

1982 LIGHTNING EUROPEAN CHAMPIONSHIP

by George Andreadis

The 1982 European Lightning Championship was held at Phaleron Bay near Athens, Greece, the site where most of the international events are held in Greece take place.

It was really a very well run event and we were extremely pleased and very happy to have all our friends from Finland, Switzerland and Italy.

The races were held in a variety of conditions ranging from northerly winds which were moderate to heavy during the first two days, a light southerly breeze in the last two races.

The first race was won by Nicholas Dimou of Greece with George Andreadis second and the new Italian Champion Sergio Messina from Marsala in third spot.

In the second race George Andreadis was the winner followed by Messina and Dimou.

The third race saw Sergio Messina in first spot with Dimou second and George Andreadis third.

Messina also won the fourth race, thus giving him a commanding lead in the series as Andreadis fell to fifth. The only way for Messina to lose the title was if Andreadis got two firsts in the subsequent races. In the fifth race Schmid from Switzerland took an early lead, but was subsequently passed by Andreadis and Messina who finished in that order.

The final race saw a battle between Attina from Italy, who was the early leader, Andreadis and Messina. At the end Andreadis got the gun and the championship. Messina was second on points with Nichols Dimou third.

During the championship we had a very pleasant meeting with the representatives from all the European Districts to arrange the Venue for the 1983 European and Worlds which will be held at Isola di Procida and Naples respectively.



Race Committee of 1982 European Championship — P. Tsoukas, S. Flevotomos, E. Koumatsiotis, E. Karonis, Andy Sinopoulos, Anna Andreadis & Laura Sinopoulos.



George Andreadis receiving the Champion's Trophy.

30TH EUROPEAN CHAMPIONSHIP 1982

Fin. Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	GR 11459	G. Andreadis, C. Liberakis, S. Zouganelis	2	1	3	(5)	1	1	8
2	I 13065	G. Messina, P. Vitaggio, A. Nizza	3	2	1	1	2	(4)	9
3	GR 9447	N. Dimou, Mrs. N. Dimou, E. Romeos	1	3	2	2	4	(6)	12
4	Z 13692	H. P. Schmid, R. Hofer, R. Knopfli	7	7	5	4	3	(8)	26
5	I 13481	A. Attina, M. Attina, G. Alagna	14	(21)	9	7	5	2	37
6	Z 13074	J. Weilenmann, H. Kunz, D. Brupbacher	4	8	7	11	(17)	10	40
7	Z 13161	U. Schar, E. Schar, T. Scharer	5	9	(16)	14	10	3	41
8	L 12909	H. Nisonen, A. Uitto, A. Autio	9	4	10	8	11	(12)	42
9	I 13715	L. Merola, M. Sardo, F. Sardo	11	12	(17)	9	6	7	45
10	Z 12572	G. Despland, F. Eggenberger, J. C. Gabertuel	8	10	13	13	(15)	5	49
11	L 13438	T. Patosuo, M. Patosuo, K. Porthen	10	5	12	(17)	13	9	49
12	I 13557	A. Zerilli, D. Asta, M. Spano	20	(21)	6	6	8	11	51
13	GR 10754	Th. Lembessopoulos, A. Onassiadis, A. Boudouris	20	(20)	4	3	9	16	52
14	Z 13099	P. Taeschler, M. Staufer, A. Rothlisberger	6	11	11	12	(16)	15	55
15	GR 11634	G. Tsantilis, S. Biberis, P. Skilitis	(20)	6	8	16	12	18	60
16	Z 13091	P. Gmur, T. Gmur, T. Hubeb	13	13	14	(15)	14	14	68
17	I 13264	E. Lo Sardo, D. Benakis, L. Pelekanakis	(20)	20	18	10	7	13	68
18	GR 10037	S. Kanaris, T. Kalafatidis, P. Daniel	12	(21)	15	21	18	17	83
19	GR 11633	A. Athanassiou, G. Panagiotou, M. Anagnostopoulou	20	14	20	20	(20)	20	94

THIRD WORLD YOUTH CHAMPIONSHIP - Considerations about.

by Roberto Crucitti

In September 1981, during the meeting of the ILCA Italian District, which was held at the wonderful Bracciano Lake, I informed that my Club, the "Circolo Velico Marsala" was happy to organize the Third Lightning Class World Youth Championship.

Being elected the Chairman of the Championship, I imagined, at once, that my duty would be pretty hard, because I would have to deal with the organization of an International Championship and would also have to find the boats for the young crews.

I did not, however, anticipate that the most difficult things to do for the championship organization would be in the conduct of the Skipper Meetings and in the collection of the fees concerning the uninsured damages which were to be paid by the participating crews. All that may seem funny, and it is, but I assure you that it really was hard to deal with.

Please pay attention if you are going to consider being chairman of a world youth championship, prepare to have a good lawyer and rules authority for the skipper meeting; and a fine accountant for the calculations of the damage fees; and lastly thank God that the crews are not polemic youth but young and clever sailors.

During the Skipper Meeting we spoke of many things, individual recalls, general recalls, length of the boom, how many poles are allowed during the race, tuning of the boat, etc., etc. I think that the tuning of the boat was the most discussed subject, and some crews would have liked to retune all the boat, including the screwed fittings, but after a long discussion the good sense was the winner.

After the championship I am convinced that the present rules regarding the ILCA World Youth Championship are

very good; as far as the tuning is concerned, if more opportunity is given to change the tune of the boat, the more possibility there is to have damage to the fittings and, moreover, less value would be given to the individual capability of the crew to steer the boat.

We must remember that the spirit of this championship is to extend the Class in the world through the young people and is not a competition between the countries.

In the accompanying list you can see the result of each boat in each race of the championship. You know that the boats were rotated so far as possible, and it seems to have been fair. We thank the owners for lending their boats.

I hope that the above suggestions may be accepted. All of the members of the Circolo Velico Marsala and I have been very happy and honored to organize this Championship and we thank the Lightning Class that has given us this opportunity.

Owner	Name of Boat	Race					
		1	2	3	4	5	6
Boschi	Tika	2	5	5	11	2	10
Crucitti	White Cloud	5	9	11	3	1	14
Tremante	Tretepe	9	8	7	10	4	13
De Regis	Sistiana	4	3	1	7	DNC	1
Nicchi Arelli	Areknames	14	12	9	6	9	2
Pellegrini	Lady Wite Tina	8	1	2	14	7	3
Aloia	Castor	7	4	13	13	5	8
Zerilli	Ausonia	6	13	12	12	3	4
Roccheggiani	Bibir	3	11	10	5	10	12
Lo Sardo	Excelsior	13	7	5	1	6	5
C.V. Megaride	Megaride	10	10	4	2	DNS	6
S.C. Marsala	Wanted III	1	RET	14	8	RET	9
Pellegrino	Wind III	11	2	3	4	RET	11
Marino	Rainbow	12	6	6	9	8	7

3rd World Youth Championship

Credit Roberto Crucitti



Spaghetti Party - Finnish Crew (in tree) others not identified.



Trophy Presentation



U.S. Skipper Keith Taboada
"A very funny young man"



Runner-up Italian Crew - Viatggio, D'Asta & Spano



Champion Canadian Crew - Nebb, Thompson & Anderson



THIRD WORLD YOUTH CHAMPIONSHIP -

The Champion's Version.

by Gordie Anderson

The racing in Marsala was quite good. The winds were strong each day and made for good close sailing. We sailed a very conservative series, making sure we didn't foul anyone or prematurely start. We started away from the pack and concentrated on not being over early.

We played the first windward legs up the middle and went from there. We found ourselves up in the top three at every weather mark, mainly because of our upwind speed. We straight-leg hiked harder and longer than our competition, which showed in the end. Paul, Stuart and I concentrated on our own jobs and worked every way possible.

The wooden (Italian boats) proved to be faster than the fiberglass in the breeze. Our sails were a couple years old and we only had one shute on board. Even though everyone else's sails were newer it didn't bother us, we knew we were working hard enough to make up for it.

The Race Committee was, naturally, in favor of the Italians, as were the spectators on the whole. Whenever we were out front in a race rubber boats would cut back and forth in front of us, giving us bad water.

We had good team work, in one race our jib farlead broke and up the last beat our jib halyard snapped, quickly Paul and Stuart ran the jib up the spinnaker halyard and we finished second (didn't lose a boat).

The second to last race, which we won by three minutes, we knew we had sown up the regatta. Paul and Stuart's skills on the shoot were not matched. The conditions were survival (25-30 knots) and big seas. The spinnaker didn't collapse once jibing and rarely did we have to spill it. Even though we hadn't sailed (together) before the regatta we knew what each others job was.

Off the course the accommodations were o.k. and for free. We piled in a bus for breakfast which was o.k. But we rented a car, which no doubt had a bearing on our performance. Everyone else had to worry about how they were going to get to the Club each day. We were able to do more sightseeing together and go to more places, which made it more enjoyable for us.

The boats were fine. The regatta was a success. There seemed to be a lot of local interest in the racing. Some of the people were very friendly. It was quite an experience for us.



Championship crew — Thompson, Nebb and Anderson.
Photo Credit — Roberto Cruccitti

LIGHTNING WORLD YOUTH CHAMPIONSHIP

Fin. Pos.	Sail #	Skipper & Crew	Country	Race Finishes						Points
				1	2	3	4	5	6	
1	13577	Gordon Anderson, Paul Thompson, Stuart Hebb	Canada	1	1	2	2	1	(10)	6
2	13414	Pasquale Vittagio, Maurizio Spano, Marco D'Asta	Italy	2	3	1	(9)	4	5	26.7
3	13710	Keith Taboada, Russel Schon, John Schon	United States	8	(10)	4	3	2	1	30.7
4	12355	Peter Hallagan, Peter McChesney, Steve Hayden	United States	3	2	3	6	(15)	3	31.8
5	12513	Nicolas Cubillos-Sigall, Patricia Middleton-Klapp, Angel Fantuzzi-Fernandez	Chile	(12)	8	7	1	3	8	46.7
6	13401	Gaetano Pellizzaro, Fabio Dallari, Massimiliano Bacchi	Italy	4	6	6	(10)	6	4	51.1
7	13715	Marco Barra, Marco Lo Sardo, Gambuli	Italy	6	4	13	5	(15)	2	51.7
8	13671	Susan MacDonald, Trevor Born, Sean Torsney	Canada	5	5	5	7	8	(13)	57
9	13557	Angelo Zerilli, Alessandro Messina, Giovanni Pulizzi	Italy	7	(11)	10	4	9	9	67
10	13481	Marcello Attina, Salvatore Adamo, Giovanni Di Stefano	Italy	9	7	8	(12)	5	(12)	70
11	13045	Ricardo Barbera-Weschke, Christian Corssen-Janssen, Manuel Phillips-Garretton	Chile	11	(12)	9	8	7	6	70.7
12	12952	Stefan Scharer, Louis Gerber, Susanne Schar	Switzerland	10	9	11	11	(15)	7	78
13	13130	Kimmo Aromaa, Heikki Nurmi, Jukka Nurmi	Finland	(13)	13	12	13	10	11	89
14	12320	Peter Graf, Brigitte Kasper, Markus Graf	Switzerland	14	(15)	14	14	15	14	101

14 Boats, DNF/DNS — 15 Points, () Throw-out Race

PLAN YOUR START!

By Greg Fisher

An excellent start usually leads to an excellent finish. When your start breaks down usually the cause is a poorly organized, unplanned approach. It is important that you develop a concrete, consistent approach you can use in every start. What follows is a model outline of the approach you may use in starting your Lightning ... at Redbank or at Rush Creek!

BEFORE THE 10 MINUTE GUN:

- 1.) Know your rules! You don't want to be a "set lawyer," but you also don't want to be taken advantage of.
- 2.) Get out early.
 - a.) Sail upwind, watching for shifts and new wind, using your compass, determine if there is a pattern. Record what you find.
 - b.) Check for any current that may affect your positioning on the line.
 - c.) Plot the course to the first mark and check if the first leg is square to the wind or is lopsided.
 - d.) Set up a tentative save plan for your start and first leg based on wind shifts, current, course to the first mark, etc. Involve your crew in setting up the game plan so they can help you stick to it later.

10 MINUTES BEFORE THE START:

- 1.) Check the line to determine the favored end. Head into the wind while on the line; the end your bow is pointing closer to is the favored end. Start closer to that end to gain an advantage.
- 2.) Check your boat to avoid possible last minute breakdowns. For instance, check your hiking straps and ring dings or clevis pins that are important. Check your basic sail settings and boat tuning.
- 3.) Again, sail upwind, checking for shifts and new wind. Is there any pattern? Has the pattern changed?

5 MINUTES BEFORE THE START:

- 1.) Again check for the favored end of the line.
- 2.) Sail upwind just long enough to again check for wind shifts or changes in velocity.
- 3.) Discuss your approach alternatives with your crew. Communication is extremely important. Starting is a team function — it takes all three people on the boat.

3 MINUTES BEFORE THE START:

- 1.) Plan your approach from various methods:
 - a.) The "port" tack approach is ideal for boats such as the Lightning. Sail slightly under the fleet on port tack during the last one and one-half minutes. Look for gaps in the line where you could tack into. Pick the favored end of the line so you are able to tack into a hole approximately 50-60 seconds before the gun. The Lightning's momentum will help carry you through your tack with speed, so after your tack you will retain maneuverability. This approach leaves you flexible and on the offensive. You are the controlling boat and maintain flexibility because of this.
 - b.) Sometimes in very heavy or very lightwinds, the "starboard luffing approach" is a good alternative to the port tack approach. At one and one-

half minutes you should be 3-4 boat lengths from the line, moving very slowly closehauled. You should pick a spot ahead and slightly to weather of where you want to be at the gun. Be conscious of keeping the boat moving, but very high, to hold back the boats who have misjudged their timing and are early, and also to make it more difficult for boats to leeward to luff you.

- c.) You may develop an approach of your own that works well for your boat. The important point is to know the approach you will use at 3 minutes. Stick to your game plan and use it every start it is appropriate. Repetition makes for consistent starting.

2 MINUTES BEFORE THE START:

Begin your approach by gauging the wind conditions. If it is heavy wind you may want to delay the beginning of your approach. If it is light you may want to start your approach earlier. Keep constant communication with your crew. Use them as your eyes. Timing is critical!

1 MINUTE BEFORE THE START:

- 1.) Begin your positioning on the line. Leave distance (at least 1½ boat lengths for acceleration.
 - a.) The ideal position to accelerate from is tucked up close to the boat to weather and a boat length to weather of the leeward boat. You must defend your hole to leeward!
 - b.) Work with your crew to keep complete control of the boats around you. Don't be afraid to luff the boat to weather. Watch for boats approaching from behind and to leeward. These are "swoopers" and will try to take your hole to leeward. Discourage them by bearing off slightly with your sails eased. They will probably be looking for an easier "take" and will pass you by. Then luff back up to recreate your hole to leeward. Again, knowing your rules is important. Luffs must be made slowly before the gun.

40-15 SECONDS BEFORE THE START:

- 1.) Begin to accelerate.
 - a.) Trim in slowly, matching the speed of your trimming with the speed of your acceleration.
 - b.) Have a crewman watch the boat to weather so you begin to accelerate at least as quickly. Ideally, you should be sure to pick up speed quicker than he does.
 - c.) Be conscious of not pinching at the gun. Remember, the hole to leeward is to drive into and out of with greater speed. Drive at the gun, pick up maximum speed.

AT THE GUN:

- 1.) You should be moving at maximum speed.
 - 2.) Concentrate **very** hard on boat speed for the first minute after the gun...unless you've had a bad start. If this is the case, **quickly** look at your alternatives and bail out — either drive off or tack to port.
 - 3.) Tactics come second for this minute after the gun unless you had a bad start. You must break out of the pack.
- An organized approach will help you eliminate the last minute decisions and will allow you the time to get your Lightning off the line as quickly as possible. Good luck!

CANADIAN OPEN LIGHTNING CHAMPIONSHIP

By: Jim Cameron (fourth place)

The 1982 Canadian Open Lightning Championships were held July 31, August 1, August 2 at Thunder Bay, Ontario. Thunder Bay is a city of 130,000 people located on the northwest shore of Lake Superior. Thunder Bay is the grain terminal of Western Canada and handles 60% of all Canada's grain exports which is comparable to the total volume handled by the port of Boston, Mass.

The Canadian Lightning Championships have been held in Thunder Bay on two previous occasions. The first was in 1966 with Tom Allen taking the top honors. Eleven years later (1977) Jay Hansen was able to hold off a youthful Larry MacDonald to take home the gold.

The Thunder Bay Yacht Club (formerly Temple Reef Sailing Club) hosted the 1982 event which still had organizers from the previous two events in its membership. This, along with the facilities left by the Canada Summer Games made the ingredients for one of the finest Canadian Opens ever.

The 1982 event attracted 27 competitors from Ontario, Quebec, Manitoba, New York, Rhode Island and New Jersey. Some of the top competitors at this event were Jay Lutz and Dick Hallagan from south of the border, along with top Canadian Lightning sailors including Archie Cameron, Russ Scrim, Norm Clegg, David Sprague, John Gorrie, and Larry MacDonald. The local favorites included Ross Bailey, Jim Cameron, Porter Bailey, Harley Hughes and Bill Kruse.



Finish of Final Race the Canadian Opens (Jay Lutz & Jim Cameron).

Friday, July 30, the competitors were greeted by one of the nicest days Thunder Bay experienced this past summer. Registration and measurement went off without a hitch thanks to Don, Barb and the rest of the crew. Free beer supplied by Molson's Brewery was consumed at a record setting pace.

CANADIAN OPEN LIGHTNING CHAMPIONSHIP 1982

Final Pos.	Sail #	Skipper & Crew	Race Finishes					Points	
			1	2	3	4	5		6
1	11814	Larry MacDonald, Jr., Larry MacDonald, Sr., Ian Jones	2	1	1	2	(4)	3	9
2	11420	Jay Lutz, Josh Goldman, Mike Healy	(9)	4	3	1	1	1	10
3	13755	Dick Hallagan, Jean Hallagan, Jim McIntosh	(5)	3	2	3	2	4	12
4	13589	Jim Cameron, Blair Sandberg, Janice Allard	1	2	6	(14)	5	2	16
5	13667	Archie Cameron, Joseph Joy, Alaine Briere	(7)	7	4	5	3	6	25
6	13180	Ron Cochrane, Chris Cochrane, Lynda Cormier	3	(11)	7	6	6	5	27
7	13671	Sandy MacDonald, Keith MacDonald, Mike Montani	4	5	9	4	(14)	11	33
8	13659	David Sprague, Katie Nicoll, Greg Nicoll	(14)	8	5	7	7	8	35
9	13048	Norman Clegg, Dave Foscarini, Doug Hindle	6	6	10	9	(DNS)	9	40
10	13515	Ross Bailey, Don Shanks, Robin James	10	9	8	(13)	8	7	42
11	11331	John Gorrie, Garth Dixon, Kerry Clark	11	10	(14)	8	10	10	49
12	13610	Russ Scrim, Betty Chase, Harold Mueller	8	(DNF)	13	10	11	13	55
13	13590	Harley Hughes, Ron Davies, Liz Petrone	16	12	12	(DNS)	12	12	64
14	12969	Porter Bailey, Doug Shanks, Jack Jamieson	12	14	(17)	11	13	14	64
15	13509	John Sprague, Ted Shore, Wynn Bielaska	(18)	13	11	12	17	15	68
16	13591	Lou Walsh, Bob Walsh, Audrey Walsh	15	15	16	(DNS)	9	17	72
17	6324	Donald Ellard, Greig Laurie, Peter Fell	(19)	16	18	15	16	18	83
18	10565	Roy Jokela, Jack Arnold, Barbara Jokela	13	22	20	17	(DNS)	21	93
19	9871	Jim Mikulinski, Cece Girard, Aaro Mortimaki	(DNS)	18	DNS	16	15	22	99
20	13584	David Tamblyn, Mike Orr, Dave Gatherum	22	20	19	(DNS)	DNS	20	109
21	12960	David Holmstrom, Rob Cameron, Ken Coombes	20	(DNS)	15	DNS	DNS	19	110
22	13267	Bill Kruse, Debbie Kruse, Bill Evans	17	17	(DNS)	DNS	DNS	DNS	118
23	11678	Charles Spence, Jackie Barnes, Ian Robb	(DNS)	19	DNS	DNS	DNS	16	119
24	9695	Ken Boyes, Carl Taylor, Joe Pulak	21	21	(DNS)	DNS	DNS	DNS	125
25	8871	Larry Freeman, Don Joy, Rob Tamblyn	23	23	(DNS)	DNS	DNS	DNS	130
26	9872	Tom Joseph, Ted Boyd, Tom Watkinson	24	24	(DNS)	DNS	DNS	DNS	132
27	7197	Frank Hodder, Mike Glad, Detlef Trapp	25	DNF	(DNS)	DNS	DNS	DNS	137

27 Boats, DNF/DNS - 28 Points, () Throw-out Race

On Saturday, July 31, the competitors awoke to a cold, overcast day with little or no breeze. The races were held outside the shelter of the breakwall, a good 2½ miles from the yacht club. With three races scheduled, this meant that the competitors headed for the race area by 9 a.m.

The first race was started in light southerly breeze. My crew and I were able to tack shortly after starting and play the shifts on the favored right side of the course. At the weather mark, we rounded first, with Larry MacDonald close behind. Although Larry came to within a boat length at the second leeward mark, we were able to maintain our lead and win the first race. Lutz and Hallagan sailed their throwout race. Lunch was scheduled after the first race, and most competitors took their sails down and drifted downwind to the start area while they ate.

The second race started in a moderate south westerly which saw Larry MacDonald round first followed by Hallagan and Lutz. After a poor start, we found ourselves in 8th place. As the leaders approached the leeward mark, they found themselves sailing into an area of light and varied winds. We were able to take advantage of this and move into fourth. As the boats moved upwind, they sailed into increasingly heavy winds. We were able to move past Hallagan and Lutz to take second, while MacDonald remained in the lead. Sandy MacDonald, Larry's cousin took fifth to round out the top five.

The race committee decided to postpone the third race until Sunday as the first two races had taken an exceptionally long time. After the racing there was a B.B.Q. which saw burgers, steaks and beer consumed by all. Later, Jay Lutz gave a seminar in which he talked of tuning the boat, use of the new bridle systems, and other innovations which are presently being used in the Lightning Class. This seminar was enjoyed by all in attendance.

Sunday, August 1, there were three races held on the coldest day that Thunder Bay experienced this past summer. The third race, started in moderate easterly wind, saw Lutz round first followed by MacDonald, Hallagan and Archie Cameron. Lutz led the race until he tried to carry his spinaker on the last reach which caused him to drop to third place. This allowed MacDonald to win; Hallagan was second, with Lutz third; Archie Cameron fourth and David Sprague fifth.

The fourth race, (which we were late for), again started in moderate easterly wind, and saw Lutz get away quickly. He was never challenged and at the finish it was Lutz first, MacDonald second and Hallagan third.

The fifth race was started in light winds from the east along with large waves. The boats that footed through the waves did the best. Lutz rounded first, followed by Archie Cameron and Dick Hallagan. Once around the weather mark a 90° wind shift came through which saw the boats jibe their chutes and reach for the jibe mark on the opposite tack. The race committee decided to change the weather mark and shorten the course. Lutz won, with Hallagan second. Archie Cameron, sailing his best race was third, followed by Larry MacDonald and Jim Cameron.

That evening, the Canadian Lightning Class held their annual meeting at a local restaurant. At the meeting two things were decided. First, the Chinese food was great, and second the 1983 Canadian Championship will be held in Montreal.

With one race to be held on Monday, MacDonald led the

regatta with only Lutz being able to win overall. To do this Lutz would have to win the last race and Larry MacDonald would have to come in fourth or worse.

The wind for the last race was light and from a north easterly direction. Archie Cameron was able to get off the line quickly and lead the first three legs, followed by yours truly (Jim Cameron), Jay Lutz and Larry MacDonald. On the second upwind leg, the wind increased and we were able to get by Archie to lead the race, followed by Lutz and Larry MacDonald in third. We were able to hold off Lutz and MacDonald on the planing reaches and turning the corner for the last upwind leg, we were first, Lutz second, Larry third, Ron Cochrane fourth, Dick Hallagan fifth and Archie Cameron now sixth. Lutz was able to pass us in the last 100 yards to win his third straight race while we were second and therefore, fourth in the regatta. Larry MacDonald was third, to win the regatta by one point. Dick Hallagan was fourth after getting Cochrane on the last buck, to finish third overall. Archie Cameron placed sixth to finish fifth overall for the regatta.

This regatta, being the Canadian qualifying event for the Worlds, saw Larry MacDonald, Jim Cameron and Archie Cameron earning the right to represent Canada at the 1983 Worlds Championship to be held in Italy.

In closing, I would like to thank all the people making the 1982 Canadian Opens the success it was. I'm sure that anybody who was involved was more than satisfied with the results of the regatta. I would also like to congratulate Larry MacDonald, the 1982 Canadian Open Lightning Champion on a job well done.

FASTEST

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XXVIII SOUTH AMERICAN LIGHTNING CHAMPIONSHIP

by Colihuacho Cubillos

The XXVIII South American Lightning Championship was held in Chile and sailed in Lake Pucon, 800 kmts. south from Santiago, prior to the worlds.

Pucon is known for its excellent weather and spectacular scenery for yacht racing.

For our Chilean crews this was a very important championship since we would know our level in relation to the rest of South America and two top Americans that were invited.

For this event the Chilean Team had practiced during 1981 in a nearby lake 50 kmts. from Santiago.

Our crew with a year racing together Jaime Fernandez skipper and Tristan Aicardi and me as a newcomer because they have been racing together since 1977 when they won their first South American Title. As the rest of the crews we were anxious to start January fourth.

We new the contest was difficult due to the high level of preparation especially the Chilean crews, Ecuadorians, Brazilians and Argentines.

This is our view of the Regatta:

PREPARATORY RACE

We start with five knots increasing during the race with a few shifts and reached to 18 knots. We decided to go left which proved to be the side since we rounded second after Melero and ahead of Walmor Soares. In the jibe we got inside Rufo Melero and so did Walmor. We had to change our fixed triangle and blocks in a screaming reach which let Walmor in our transom. The last beat was a duel playing the shifts to the right side, we had better speed, but he was pointing higher. We won the race but knew we had to work hard to improve our pointing ability in the medium winds. Also, it was clear not all the participants had shown their potentials.

FIRST RACE

Approximately 12 knots blowing as usual in the lake "travesia". You could see the skippers but the bridge, take the bridge, put take. We start with bridge, but in the third leg was time to change it, wind was increasing and a chop mainly because of high number of motorboats with spectators.

The race was won by Mark Bryant with crew Bonny and Bill Shore second was Alberto Gonzalez. Juan Santos showing the excellent form that let him be third in the overall previous South American in Las Salinas ended third in the overall previous South American in Las Salinas ended third in this first race.

SECOND RACE

Again Mark Bryant leading followed by Ricoven from Argentina we were in third and fourth Manual Gonzalez. In the last leg we were covered hard by Ricoven and Gonzalez finished third.

THIRD RACE

Light shifty wind blowing as usual from the lake towards the Gran Hotel Pucon where all the participants were guests. As occurred often in the morning races; going to the right towards "Quelhue" was the right move and L. Herman closely followed by us and Mark. In the jibe Herman a little bit "engomado" let us and Mark work our lead far from the rest of the fleet. I think this was a very important race for us since we won after being chased by Mark two boats length behind during four legs including a run, and he was racing really fast but could only see the transom of this ex-superboat. This race gave us the confidence we need winning our first race and Mark losing his first race.

FOURTH RACE

We were very happy and we raced very well since the start. Again light wind and smooth water. This time paid to play shifts in the middle to the right. We rounded first followed by the world champion Glenn Darden the second guest for the South American. Manuel Gonzalez was third and we decided the right side of the course with Glenn and for the purpose of covering Gonzalez since he was turning to be the tough man. Unfortunately for the top right side leaders well ahead of the competition the wind died and boats in the back decided to go opposite course. Wind filled in from the left and Juan Santos won with Ricoven second.

We could hardly recover and finished 6th after Bryant with Darden eighth. This race was a disaster for us that spoiled a huge lead in the last beat. We lost our partial 1st in

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the general standings and were doubting of the wind conditions very unstable and hard to predict. Santos emerged as the leader.

FIFTH RACE

We tried to forget all the bad things we did in the previous race and decided to race thinking in the Regatta. We did a bad first leg rounding 12 with Santos third difficult task and poor hopes for the Chilean team. But Juan had a problem he was very slow with the spinnaker and lost many places, by the end of the fifth leg he was 10th. We had passed Manuel Gonzalez and after Santos our only hope was to end ahead of Santos. We managed to squeeze in the fluky conditions and after we covered both of them since that was to be our throw out but also thinking that if no wind for the last race we would win without throw out. We finished eighth and Santos ninth, this race was won by Fernando de la Concha, Colombian, and defending South American Champion.

SIXTH RACE

Juan Santos and our boat tied in first with five other boats with chances to win. First start premature start. Second start and Gonzalez sat on our wind we desperately tacked for clear wind and tacked again to the left obviously the side that will fill. Manolo Gonzalez rounded first we were second, Bryant third and Darden fourth. If we could keep we could win. We sailed conservatively and were helped by a steady wind which gave us great confidence. In the last leg we had better speed and passed Gonzalez winning the race and the Championship.

Manuel Gonzalez was runner-up and Luis Herman third.

Chile for the first time finished with the top three causing great satisfaction.

Thanks to all crews and organizers for a straight and amusing Championship.



The Champion

XXVIII SOUTH AMERICAN CHAMPIONSHIPS

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	X 11450	J. Fernandez S., Tristan Aicardi S., Felipe Cubillos S.	5	3	1	4	(8)	1	14
2	X 13396	M. Gonzalez M., Juan P. Barahona, Cristian Barahona	4	2	3	8	(10)	2	19
3	X 13536	L. Herman S., Luis H. Gonzalez, Cristian H. Sanhueza	(8)	7	2	6	2	3	20
4	EC 12054	J.M. Santos, Carlos L. Lecaro, Oscar Viteri S.	2	4	6	1	9	(10)	22
5	A 11041	R. Ricoveri, Rolando Turrado, Hugo Arazi	10	1	4	3	(11)	4	22
6	BL 11721	W. Gomes S. PH., Valerio Gomes S., Cesar Murilo B.	6	6	5	2	(7)	6	25
7	X 11011	A. Gonzalez, Carolina Gallyas P., Fernando Gallyas P.	1	10	8	(12)	4	9	32
8	CB 13432	Fdo. de la Concha, Roberto Matarraz, German Schacht	7	(SR)	9	9	1	11	37
9	X 11040	R. Zuazola, Carlo Rossi S., Jorge Zuazola B.	9	9	7	7	5	(SR)	37
10	X 13404	R. Melero, Javier Melero U., Andres Novion	11	(DES)	DES	5	3	5	39
11	A 13409	M. Abinzano, Fidel Abinzano, Claudio Fassardi	3	8	11	(13)	12	8	42
12	EC 13444	M. Martinez, Gonzalo Martinez, Raul Katz	12	5	(DES)	10	6	12	45
13	PU 10997	L. Bryce, Enrique Garrido, Rodolfo Stiglich	(13)	11	10	11	13	7	52
DES=15 Points									
Guest participants from North America whose positions were not scored:									
USA		Mark Bryant	1	1	2	3	1	9	
USA		Glenn Darden	10	6	3	10	6	6	