# CANADIAN OPEN LIGHTNING CHAMPIONSHIP 

As Seen By The Champion Dick Hallagan

August 1-2-3. Thornbury, Ontario, is on Nottawsaga Bay, which opens northward into Georgian Bay. To understand this championship, a short geography lesson may help. One drives to Toronot, gets on Rte. 400 and heads north toward the land that produces all the hockey greats of Canada. I told my crew, Jean Hallagan, and Dave Wait, that Thornbury was just north of Toronto, then hit the sack in the back of my van. After we missed the turn in Barre and got halfway to Parry Sound, I thought we'd be better off spending the weekend with Bobby Orr. That idea got shot down as we'd forgotten our skates; and we had come to S-A-I-L. Anyway, around 2:00 am we reached Thornbury and the Reef Boat Club, and one big, dusty parking lot. After unhooking the boat, and finding no open bar, three of us attempted to crash in the van. Then suddenly in the night we could hear a diesel bus moving in nearby; the entire Allen

Family was arriving with two boats. Tom finally turned off the engine, and we grabbed four hours sleep as the diesel fumes went away.

Saturday morning revealed the beauty of the Thornbury region. A new yacht basin and new condominium was in the process of being built at the Reef Boat Club. To the north were the wide open waters of Georgian Bay. To the east were the ski slopes of Georgian Peaks. What a beautiful year around playground. Saturday morning also revealed that this regatta was not going to be any pushover, thirty-seven boats from 'most every province of Canada were represented. The upcoming "Canada Games" had done much to stimulate Lighting Class sailing. Many Junior National Team skippers were here. Six boats from the U.S. had arrived. All boats were anticipating some big winds from the

## CANADIAN OPEN LIGHTNING CHAMPIONSHIP 1981

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Skipper Dick Hallagan David Sprague Tom Allen, Jr. Stu Anderson Jay L.utz Russ Scrim Mike Vollmer Larry MacDonald Brian Beattic Tom Ward Pete Sulman Tom Allen Geoff Skinner Harvey Harman Ron Cochrane Rob Muru Bill Hunter Robert Bazette Bill Layton Ross Bailey Norm Clegg John Gorrie Ross Graves MacGregor Grant Bob Elliott Jim Mikulinski Larry Minshall Ed Van Puymbrocek Prentice Smith Ken Inglis Porter Bailey Tim Woodford David Roost George Layton Tom Gamelin Frank Ferris lan Smith

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open waters to the North. However, the regatta turned out to be a light air series with two of the six races never sailed. All races were sailed far offshore, anticipating south wind; however, every day there was an eleven o'clock calm, then slowing a light northerly picked up to 6 or $8 \mathrm{~m} . \mathrm{p}$.h. The race committee had fun switching courses to the deeper waters 3 or 4 miles off shore. Denny Simunik. chairman. put every available foot of line to use on the first day.

First Race. The fleet waited as the Northwind slowly filled in and all buoys got anchored. Believe me, there was no local knowledge advantage, light, shifty thermal 2 miles off shore. Pete Sulman and Robbie Muru headed all the way left on the first weather leg, got to the first mark with a huge lead. and finished in that order. No one else figured out this race: Lutz-16. Sprague-18. Allens 15 and 17. MacDonald-26. My boat struggled along with this group but was able to work up to 10 th which improved to 7 th on a tricky last weather leg which shifted into a reach. There was a nice banquet that night, and the Blue Grass Band and all sailors had a good time.

Second Race. It's Sunday now, and no cooperation with the wind. Some west wind fills in and the R.C. decides to try it. It was one of those days when you don't want to be first at the weather mark. I had the good luck only to watch 20 boats sail by on the first downwind leg. Agony! Then it was two guns and shorten course. Panie! Dave Sprague and Jay Lutz and MacDonald went from D.F.L. to 1-2-3. We salvaged a 13 th to keep in the regatta.

Third Race. Same day, calm and the Northerly comes in. just as the day before. This is the race to try Men's souls. It was seven legs lasting almost to the time limit in very light shifty winds, sailed 4 miles offshore and very hazy. A few
skippers dropped out because they couldn't concentrate any longer. We stayed close for two legs, then elected not to carry our chute after the jibe mark. In 30 seconds we took the lead, then watched a reach turn into a beat which secured our lead. For the next two hours we held off Sprague and Allen Jr. as the wind did tricks. We got to the dock and the score looked like this:

> Hallagan $7-13-1$
> Sprague 18-1-2
> Allen Jr. 15-4-3
> Anderson 12-5-6
> Lutz $16-2-5$

Fourth Race. Monday, a national holiday and again no wind. Eventually the Northerly picked up and this would probably be the last race of the regatta. We just tried to stay in the middle of the course without committing ourselves to either side. Good strategy; we rounded the first mark third with Sprague fourth. The others listed above were back further. The R.C. shortened course and we sat on Sprague until the finish. Mike Vollmer and Russ Serim sailed a beautiful race to finish 1 and 2 in this race and 7 and 6 overall.

The top five overall were Hallagan. Sprague, Allen Jr., Anderson, and Lutz. All the sailors would like to thank Prentice Smith. Regatta Chairman, and Denny Simunik, Race Chairman, and the Reef Boat Club for organizing this year's Canadian Open. This was my twelfth time to attend and my fourth win. It was nice to visit another beautiful location in CA-NA-DA.

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# CANADIAN OPEN LIGHTNING CHAMPIONSHIP 

As Seen by the Runner-Up

David Sprague

One of the difficulties of writing about this regatta is that I did not plan on having to write it up and my recollection of the racing is clouded by where I was and how badly I was doing. My recollection of the rest of the regatta is clouded by the excellent party and good time that was put on by Pat and Prentice Smith and all the others at the Reef Boat Club in Thornbury.

Let me start off by explaining that this year was the first year that The Canadians have been held at Thornbury. The Ontario Open had been run there for the last three years but Prentice (the organizer) Smith decided after a few beers last year that the Canadian Open should be held there, notwithstanding that there is no Lightning fleet there. The Class (Gorrie and the guys) said that was great because Georgian Bay is a great place to hold regattas with its large body of water and great predictable winds (more on this later).

Those of us who had sailed there before looked forward to a great sailing and party weekend. Now for the racing!

## Race 1 - Saturday

The 37 boat fleet from all over Canada (including British Columbia and Newfoundland), as well as the U.S., sailed out in moderate ( 8 to 12 mph ) southeast winds. By the time the race started, the wind was a bit further east. The Race Committee practiced starting us at 4 -minute, then 6 -minute intervals with the wind oscillating 40 degrees. Finally we all got our act together and got a start off with a number of the good guys (e.g. MacDonald, Hallagan) going right with some of the not so good. The smart ones, however, went left and after the next 30 degree shift came in (and stayed for the rest of the leg) it was catch-up time for those of us on the right. To make a long story short. I am relying on the scorekeeper to tell you that Pete Sulman won it with Rob Muru second, Geoff Skinner third, Harvey Harman fourth and Bill Layton fifth. (We were eighteenth.)
Race 2 - Because of the late start of the first race on Saturday, this race did not get off until Sunday, after a great outdoor pig and beef roast on Saturday night. The winds were again very light and we got a start leading the third wave of boats over the line. After Saturday's disaster, we decided to play the middle on the first beat and then watched MacDonald, Cochrane and others get way ahead by going left. About $1 / 3$ of a mile to the weather mark, while we were edging to the left, the wind came up from the right and Volmer, as well as many others, then drove up and around the mark. In the meantime we tacked over and rounded in the mid-teens ahead of the aforementioned MacDonald and all.

Volmer took the rhumb line on a run to the gybe mark (remember the wind had shifted), while we gambled and gybed over to the left with Jay Lutz and a few others. Volmer died in the middle and we passed a lot of boats. MacDonald
rounded near the end, went right, passed even more boats than we did and got to the gybe mark in second with us first and Lutz third. The next leg was a port tack beat for everyone except MacDonald who persisted in flying his chute while no one else could. I honestly do not know how he did (nor does his sailmaker know for sure and he was right behind watching).


Larry, how did you do it?
Photo Credit - Mary Huntsman

The next leg. which was moved to be the last leg, was a game of tack together as the three of us went up the leg. We went right and lost a lot of distance to those who went left this time. At the finish it was Sprague, Lutz, MacDonald with Tom Allen, Jr. a very close fourth and Stu (soon to retire) Anderson fifth.

## Race 3

The wind for the third race started off from the north at 5 to 10 mph . We went up the middle and managed to round the first mark about eighth, while the wind died a bit. The leaders had gained distance and so a few of us went high to get speed on the reach and gybe for the gybe mark. This got us some distance back from the leaders. Dick Hallagan rounded first, while Russ Scrim dropped to second place at
this point with Tom Allen Jr. in third. We passed a few boats at this mark and were fourth coming out on a tight reach. The reach turned into a bit of a parade. The next leg was a bit of a beat and we lost Tom Allen Jr. I really do not know what happened to Russ but he ended up tenth at the end. The next two legs were really strange with the wind all over the map but there did not seem to be major position changes and going up the seventh leg it looked like it was going to be a starboard parade to the finish line. However, there was a little shift to the south and, as we had tacked before a few boats, we managed to pass Tom on this leg to end up second. with Hallagan first. Tom Allen Jr. third, Larry MacDonald fourth and Jay Lutz fifth.

## Race 4 - Monday

Going into this race we were tied for first with Hallagan and five boats were within two points so I knew it was going to be a nerve-wracking race. As this regatta was the qualifier for the Canadian National Team, 1 had to be in the top five and hopefully be top Canadian, so we were watching all the other boats closely. The Brian Beattie/Alan Humphries combination was close as was Larry MacDonald so we were really looking for a good race. We could not afford a mistake.
The race started with a reasonably steady wind from the NNW and we were about the seventh boat from the pin end with clear air. Lutz was below us and Hallagan above. We
managed to keep our air clean while Dick had to take a hitch. We went right out almost to the port lay line and tacked. The three or four boats left below went a bit further and tacked. We looked okay coming across and saw Hallagan come out of the pack to cross about three to five boat lengths behind. I decided not to cover as I had good air and was getting near to a point where I would lay the mark, so I stayed out to the right and made the tack a minute later. I should have waited another five seconds because I understood the mark by a boat length and had to tack two extra times and in the process lost Dick. So Scrim rounded first. Volmer second, Hallagan third and us fourth. We reached around two legs with no changes and started up the second beat with Tricky Dicky glued to my wind. The four of us were working right and I decided to try and split left as it looked like MacDonald, Lutz, Humphries/Beattie, Allen and all were doing well on that side. We managed to get clean air even though the velocity was down. The others who had come left looked better and were moving so we stayed left. They started to knock and we thought they were going to tack and lay the line but instead the wind died. So we tacked over to the right before we sailed into the dead spot, salvaging a fourth with Dick third and the overall winner. Mike Volmer won the race with Russ Serim second.

The regatta was over as there was not enough wind and time to get the fifth or sixth scheduled races in. but we all enjoyed the four that we got. The host club, Reef Boat Club of Thornbury, did a great job and the Class thanks them all.

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## ONTARIO YOUTH CHAMPIONSHIP SUSAN MAC DONALD WINS



Crewing with Susan was Treaver Borne and Sean Torsney, shown here with N.Y.C. ViceCommodore, David Oaks (Left) and Regatta Chairman, George Styan.

The Toronto Bay fleet has been and will continue to be an aggressive promoter of youth sailing. 1982 youth events include world qualifying trials early June and Canadian championship, July.

11 boats took part, with 7 races counting. Bruce Scott of Oakville sailed to a close second with Andy Hunter of Hamilton, third.


Bruce Scott shows intense consentration.

STACKED UP and close

George Styan

# THE CANADA SUMMER GAMES A POLITICAL EVENT 

by John Gorrie

## The Discipline

Each province in Canada selects a team of athletes to compete in various disciplines every 4 years at the Canada Summer Games. The host city provides all the facilities. accommodation and equipment, the bill for which is split between the host city, host Province and the Federal Government. The Canada Games Council, which is made up with volunteers and paid bureaucrats from across Canada, holds the responsibility for organization, site and discipline selection and this is where the sport of sailing had its first difficulties. At the previous summer games hosted by Newfoundland, the sailing event scoring was so botched up the event could not be scored with the provincial totals which left a bad taste with the games organizers and the provincial sports administrative bodies. So the first lobbying involved the entire sailing community and was to convince the Canada Games Council that the sport of sailing should be included as a discipline at the 1981 Canada Games. The major lobbyist at this stage were the City of Thunder Bay, the Provincial Sailing Associations (volunteer sailors), Provincial Sports Goverment Bodies (bureaucrats who provide funds). the Canadian Yachting Association (volunteer sailors) and Sport Canada (more bureaucrats). The lobbyists were successful - the Canada Games Council sanctioned yachting as an event at the 1981 Canada Summer Games.

## The Boat Selection

The Canadian Yachting Association and its funding body. Sport Canada, have a common goal in yacht racing and that is to win medals for the Canadian Olympic Associa-
tion at the Olympic Games, so whenever selection for an event is discretionary, one or all of the Olympic Classes are proposed. However, since carded athletes are not allowed to compete at the Canada Games, the C.Y.A. resorted to its secondary goal which in early 1978, prior to official recognition of the Pan American Games medal objectives, was to win the I.Y.R.U. World Youth and Womens Championships, events which utilize the 420 and Laser.

Recognizing and concurring with the C.Y.A./C.O.A. youth and Womens objectives, most provincial sailing associations had equipped and funded their best sailors with Lasers and 420's to train for the annual Canadian Youth and Womens Championship, the winners of which were selected to attend the I.Y.R.U. events.

It came as no surprise, therefore, that in early 1978 the Canada Games Council with the unofficial sanction of the C.Y.A. named the 420 and Lasers as the classes to be utilized in the 1981 Canada Games.

I was the incoming President of the Canadian Class in 1978 and nationally the class was in poor shape. The C.Y.A. had proposed an Olympic slate for the 1979 Pan Am Games and the 420 and Laser to be the Canada Games classes.

The strength of the class is its people and in 1978 the Lightning Class in Canada had strong people in enough of the right places to form an effective lobby. Garth Dixon was a new director of the Ontario Sailing Association in charge of communication. Porter Bailey was chairman of Zone VII (Thunder Bay area) Ontario Sailing Association. Ross Bailey was an advisor to the Thunder Bay 1981 Canada Summer Games Society. Larry MacDonald was chairman

## CANADA SUMMER GAMES


of Zone II Ontario Sailing Association. The same year I retired as an O.S.A. director and became a director of the Canadian Yachting Association.

The Canadian Lightning Class Executive was altered to refleet its increasingly political role and several of the above served double duty. Provincial Vice Presidents were appointed to liaise with Provincial Sailing Associations while the core executive courted the C.Y.A.

We all lobbyed in our own way, in bars, at conventions, in committee meetings, and once in a private plane, Dave Sprague arranged to fly the C.Y.A. President and myself to Ottawa to discuss the C.Y.A. endorsement of the Lightning Class for the 1979 Pan Am Games at a C.Y.A. executive meeting

Our collective efforts were paying off. The Thunder Bay Organizing Committee rejected the 420 because there weren't any in the Thunder Bay area and took a proposal to the Ontario Sailing Association that the Lightning. Albacore and Laser, strong fleets in the area, be considered. Ontario Sailing Association Class Council and Annual General Meeting endorsed the Thunder Bay request and passed it to C.Y.A. for approval.

The Canadian Yachting Association (responding to the Lightning lobby) had just convinced Sport Canada that the quest for Pan Am medals should be the 1979 objective and had at the same time instructed their P.A.S.O. representative to endorse the Lightning and Snipe as Pan American Classes if an Olympic slate could not be guaranteed. Sport Canada also agreed to provide funding to equip and train a Pan American team, something they had never done for the I.Y.R.U. Youth and Womens teams, so with one eye on the National interest and the other on the powerful Ontario lobby, the C.Y.A. requested the Lightning and Laser be utilized at the Canada Games and by November 1979 the Canada Games Council had altered their boat selection in accordance with C.Y.A. request.

## Team Training and Selection

The beauty of a Laser is you can find them anywhere, the difficulty with Lightnings is there just aren't enough of them in Canada and many provinces expressed the concern, while being courted by our lobbyists that, they would not be able to find current race equipped Lightnings to train their crews and therefore would be at a disadvantage to Ontario, Quebec and British Columbia who had active fleets. To counter these concerns. Larry MacDonald, Russ Scrimm. Garth Dixon, Scott Macivor, David Sprague and I decided to purchase as many boats as were required, charter them to the provincial sailing associations and sell them when the lease expired, hopefully recovering our costs. Fortunately, we only had to buy one boat for Nova Scotia, Newfoundland bought their own and the other provinces trained in alternate boats or raided the local fleets.

Provincial teams were selected in various manners, usually a short series, the only restrictions were, no carded athletes and a 25 years and under age restriction. The only disappointing qualifying series I heard about was in British Columbia, where Todd Blummel who crewed with me in the 1980 Canadian Open and who won the 1981 Pacific Northwest Youth and finished third in his District, was not invited to the provincial qualifier. Larry MacDonald ran an excellent Ontario Qualifiers the winners of which were sent to the Ontario Sailing Centre, a race training facility Ken Inglis, a Lightning sailor, put together several years ago for final
prepartion under Jeff Boyd and Gord Corthers tutelage. The Class made every effort to accomodate the provincial teams who wished to train with us, several teams attended the Southern Circuit, the Lake Erie District and the Canadian Open. Whenever someone flew in to Toronto to compete in a local event. David Sprague always seemed to find them a boat.

## The Event

August 9th through 14th were the dates set for the Canada Games and the City of Thunder Bay was ready. Greeting the competitors were an abundance of rules and regulations. strict security procedures, curfews and ten brand new never before assembled or sailed Lightnings. Each team was assigned a boat to which no alterations were allowed other than reinforcing manufacture supplied fittings. Although the City of Thunder Bay ordered a few spares, the manufacturer. Allen Boat Co. thoughtfully supplied sufficient fittings on consignment so that the manufacturer's agent and the local Lightning sailors who made up the equipment service support group could keep the fleet at sea. The following race by race description is provided by Craig Farquharson, a member of the Ontario crew.

## Race \#1 - The Tester

The first race was a light to medium air race with $10-15$ degreee oscillations. Boat speed would be a critical factor as the boats and sails had never been fully tested. The Ontario, Nova Scotia and Newfoundland crews who had raced Lightnings before were able to fine tune their boats which enabled them to move away from the rest of the pack. The ability of these crews to change gears in the shifty, up and down, wind conditions helped them to pull even further ahead as the race progressed. The Ontario crew's ability to carry their spinnaker longer than anyone on the first reach brought them to the gybe mark first with Nova Scotia second and Newfoundland third. The race from there on was a parade as the competitors became conservative and covered the opponents. Ontario finishing first. Nova Scotia second and Newfoundland third.

## Race \#2 - The Twilight Zone

In the second race the famous Thunder Bay thermal arrived. Winds from the SW at 20 knots with a good sea were warmly received. Just after the start it was evident that the Ontario, Nova Scotia and Newfoundland crews would again be battling it out. The Ontario crew split away to the left side of the course while the Nova Scotia and Newfoundland crews went right. As the boats came together threequarters of the way up the first beat it was evident the Ontario boat was moving faster and was well ahead of the Nova Scotia and Newfoundland crews. Ontario increased its lead on the first reach as Nova Scotia and Newfoundland fought for second and third. Coming within 200 yards of the leeward mark the Ontario crew hit an incredible hole where the wind went from 20-0 knots in seconds, this was called "The Twilight Zone." The Nova Scotia and Newfoundland boats caught and passed Ontario at the leeward mark. The second beat was played very conservatively by all three crews. Ontario showing superior boat handling and speed as the wind increased back to 20 knots passed the Nova Scotia and Newfoundland boats and opened up their second horizon job of the race. Once again the race turned into a parade to the leeward mark. The Ontario team hit the Twilight Zone and the Nova Scotia and Newfoundland
crews caught them again. This time however, the wind remained light as the land and the sea breeze fought it out. The Nova Scotia and Ontario boats exchanged leads numerous times, with Nova Scotia the eventual winner. Ontario second and Newfoundland third.

## Race \#3 - The Drifter

The third race was a very shifty light air race. At the start the wind was blowing I to 4 knots. Ontario, sensing the wind was going to shift right, went the right while Newfoundland and Nova Scotia went left. As the boats progressed up the beat, the wind became lighter and shifted right. With New Brunswick holding the lead for most of the first beat Ontario drifted past them at the weather mark, with Alberta third, and Nova Scotia and Newfoundland way back in the pack. The first reach turned into a dead run and the Ontario team pulled away from the pack. The second reach turned into a shifty beat, and Ontario was able to take advantage of the shifts and increased their lead, while Nova Scotia moved up to third position. Much to the delight of the Ontario crew the race was shortened to 4 legs and they finished with spinnakers flying. The Nova Scotia boat passed the New Brunswick boat on the reach and finished second with New Brunswick third.

## Race \#4 - The Drag Race Right \#1

Race number 4 was held in 12 knot air that heavily favored the right hand side. The Nova Scotia crew were able to get to the right first, the Newfoundland crew got there second and Ontario third and these were the positions at the first weather mark. Nova Scotia pulled out a bit on Newfoundland and Ontario on the first reach. These positions held until the second beat. Nova Scotia covering with a comfortable lead watched as Ontario and Newfoundland crossed tacks numerous times. With Ontario being the victor by the second weather mark. It was evident at this stage of the regatta that the preparation put in by Ontario, Nova Scotia and Newfoundland separated them from the rest of the fleet. Their crew mechanics, boat speed, and handling were better than the rest of the fleet. Positions for the rest of the race remained the same as everyone was content to cover their opponent, Nova Scotia finishing first, Ontario second and Newfoundland third.

## Race \#5 - Drag Race Right \#2

The fifth race was held in similar conditions to the fourth race. Newfoundland with the better start were able to get right first, with Ontario, Nova Scotia and Manitoba following closely. On the first reach, Newfoundland with clear air pulled away while Nova Scotia the lowest boat on the reach was sailed over by Ontario, Manitoba, New Brunswick and British Columbia. At the leeward mark Ontario had pulled close to Newfoundland while New Brunswick and British Columbia had fallen behind fighting for third. On the second beat, the Ontario crew were moving faster than the Newfoundland crew and were able to pass them half way up the beat. New Brunswick and British Columbia still fighting for third of the beat fell further behind. BritishColumbia won the battle and rounded the second weather mark third. The competitors were again content to be conservative and covered for the remainder of the race with Ontario first,

British Columbia second. Newfoundland third and Nova Scotia finishing sixth.

## To Race or Not to Race

This was the question for the Ontario crew to decide before the sixth race. With Ontario having three firsts, two seconds and Nova Scotia two firsts, two seconds and sixth. the stage was set for a "winner take all" sixth race! If Nova Scotia won the last race, the Ontario crew and Nova Scotia crew would have the identical scores after the drop race. Ontario went to the rule book. The rule book states that "a tie will be broken in favor of the yacht with the most first, seconds and so on for races that count for total points," But was the drop race included in total points? The Ontario crew requested in writing from the IYRU no appeals jury a definition of total points, the jury denied the request. Back to the rule book for the Ontario crew. The rule book reads, "When a single winner must be determined the CYA prescribes that the tie shall be broken in favor of the yacht which finished ahead of the other in the last race in which both started or ranked as starters." To rank as a starter, a yacht must be in the starting area within 10 minutes of the start. Therefore, if the Ontario crew did not sail the last race, they would not rank as a starter and since they won the fifth race, they would not rank as a starter and since they won the fifth race, would they in theory win the regatta? In making their decision the Ontario crew called Canada's National Sailing Coach, Steve Tupper and Provincial Coach, Jeff Boyd and asked if their theory was correct. Both coaches agreed and Ontario decided not to risk their gold medal by racing. With the Ontario crew not racing the sixth race, the Nova Scotia crew won the last race with Newfoundland second. The standings of the regatta as interpreted by the competitors were Ontario first, Nova Scotia second, and Newfoundland third, but were they? The official results were posted 15 minutes before the presentations and they showed the Ontario and Nova Scotia teams were tied for the gold medal.

A protest was filed by the Ontario crew on the final results requesting the tie be broken. After two hours of deliberation by the jury, who also made the original decision to award the tie, the protest was disallowed. The jury felt that was not a necesary requirement of the rule that the tie be broken and gold medals were awarded to Ontario and Nova Scotia crews while Newfoundland was awarded the bronze.

It should be noted that the three Provincial Teams that worked closely with the Canadian Class won all the medals.

## Conclusion

Once again the discipline of yachting upset the games organizers, not only did they have to award two gold medals but the final Games presentations were delayed two hours while the protest was heard.

The real winner of the 1981 Canada Games was the Lightning Class - Thunder Bay will have ten new boats added to their fleet, some of the best young sailors in Canada had an opportunity to train and compete in Lightnings, and the Canadian Yachting Association has received annual financial support from Sport Canada for Lightning Class Pan American Team development.

Now all we have to do is form an effective lobby and get back in the Pan American Games,

