry the chute on both legs and so managed to get back into contention. At the jibe mark on the second time around, we passed a Governor's Cup boat that had turned over. I kept wondering if it was a three day blow.

Beginning that last weather leg in the second race, Marcy moved into 1st, Roseberry slipped to 2nd, Collins shot up to 3rd. Peter picked up 13 boats since the first mark to round 6th, and Hop-a-Long Bernie Malcolm, who had trouble at the leeward pin with a broken rudder, had moved from 19th then to 10th now. I guess that's not giving up! The second race finishes were: Schneider (who made a strong recovery on the final leg), Lippincott, Roseberry, Neville and Collins.

After the first day of racing and just about getting blown out of our padded hiking straps (we were a light crew), it looked like Marcy Lippincott and John Schneider had the whole thing wrapped up, each taking a 1st and a 2nd in the races. Trailing those two were Jim Neville with 3-3, John Collins with 5-5 and Georges Peter with 7-7. Thus, the first five places for the regatta were determined after the opening day of official racing; only the order of the final finishes would be changed by Friday afternoon.

The waits between races were enlivened by many athletic events not scheduled by RBSA. We saw water balloon fights, but one of the best was a frisbee game played between 12050 and 9696. Their accuracy was not very sharp, and more frisbee shots landed in the water than on the boats. I wondered how they had enough energy to even consider it.

Thursday dawned just as quiet and peaceful as Wednesday and again the race committee wisely postponed the start of the race. We sat around in the sunshine and then left the club at noon for our two races. For the third race, which got underway about 1:30 PM, the air was a moderate 8-10, and the right side of the course was favored again. We found out that starts can make or break your position at the first mark. At that mark, where positions changed little to the beginning of the last weather leg, Seigner, Knapp, Peter, Hasselmann and Dickerson showed us the way. There was easy sliding on the offwind legs and it was mostly follow the leader. After the final weather leg the first five boats to finish were: Gary Knapp, Wes Seigner, Georges Peter, Reid Dickerson and Stu Anderson.

The fourth race began about 4:30 PM. We checked to see if we had flashlights on board, since the sun would probably be going down during the race. The winds had built to about a steady 10 MPH. Marcy Lippincott, eager to win another race, was a little too eager and had to restart. Like us, he found out that nobody waits and came in 34th, dropping him from contention for the top spot.

In the fourth race, a long starboard for most of the leg, then a flop over to port with a very short hitch on starboard to the mark was the magic formula for the first leg. Virtually all the boats arrived at the mark within 60 seconds of each other. The top five to round the mark were Peter, Dickerson, Brewster, Pratt and Roseberry. For the spinnaker legs, nothing unusual, just more blisters on already sore hands. The second weather leg, the wind lightened and shifted to the left

# 1972 PRESIDENT'S CUP

Pos.	Skipper	Boat No.	1	2	3	4	5	Ttl. Pts.
1	Dr. Georges Peter	11688	7	7	3	1	7	210
2	John Schneider	12066	2	1	6	11	17	198
3	Jim Neville	10922	3	4	11	16	4	197
4	John Collins	11667	5	5	27	3	3	192
5	A. Marcy Lippincott	12064	1	2	10	34	2	186
6	Wes Siegner	11126	4	14	2	24	10	181
7	Reid Dickerson	10014	24	18	4	2	6	181
8	Stu Anderson	8503	8	20	5	13	8	181
9	Edwin C. Roseberry, Jr.	11519	12	3	12	5	22	181
10	Herbert Hasselmann	8233	11	6	7	15	27	169
11	Dick Ferrick	11137	13	9	24	4	18	167
12	Randy Brooks	12055	6	12	18	28	16	155
13	Jack Zink	11367	16	19	16	21	11	152
14	Alex Webb	11379	21	29	28	6	5	146
15	Leonard C. Pratt	11288	28	25	9	7	20	146
16	David Laidlaw	12051	35	27	8	9	13	143
17	Clarence O. Jones, Jr.	12050	25	13	15	27	19	136
18	Gary Knapp	5841	29	DNF	1	14	14	130
19	Tom Neville	11922	9	15	25	35	23	128
20	John W. Mueller	12049	19	17	23	19	29	128
21	Bob Hutchinson	10942	17	8	34	30	21	125
22	Dave Peters	12154	42	16	29	10	15	123
23	Robert K. Smither	10930	30	23	32	29	1	120
24	James B. Malcolm	11982	36	10	37	20	12	120
25	George Wooten	11289	10	28	13	33	32	119
26	Fred H. Hamblet	11346	15	DNF	35	12	9	117
27	Dick Pugh	11930	41	24	14	17	36	103
28	Charles Schreck	11415	14	30	22	38	28	103
29	Jon Ruhlman	11640	20	22	31	18	DNF	97
30	Macy Nelson	9833	22	35	19	37	35	87
31	John L. Hammel	9597	34	11	20	40	DSQ	83
32	Kirk Reynolds	9557	18	37	38	26	34	82
33	Jim Cobbs	11076	27	32	17	31	DNS	81
34	John H. Brewster	9549	44	36	40	8	26	81
35	Buck Ballatin	9696	DNS	21	43	25	24	75
36	Tommy Allen	12053	33	31	30	41	30	70
37	Wm. L. Benson	11678	37	33	44	23	33	65
38	Steve Benjamin	10399	31	DNF	26	22	DNS	62
39	Starling H. Mikell, Jr.	12138	38	39	21	32	DNS	58
40	Bob Baumgardner	11651	23	26	36	DNF	DNS	56
41	Robert Knop	12188	26	34	46	36	37	56
42	Joseph C. Disette	12136	39	38	41	44	31	42
43	Charles Lutes	11400	45	43	39	42	25	41
44	George Shapiro	11767	32	42	33	45	DNF	36
45	John B. Leath	9050	43	41	42	43	38	28
46	Mike Pearl	11981	40	40	45	39	DNS	24

as the sun started to go down and the sea breeze turned to more of a shore thermal. From this point it was mostly follow the leader, who was still Dr. Peter.

At the end of the race (Peter 1st, Dickerson 2nd, Collins 3rd, Dick Ferrick 4th and Ed Roseberry 5th) the overall standings for four races were: Georges Peter first with 170 points, John Schneider second with 168, Ed Roseberry third with 156, Jim Neville fourth with 154, Herbert Hasselmann fifth with 149 and John Collins a close sixth with 148. On the second day of racing Peter had decided to start at the less favored leeward end of the line for two reasons: first, to avoid the jam at the favored windward end and second, because his good upwind speed would help him work back over to the other side of the course. The strategy worked and his 3-1 finishes for Thursday put him into the lead.

On Friday, the wait at the club was an instant replay of the two previous mornings, with the added novelty of a thick pea soup. It took until 11:15 for the fog to lift enough for the hour gun to be fired. But, before this final race in the series, we were sadly informed of a planned burial at sea. It seems that Bernie Malcolm's crew was about to retire his deck shoes. Suspended by the end fittings on the hoisted spinnaker pole, they made a beautiful mobile. We watched them dangle in the breeze, the rubber soles and shreds of canvas flapping, waving a sad good-bye. Thank goodness they were well out of smelling distance. While the shoes slowly sank to the strains of Joe Disette's taps, the wind freshened, as it continued to do the remainder of the day, and the race began.

With only two points separating Peter and Schneider, the



fifth race's drama was in their confrontation. Each wanted to get the other way back on the first leg. After close jockeying on the starting line, Peter got off to a good start and sailed in relatively clear air; Schneider, to windward of Peter on the line, had only bad air after the gun and never recovered. Peter, well ahead of his competitor, then sailed conservatively and finished 7th. Schneider lost his rudder temporarily on the second reach and could manage only a disappointing 17th for the race.

Collins needed a good race to move up on Hasselmann and he got it: John had a 4th at the first mark and Hasselmann was 30th. The weather mark was also important to Robert Smither, as he rounded first and never surrendered the lead. At the finish it was Smither, Lippincott, Collins, Jim Neville and Alex Webb.

And, as had been predicted on Wednesday, the top five overall were: 1st, Georges Peter; 2nd, John Schneider; 3rd, Jim Neville; 4th, John Collins; and 5th, Marcy Lippincott. Congratulations to these five, and particularly to winner Georges Peter and crew for a well sailed series.

Perhaps the non-sailing highlight of Rehoboth Beach was

Peterson's Ice Cream Shop. I think most of the Michigan contingent went to Peterson's as often as RBSA. After winning one of the races in the North Americans, Garry Demarest could not decide which flavor of ice cream to have to celebrate (there was no champagne sherbet), so he ordered four scoops (in two dishes), and ate the whole thing . . . I guess that makes him a heavy now!

Of all the things we did and learned at Rehoboth, the lessons and events which stand out in my mind include: learning how to bite my tongue on the boat (it's a wonder I can still talk), the Bloody Marys and good times we enjoyed with the Schrecks, and the great dinner at the Clam Bake held at RBSA and sponsored by the Central Atlantic District. Where else could you have fondled-chicken by Tay Adams, steamed clams, crabmeat and tossed salad from a plastic garbage bag, "handily" served by Jim Carson's crew?

When the week was ended, we departed as we arrived — without our boat trailing behind. Once more the best man, Big D, was doing the heavy work. As we rode our Pinto into the sunset we waved a sad farewell to the happy sailing at Rehoboth, Delaware, U.S.A.



*Big bend at a President's Cup start.*

*Parke Photo, Dover, Delaware*



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# THE GOVERNOR'S CUP

by Chick Trayford

Arnold Schwartz of Red Bank, New Jersey, by keeping his feet dry aboard his "Calm Down" walked off with the 1972 Governor's Cup Championship on Rehoboth Bay. Not, however, until he vanquished his closest competitor, a determined Howard Mullin of Colts Neck, New Jersey, by out-pointing and out-footing him at the finish of the fifth and final race.

Our Past President has a penchant for keeping his feet dry. In fact, he worried about it incessantly for nearly seven months prior to August 18th. He worried so much that the Rehoboth Bay Sailing Association finally provided him with a surprise at the North American Championship: a water taxi for his, and only his, personal use. And he used it dutifully all week. I cannot subscribe to the theory that the taxi had an effect on his mental outlook on the race course, but it certainly did not hurt his performance either as he put together finishes of 1-2-7-6-2 to wind up three points ahead of Howard.

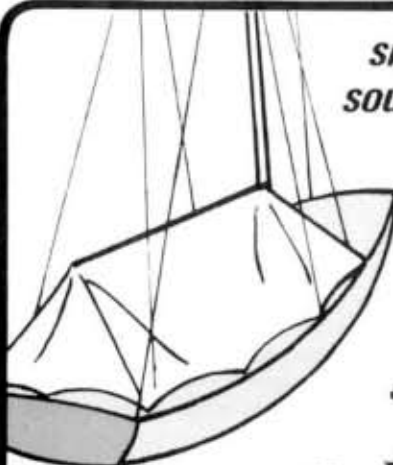
For those of you who did not attend the North Americans, you must understand that all the Lightnings were moored to floats in two to three feet of water. Every day we had to walk to our boats prior to rigging and heading out to the race course. The decision to do this bothered Arnold from the first time he heard the idea and agreed to it. Would Lightning skippers mind doing this at the North Americans? Somebody remembered that skippers have been doing it at Buffalo for years, and voluntarily too. This fact failed to stem Arnold's inherent fear that this decision would backfire and that a lot of unhappy sailors would converge upon him sometime during the Championship and do him bodily harm. It never happened, though, and the series went off without a hitch.

The first two races of the series were sailed back-to-back on Wednesday in SE winds of 18-20 with gusts to 25. Arnold and Dick Laub from Brooklyn, New York looked like they

## 1972 GOVERNOR'S CUP

Pos.	Skipper	Boat No.	1	2	3	4	5	Ttl. Pts.
1	Arnold Schwartz	12173	1	2	7	6	2	197
2	Howard Mullin	11575	9	5	1	3	3	194
3	John Gall	11048	4	22	6	1	1	181
4	Sandy Huntsman	12045	14	4	13	7	16	161
5	Richard Laub	12123	2	1	17	9	28	158
6	Jacob W. Zimmerman	12050	8	9	9	24	15	150
7	Leo Wasserberger	11860	3	DNF	5	10	5	149
8	John Eggers	5988	18	11	19	14	8	145
9	Robert T. Mains	11338	20	13	25	2	11	144
10	Ray Harrington	12114	26	3	3	31	9	143
11	Thomas W. Ward	12202	5	15	24	4	25	142
12	Ronald B. Palm	12174	13	18	10	17	18	139
13	Ron Blair	12025	12	6	23	22	20	132
14	Bob Hoilmann	10333	10	33	14	19	10	129
15	Tryg Jacobson	11480	16	DNF	8	5	14	129
16	Bernard B. Kornhaber	11927	22	23	4	18	21	127
17	Tom K. Hudgens	11690	19	17	31	16	6	126
18	Herman C. Henschen	8676	27	DNF	2	15	7	121
19	William C. Jorch	12170	7	7	27	30	23	121
20	Ron Cochrane	12090	21	28	16	12	19	119
21	W. R. Sloger	10432	11	25	22	28	12	117
22	John G'Sell	11815	6	DNF	29	21	4	112
23	Ray Nelson	11010	23	24	30	13	17	108
24	Kenneth N. Wood	11919	24	19	28	8	29	107
25	John R. McIntosh	12079	32	16	18	25	26	98
26	R. W. Richards	11632	31	20	21	33	13	97
27	R. T. Brunton, Jr.	10320	30	30	20	20	24	91
28	Robert C. Purnell	9527	17	27	26	29	27	89
29	Dave Perry	11139	DSQ	21	12	11	DNS	85
30	Bill Crawford	12042	33	12	32	34	31	73
31	George E. Buckingham	11503	35	29	15	32	32	72
32	Calvert Garrett	11028	28	8	38	27	DNS	71
33	Charles H. Huston	11681	DNS	DNF	11	23	30	65
34	Gordon Kellogg	11491	34	26	DSQ	26	22	64
35	Charles Trayford III	10738	15	10	DSQ	DSQ	DNS	61
36	Duncan Porter	11955	29	14	33	DNF	DNF	53
37	Paul I. Grinberg, Jr.	11754	36	34	34	35	34	42
38	Philip Parshley	9226	39	35	37	36	33	35
39	Guy L. Richards	10951	37	32	35	37	DNS	31
40	Robert C. "Lal" Burrige	7503	38	31	36	38	DNS	29
41	Charles Willse	11587	25	DNF	DNF	DNF	DNS	18
42	Larry Fretts	9139	DNS	DNF	DNF	DNF	DNS	0

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were going to walk away with everything as they did a "horizon job" on the rest of the fleet. They repeated this performance in the second race, each picking up a 1st and a 2nd for the day. Arnold got by Dick on the fifth leg of the first race and held him off to finish 1st. Leo Wasserberger of Pontiac, Michigan picked up a 3rd in the first race but capsized in the second race at the jibe mark and knocked himself out of contention, though he still managed a seventh in the final standings. John Gall of Leawood, Kansas ended up 4th in the opening race but dropped to a 22nd in the next race, also hurting his chances. This bad race proved to be fatal for John as he finished strong (his last three races only being bettered by Mullin) to end up third in the final standings. Howard's first two races were his worst as he picked up a 9th and a 5th, thus putting him in a position of having to play catch-up for the remainder of the regatta.

The second race saw Herm Henschen of Bethlehem, Pennsylvania 1st at the windward mark as he went right out to the lay line on the left side of the course before tacking. At the mark he popped his spinnaker and very quickly slewed off course as his rudder broke. This allowed Dick Laub, who had rounded 2nd, to take over the lead which he never relinquished, finishing 1st with Arnold picking up his 2nd place. Following these two were Ray Harrington of East Rockaway, New York in 3rd and Sandy Huntsman from Little Silver, New Jersey in 4th. Schwartz and Laub after two races now had a large lead of eleven points on the field with Mullin (9-5) and Bill Jorch of Northport, New York (7-7) tied for third, while Jake Zimmerman (8-9), Regatta Co-Chairman from the home Fleet, was another three points back.

Races three and four were also sailed back-to-back in a little lighter air as it was blowing near 12 from the SE on Thursday. Ray Harrington was 1st at the windward mark in the

third race followed closely by Herm Henschen who was right back up there with a new rudder. Herm finally got by Ray on the second leeward leg after a lengthy battle. These positions did not change until the last windward leg when Howard Mullin moved from 3rd to pick off both Herm and Ray to finish 1st and gain six big points on Arnold who was back in 7th place with his worst race of the series. Dick Laub was even further behind with a 17th, leaving Arnold and Howard to fight it out for the Championship with two races to go. Bernard Kornhaber of Wilmette, Illinois was 4th, Leo Wasserberger 5th and John Gall had a 6th. Schwartz now led by five with a 1-2-7 to Mullin's 9-5-1. Laub was back in third with a 2-1-17 and Jake Zimmerman had fourth with 8-9-9. Harrington, who made an excellent comeback from a first race 26th was tied for fifth with John Gall; Harrington had 26-3-3 compared to Gall's 4-22-6.

Gall went on the move as he powered out to a 1st at the windward mark of the fourth race and was never headed, finishing in that position with Bob Mains of Euclid, Ohio in 2nd place. The battle, however, was back in the fleet as Arnold was 6th at the first mark and could not move up, crossing the line in that spot. Howard, however, clawed his way from 9th at the first mark to 7th at the end of the first two leeward legs putting him right behind Arnold. On the second windward leg he broke through to 3rd and held it to the finish, picking up another three points on Arnold. Tom Ward of Buffalo finished 4th with Tryg Jacobsen of Sheboygan, Wisconsin 5th. Laub got a 9th to maintain his overall third but still lost ground to the leaders as he was now thirteen points out of first. With his 1st Gall moved up to fourth and Huntsman with a 7th climbed into the top five for the first time. Meanwhile, Harrington bombed to a 31st, eliminating him from any possible spot in the top five.

On Friday we had the showdown as Arnold had two points on Howard and winds from the SE of 12-15 to contend with. Howard started in the middle of the line with Arnold to leeward in the lower third. John Gall and Sandy Huntsman were also in the middle of the line with Dick Laub at the windward end. It was difficult to tell who was better off until John Eggers of Emsworth, Pennsylvania, who was at the leeward end of the line, was 1st at the mark with Gall right behind. Herm Henschen was 3rd, followed by Harrington and Wasserberger. Arnold and Howard were 6th and 7th. Arnold got his spinnaker up and drawing quickly and moved rapidly into 3rd place on the first leeward leg. Howard was not quite so quick and only picked up one boat on the next two legs and lost two boats to Arnold. The next windward leg saw more movement as Gall charged into 1st and Howard to 4th, right behind Arnold once again. Arnold repeated his previous good work on the next spinnaker leg and put another boat between himself and Howard by moving into 2nd. Gall, meanwhile, was lengthening his lead over everyone. Howard also moved up during the second leeward leg putting him

just behind Arnold for the third time. There was no doubt about it now: as long as Arnold and Howard stayed in 2nd and 3rd there was no way Howard could win the Championship. John Gall was moving fast and was too far out in front to be caught. Howard did not stop trying to beat Arnold though, and he really put the pressure on during the last beat. Arnold was up to the task, however, as just before the finish he moved from a position well to leeward of Howard to directly ahead of him by pointing higher and back-winding him, thus earning a 2nd to Howard's 3rd. John G'Sell of St. Louis finished 4th and Leo Wasserberger picked up a second series 5th. Dick Laub was way back in the fleet in 28th to finish fifth overall as John Gall on the strength of his last three races (6-1-1), moved up to a well earned third. Sandy Huntsman took fourth overall with a last race finish of 16th to end three points ahead of Laub.

And so the Championship ended on a high note; eight days of beautiful weather and excellent competition right down to the finish of the last race. What more could you ask for? Dry feet?

## XVIII SOUTH AMERICAN CHAMPIONSHIP

by Germán Novion

The 18th South American Lightning Championship was held in Algarrobo, Chile, home waters of Fleet 318. The Championship was held March 3-12, 1972, with two tune-up races and six official races. Twenty crews from Argentina, Brazil, Colombia, Ecuador, Peru and Chile took part in this event, representing the best Lightning sailors of the South American continent.

The first race of the Championship was raced on a beautiful day with winds of 10-20 knots. Even though the fleet divided after the start, the first three boats to get to the windward

buoy were Marcelino Fernández from Chile, Mario Buckup from Brazil and Germán Novion of Chile. At the next buoy Novion, taking advantage of the fight between the two leaders, passed them and from then on maintained his position and won the race. Fernández was 2nd and in 3rd was Buckup, but he was later disqualified by the Protest Committee.

In the second race, with SW winds of 20 knots, the first three boats at the windward mark were Isidoro Melero from Chile, Mario Buckup and Germán Novion. Once the spin-

## 1972 SOUTH AMERICAN CHAMPIONSHIP

Pos.	Skipper	Boat	Country	1	2	3	4	5	6	Total Points
1	German Novion	11351	Chile	1	2	2	1	8	2	97
2	Mario Buckup	.....	Brazil	DS	1	1	3	4	1	95
3	Herbert Hasselmann	8233	Brazil	6	16	6	5	3	5	80
4	Rafael Obregon	11677	Colombia	4	4	16	6	11	3	77
5	Jose Barreda	7334	Peru	16	12	4	7	5	6	71
6	Carlos Collet	11037	Argentina	8	19	7	8	2	9	71
7	Osvaldo Bordino	11041	Argentina	7	17	12	11	1	7	67
8	Isidoro Melero	11023	Chile	14	3	10	9	6	14	63
9	Manuel Gonzalez	11011	Chile	15	7	9	17	7	4	63
10	Carlos Arteaga	.....	Peru	9	11	17	4	14	8	59
11	Juan Hernandez	.....	Chile	17	6	5	2	17	19	58
12	Denis Clemence	11693	Brazil	5	15	3	13	12	18	57
13	Pablo Gianelli	7768	Argentina	18	5	11	14	10	13	52
14	Antonio Pacini	8972	Colombia	2	14	13	NP	16	12	48
15	Fernando Magnasco	11021	Chile	12	9	15	16	15	10	44
16	Francisco Sola	11365	Ecuador	3	8	DS	12	NP	NT	40
17	Marcelino Fernandez	7446	Chile	DS	10	8	19	17	11	40
18	Hans Stuhr	11447	Peru	13	20	14	15	13	15	35
19	Aristobulo Garrido	.....	Colombia	10	13	DS	18	9	NT	34
20	Cesar Zanatti	11443	Peru	11	18	NP	10	18	16	32

DS - DSQ; NP - DNS; NT - DNF; Best 5 races scored.

makers were hoisted Novion, due to better spinnaker handling, took the lead and kept it all the way up to the last beat. Here he was outsmarted by Buckup who, by using the wind shifts to his advantage, crossed the line in 1st place, closely followed by Novion, with Melero far behind in 3rd.

The third race, also held with a strong 20 knot SW wind, was again a duel between Buckup and Novion, as both of them were almost sailing a race completely separate from the rest of the boats. Novion tried unsuccessfully to pass Buckup during the entire race but again Buckup was 1st, Novion 2nd and Denis Clemence of Brazil 3rd.

The fourth race was started in a light NW wind of 8 knots which by the end turned into a strong SW wind of 25 knots. First to the windward buoy was Hans Stuhr from Peru, closely followed by Novion. During the first reach Novion took the lead and held it to the end, winning the race easily. Second was Juan Hernández from Chile and 3rd was Buckup, who sailed a magnificent race after a bad start that made him round the first mark in the 12th position.

The fifth race, run in very light air, was annulled when the time limit expired; at the time Buckup was 1st with Novion close behind in 2nd place after having been 12th at the first mark.

The sixth race was started in a light wind which for a while made everyone believe that another race would have to be annulled. However, the wind was sufficient and Buckup came in 1st with Novion a close 2nd, Rafael Obregon from Colombia 3rd and Manuel González from Chile 4th. In this race Novion had come into the first mark in 14th place and then worked his way up through the fleet, almost succeeding in overtaking Buckup.

The fifth race was re-sailed on Sunday morning and was won by Argentina's Osvaldo Bordino, who was followed in order by Carlos Collet of Argentina and Herbert Hasselmann from Brazil. Buckup took 4th and Novion was back in 8th. This regatta had the feature of a one race throw-out, and this race was a clear duel between Novion and Buckup since Buckup needed to beat Novion and come in 1st or 2nd in order to win the Championship. In any case the two of them had the 1st and 2nd positions overall assured. During the start Novion kept Buckup closely covered and in doing this both had bad starts. Before getting to the first buoy Novion, who had tacked to clear his wind, was able to tack in front of Buckup prior to reaching that mark and keep him covered all through the first reach. However, when rounding the second buoy Novion's spinnaker collapsed and Buckup sailed by. But since Mario could finish no higher than 4th, Novion won the Championship.

Germán Novion, sailing "Red Witch" with a crew of Eduardo Elton and Rodrigo Sánchez, ended up with a record of 1-2-2-1-2. Mario Buckup, in "Vihor" with his crew of Arne Arnesen and M. V. Schaffhausen, was runner-up with 1-1-3-4-1, just two points back. Herbert Hasselmann, Rafael Obregon, and José Barrera of Peru rounded out the top five finishers.

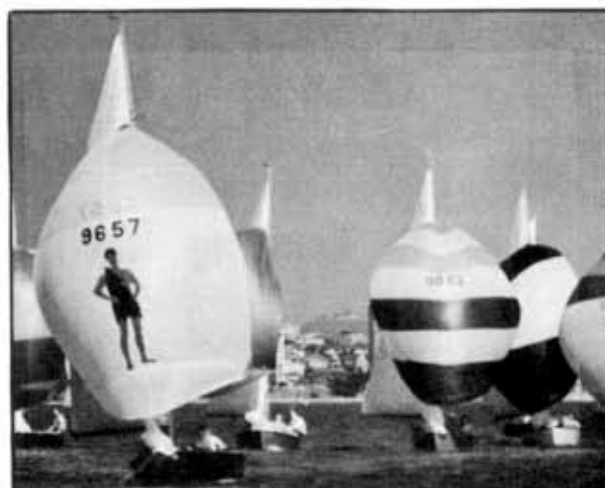
During the entire competition the Chilean Navy took a very active part in the organization of this event and the destroyer "Riveros" was anchored at Algarrobo throughout the Championship. And as always, there was active social life during the regatta since South American crews are close friends through many years of meetings at different championships.

The Chilean Lightning Association and Fleet 318 succeeded in organizing a magnificent event and had the added satisfaction of having the winner being a member of its own Fleet.

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# CANADIAN OPEN CHAMPIONSHIP

by Jack Nordin

The 1972 Canadian Open Lightning Championship was held at The Royal St. Lawrence Yacht Club in Montreal. An unfortunate conflict with the New England District Championship on the same weekend at nearby Mallett's Bay Boat Club, Burlington, Vermont, reduced the usual American contingent to two entrants. However, there was a respectable entry list of 34 Lightnings from Montreal, Toronto, Winnipeg, Hamilton and the Niagara Peninsula.

Regatta Chairman Ted Wilson, the various committees and the Yacht Club had everything well arranged for registration on Thursday. However, someone forgot to inform the weatherman and, as a consequence, there was a dead calm eliminating any opportunity for the early arrivals to test the waters. The local laundromat dryers were kept busy shrinking spinnakers to meet the requirements of the measurers under Bob Smith, who also rigged up a fancy electronic weigh scale that looked like it was accurate to a thousandth of a pound.

By Friday morning all was ready for the first race — except for the weather. Again a lack of wind forced a tow to the race area on Lake St. Louis, which was made even more en-

joyable by rain. The rain stopped and the wind came up fitfully from the southwest. On the third try at following the variable winds, the starting line was finally set with a clear start at 11:30 A.M.

As in all races, the Race Committee under Lyn Watters set a good starting line with the port end slightly favoured but to be laid on starboard. As a result the fleet was well spread and the few brave port tackers found no holes on the line. All races were twice around an equilateral triangle with a windward finish and each leg was one and a half miles. The 720 rule was in effect.

The first race started with the wind westerly at 15-20 with gusts up to 25 MPH under clearing skies. The sailing was exhilarating and the gusts caused a few spinnaker problems for the unwary. As a result there were two broken masts and several other boats dumped. Don Allen got everything together and won the race.

After a box lunch delivered to the participants by the committee boats, the second race got under way with a freshening wind. It was blowing steadily from the west at 20-25 with gusts to 30 MPH and, after the morning experience, we

## 1972 CANADIAN OPEN CHAMPIONSHIP

Pos.	Name	Boat	Finishes					Total Points
			1	2	3	4	5	
1	Don Allen	11856	1	7	2	4	3	158
2	Jay Hansen	12097	5	4	12	1	1	152
3	George Wootten	11289	3	2	14	3	7	146
4	Dave Sprague	11174	2	3	9	5	12	144
5	Peter Sulman	11177	8	6	7	6	5	143
6	Cal Schmiede	11555	10	10	13	7	8	127
7	A. Cameron	11294	6	13	1	14	14	127
8	Gerry Cloutier	11521	13	14	3	16	4	125
9	Ron Cochrane	12090	15	18	4	8	6	124
10	Bill Konantz	11209	9	8	17	10	13	118
11	Ken Inglis	11136	7	1	22	20	9	116
12	Claude Goyder	10770	14	12	8	11	15	115
13	Bill Benson	11678	4	DNF	6	19	2	109
14	George Layton	11434	21	11	5	13	17	108
15	Robbie Robson	11734	DNF	5	15	9	10	101
16	R. W. Richards	11632	18	15	21	2	18	101
17	Matt Bryant	9373	16	9	16	18	16	100
18	George Syan	10393	12	20	10	22	22	89
19	Russ Scrim	12172	11	21	18	17	20	88
20	Bill Hunter	10292	17	17	23	24	11	83
21	Vern Booth	9543	22	19	20	12	21	81
22	Hank Johnson	11458	DNF	16	11	15	25	73
23	Dave Roost	11884	20	24	19	21	23	68
24	Bill Dunnington	11504	23	26	25	25	19	57
25	Harold Mueller	11266	24	22	24	26	28	51
26	Michel Brossard	10934	25	29	30	23	24	44
27	Bruce MacGowan	11117	19	25	31	28	32	40
28	Jack Nordin	10938	27	23	32	27	29	37
29	Bob Smith	9726	26	DNF	29	29	27	29
30	Barbara Bolton	9728	29	28	27	30	33	28
31	George Campbell	9206	DNS	27	26	32	31	24
32	Frank Collins	7850	28	DNF	28	31	30	23
33	Lou Odette	8630	DNF	DNF	33	DNF	26	11
34	Ron Spafford	10473	DNF	DNS	DNS	DNS	DNS	0

saw fewer spinnakers flying. Ken Inglis showed his heavy weather mettle to win this one.

Tired limbs were revived in time for a steak barbecue on the clubhouse lawn, followed by the Canadian Lightning Association annual meeting under President George Syan. After the exertions of the day, the partying was relatively restrained.

Saturday dawned clear and a pleasant 10 MPH easterly took all boats easily to the starting area under spinnakers. But by the starting time of 10:30 A.M. a dead calm prevailed. There was nothing to do but anchor and wait. Some people cooled off with a swim. Others, more fortunately provisioned, drank beer to cool off. Jay Hansen turned his boat into a galleon with four paddlers, two to a side, a tillerman urging them on and a gladiator stationed on the bow with a pail of water. The peaceful anchorage was soon awash with shouts and flying water.

Eventually the wind came up but from the west, requiring the fleet to move to the other side of the race area for a start at 1:15 P.M. It was understandable that there should be a few anxious skippers after the long wait for wind, so that we suffered a general recall. Then we all got down to business. The wind was steady from the west at 10-15 MPH for this third race and the same held for the fourth race run immediately afterward, but with occasional gusts up to 20. The two races were won by Archie Cameron and Jay Hansen respectively.

Because of the late start, the day's racing was not over until 5:30 P.M. After being on the water all day, we were rather glad to see land and the facilities of the clubhouse. The Club had arranged to hold its big mid-summer party this

Saturday evening, to coincide with the Regatta. It followed a Portuguese theme. Unfortunately, the outdoor festivities were cut short by the arrival of rain, but not until the roast suckling pig and other toothsome treats had been eaten and the Portuguese dancers had performed for our entertainment. A corporal's guard remained to dance indoors until the wee hours of the morn. Others were happy to have an excuse to rest up for the final race on Sunday.

Going into the last race Don Allen had a rather comfortable 5 point lead over Dave Sprague, with Jay Hansen and George Wootten both 3 points further back.

Once again the day dawned clear, once again there was no wind and once again we were towed to the starting area. Soon a variable southwest wind at a gentle 10 MPH came up to permit the fifth race to get underway at 11:15 A.M. (after another general recall). By 1:30 P.M. it was all over for another year with Jay Hansen winning this last race. Allen scored a third, good enough to win the Championship by 6 points over Hansen. Sprague dropped to fourth, behind Wootten.

A punch party and prize giving wound it all up. Each participant received a handsome hand-made pottery mug which, for those registering early enough, included the sail number. Pottery lamps went to the winners of each race and the big prizes were taken by Don Allen for his first overall (Molson Trophy and Toronto Star Trophy for top Canadian), Jay Hansen for second and George Wootten for third.

It was great fun. We hope to see you all next year when the Open will return to Kingston, Ontario as part of CORK — one of North America's premier regattas.

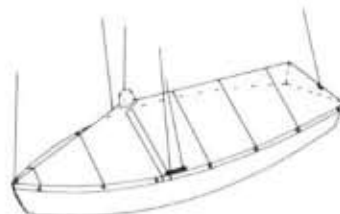
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