# 15th World Championship - Greece 

by Peter Hall

Four thousand years of sailing! Can you imagine tacking up-wind and identifying the weather mark as just to the left of the Acropolis in the background? How about starts at 3:30 p.m., dinner at 10 p.m., party, sleep at 2 a.m. up at 10 a.m. to complete tours of various museums, archeological sites, islands, etc. of and near Athens. Finally, can you imagine the hospitality, friendliness, and wildness of the Greeks? All that, and more. We really did enjoy ourselves.

Forty-five competitors from eight countries enjoyed intense competition in three light-air shifty races and in three medium to heavy air races. Elias Caronis deserves congratulations on superb race management and race committee work - and condolences for the excruciating pain he must have felt in dealing with "abnormal" shifty winds and weather systems. All the competitors appreciate and thank the Yacht Racing Club of Athens and Piraeus Sailing Club for organizing this event. A special thanks go to Anna and George Andreadis for their support, efforts, organizational skills, and their lawn party. The Regatta Office was most helpful and the computer results summarizing mark roundings and finishes were great fun and the cause of much conversation. Amazing recoveries and, yes, great falls were recorded - no lies, sailors.

The detailed results were listed in the August Flashes. Without boring you with the details, we were obviously pushed by Americans and South Americans. Matt Fisher, Ched Proctor, Brad Read and their great crews put in excellent, consistent results and finished second, third, and fourth respectively. George Andreadis of Greece showed good speed in the heavy wind and finished fifth. Manuel Gonzales, the past World Champion, struggled in races one and two but finished sixth overall. Had Tito Gonzales not met some back luck, he would have been right up there.

Incidentally, race one was actually resailed as the last race, so race two was the first race to be finished. The first day of sailing was abandoned due to wind craziness!

Thanks to great crew work from Mark Osterman and Al Boucher and some luck in hitting good wind shifts, we finished with a $1,24,2,1,4,8$ for 16 points overall. Although work commitments, Canadian winter, and non-availability of the boat didn't lend itself to maximum preparation, we benefitted a great deal from the training at the European Championships. Mark, who had not sailed with us before, did a good job of integrating into our system.

After a number of recalls, the first race started in light northeasterly winds. The "big guns" went right early, we "sucked gas" and went left towards shore, and rounded the first mark sixth. On the second weather leg, Matt went right again to check out Colin Park's lift, and we snuck by. One leg later the wind came from offshore, and we won; Tito, second; Matt, third; and Mario Buckup, fourth.

Race two must have been fun for some people - for us it was unmitigated disaster. The computer sheets don't lie; twelfth to 39 th on one leg - the doldrums were no fun! Ask Colin Park and Urs Wyler. I have no idea what really happened, but left was not the "right way". Matt sailed well and won, followed by Marcello Attina and Tom Allen, Jr. The computer graphs of this race show tremendous free falls and come-backs. Congratulations to those who kept their heads.


Photo credit: Jane Allen
In race three the sea breeze from the left paid on the second weather leg, and some boats used spinnaker to approach the weather mark. In demonstrating his commitment to excellence, Brad and crew tacked with their spinnaker up! Not real easy, but funny. Manual won; we were second; Brad, third; and Mario, fourth.

Race four saw some good "Meltemi" winds, we benefitted from a good "left hander" on the second weather leg, and we lucked out and won. Tom Allen, Sr., demonstrated lots of speed and hiking in the wind to finish second, followed by two Italians, Gaetano Pellizzaro and Marcello. At this stage in the series, we were surprised to find ourselves with a good spread in points. Our strategy turned ultra conservative.

More "Meltemi" winds for race five, mark roundings were steady, and Tito won; Ched, second; Manual, third; and we were fourth. The last race in medium/heavy winds caused some excitement. We were in the sewer at the first mark (17th) and needed great crew work to claw our way back to eighth by the end of the first triangle. Brad won; Matt, second; and Tom, Sr., third.

Many of the well-known sailors (Melges) write about starting fast, rounding the first mark in the first five, and work to the front of the pack. In our case, in only two races did we reach the first mark in the top ten, and we were able to make a majority of our positions and points on the second weather leg. So much for the authors. Looking up the weather leg paid off a great deal more than shifting gears and maximizing our immediate speed. This time the Greek Gods were on our side.

For those I have not mentioned, I apologize and plead lack of space. You are all important in the success of our sport. We should all celebrate good sailing, fair sailing, and further developing sailing friendships in the panoramic setting of Piraeus/Athens. Everybody is a winner in this type of experience. Thank you Aristotle, Socrates, and all Greeks for providing us the opportunity to share your culture, philosophy, warm climate and life.


# 1989 World Championship 

by Matt Fisher<br>Runner-Up

The 15th Lightning World Championship was held at Pireaus, Greece from Sunday, July 2nd through Friday July 7th. The series consisted of six races with one throwout and one race scheduled for each day. Peter Hall of Montreal, Canada with his crew of Alain Boucher and Mark Osterman won the event with consistent sailing and by impressive 2-1 finishes in races 3 and 4.

The European Championship was held the previous week from June 23rd through June 30th in the same location and was open to all competitors. We chose to skip the Europeans and arrived on Thursday the 28th. With totally different wind conditions between the two events, we were happy that we did not sail in the Europeans.

The events were hosted by the Yacht Racing Club of Athens and the Piareaus Sailng Club in conjunction with the Hellenic Yachting Federation. There were 45 boats in the World Championship. Eight countries were represented with the breakdown as follows: Canada-2, US-13, Greece-6, Chile-2, Brazil-2, Italy-11, Switzerland-4, and Finland-5. The regatta was sailed in Phaleron Bay which is the body of water formed by Piareaus on the west and Athens on the north and east. The Bay lies basically north and south. The sailing area was almost five miles wide and opened out south to the Mediterranean. There was absolutely no current effect during the two regattas. On a relatively clear day one can see the Parthenon to the north and the beautiful island of Aegina about 15 miles directly south of the race course.

During the European Championship there were "typical" thermal conditions. Like clockwork, the wind would come in at 3:00 at 180 degrees and blow $10-15 \mathrm{mph}$. By $5-6: 00 \mathrm{pm}$ the wind would drift to $160-170$ degrees making the left side of the beat favored 75 percent of the beat. We watched the last race as Tom Allen, Jr. and his crew of Nancy Bargar and Jill Swanson won the race and also the regatta over Ched Proctor, Manuel Gonzales, Brad Read, and Peter Hall, in that order.

Since most of the competitors sailed in the Europeans, there was no practice race. The Race Committee moved the starting time back to $3: 30$ p.m. for the World Championships to get, hopefully, the best punch out of the thermal.

## First Race

On Sunday afternoon, between 12 and $3: 00 \mathrm{p} . \mathrm{m}$. the wind was blowing 12-18 out of the south. We had four general recalls and the first race started at about $4: 00 \mathrm{pm}$ with 8 mph of wind. Up the first beat the wind slowly died and went right. We bailed out from the left to round the first mark second behind Paul Gelenitis in drifting conditions. Halfway to the jibe mark the wind went about 120 degrees to the left with 12 mph of velocity. We rounded the jibe mark first and after several 30 degree shifts the Race Committee wisely (but unfortunately for us) called the race off.

The next day brought about nearly identical conditions as Sunday. Between 12 and $3: 00 \mathrm{p} . \mathrm{m}$. the wind blew $12-18 \mathrm{mph}$ out of the thermal direction (south). After several recalls the wind went 45 degrees left and stayed. The RC started the race in about 15 mph heading toward the shores of Athens.

We played the shifts up the middle and rounded the first mark 3rd behind two Italian boats, Marcello Attina and Pietro Marino. We passed both downwind and rounded the leeward mark first with a one hundred yard lead over Attina, Tito Gonzales, and Peter Hall. We sailed conservatively up the second beat and lost Hall and Gonzales, who went hard left. On the dead downwing leg the wind went back right 45 degrees and picked up to 20 mph . Peter Hall won; Tito Gonzales was second; we were third; past Champion Mario Buckup, from Brazil, was fourth; Marcello Attina, fifth; and Brad Read made a strong comeback for a sixth.

## Second Race

The second race started out similar to the two previous days. During the first beat the wind was 180 degrees and relatively steady. We sailed up the middle and rounded the mark first, with Ched Proctor second. On the first reach the wind went wild. It died, shifted 100 degrees, died again and then picked up out of the original direction at a steady 8 mph . Positions changes were astronomical, but we were able to at least stay in second. We passed Tom Allen, Jr., upwind and went on to win the race with a comfortable lead. At this point we lead with a 3-1. Our next competitor was Tom Allen, Jr., with a 10-2. The fast Marcello Attina of Italy and Tito Gonzales of Chile each had two excellent races but lost them due to DSQ's.

## Third Race

The next day the locals were preaching that the coming day would be shifty because the "Mistral" was trying to come in. In Ohio we call the 100 degree wind changes that we experienced the first three days "shifty" so we really didn't know what to expect. The "Mistral" is possibly the largest thermal in the world. This is actually when North Africa creates a strong thermal condition that affects the entire Mediterranean. This Northerly is the prevailing wind in late summer but it has several days of battle with the local thermal until it wins. Unfortunately we raced during those days and the third race was a goofy one. The race started in a dying 8 mph breeze from the south. The wind went right at the start and we rounded about 12 th. Most of our closest competitors were behind or near us (Hall, Gonzales, Read, Proctor and Buckup). On the second beat the wind went left 90 degrees and Hall and Gonzales each picked up about 12 boats to round 1-2. We dropped way back. Brad Read was third, Mario Buckup fourth, and Eric Larson, who sailed an excellent series, finished fifth. This race obviously scrambled up the series but also gave several of the leaders some very good throwouts.

## Fourth Race

On Thursday the "Mistral" truly came in big at a strong $18-22$ with some puffs up to 30 . There were strong 25 degree shifts and the corners paid big dividends. At the end of the first leg Attina led, followed by Allen, Sr . and Gonzales. On the second beat we were eighth, with Proctor sixth and Hall 10th. We played the shifts up the middle to round seventh
but Peter Hall went aggressively left and won the race. We dropped back to 11 th and Peter won. This was a massive point swing from which we and many of the other competitors never recovered. Tom Allen. Sr., was second (he is becoming quite the heavy air ace nowadays), the young Italian Gaetano Pellizzaro was third; Attina, fourth; and Class President, Bob Wardwell, fifth.

On Friday the RC was confident that the Northerly would be in all day so we started at $11 \mathrm{a} . \mathrm{m}$. with two races back to back to complete the series. The wind was $15-20 \mathrm{mph}$ for both races with 20 degree shifts. With Peter Hall in the lead we had decided to sail more aggressively. I think many of the other middle-of-the-beat sailors (Brad, Ched, Mario) had the same thing in mind. Unfortunately the first beat we were aggressively on the wrong side. Hall was fourth. Proctor second and at the first mark we were about 12 th. Tito Gonzales won the race followed by Ched Proctor and Tito's brother Manuel. Tito, who crewed for his brother Manuel when they won the Cartagena 'Worlds' in ' 87 sailed a very impressive series. He and his crew unfortunately broke their rudder in the fourth race while he was in very good shape. He surely could have been second overall had that not happened and probably would have given Peter a good run for the championship. During the race we came back to sixth so now Hall had us by 13 going into the last race and we had four boats within five points for second.

## Sixth Race

We pushed the line hard and worked our way out to what we thought was the favored left side. We salvaged our position with a good left hand shift at the end of the leg. Brad Read was first and we passed two boats at the mark for fourth while Peter Hall was in 17th. During the course of the race we worked our way up to first but Peter was in 6 -9th place so our battle was more for second in the regatta, We
stayed with Ched Proctor who had worked his way up to fourth and we crossed the line second for a second overall. Peter Hall and his outstanding crew of Mark Osterman and Alain Boucher won the regatta with an impressive 16 points. My erew of my brother Greg and Joyce Ferguson were second with 23. Ched had 24, Brad 25, and George Andreadis sailed a consistent series to finish fifth.

The Lightning World Championship is a spectacular event. The level of talent in non-U.S. countires is at an all time high. I personally have not salled at a "Worlds" outside the U.S. since 1975 and was very impressed. The Italians were strong, especially upwind in the medium air. Two-time European Champion Marcello Attina rounded the first weather mark in the top 3 in 4 races. The Chilean Gonzales brothers and, of course, Mario Buckup, Brazil also are very strong contenders and all could easily win the "Worlds" on the next trip.

Peter Hall sailed an aggressive series. Normally, he is a conservative sailor who relies on his speed and is content to string together five races in the top five. Peter hung out a little further and reaped high gains on many second weather legs. He truly earned the gold flash.

The Yacht Club of Athens and Piareaus Sailing Club organized a great event. For the non-sailors there was always a well planned day trip or cruise around the historic area. The facilities were first class and the races were very well run with many tough decisions made at the right time. Our hosts were very hospitable and other than enabling several taxi drivers to take carly retirement the sights around the area were magnificent.

We should do whatever we can to enable the non-U.S. competitors to come to the next "Worlds". We have a lot of great talent and fun people in the Class. Good sailing Peter, Mark, and Alain!


# 15TH LIGHTNING WORLD CHAMPIONSHIP - 1989 

Phaleron Bay, Athens, Greece



| City | 1 | 2 | Races |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 3 | 4 | 5 | 6 | Pts. |
| Westmount, Quebec | 1 | 24 | 2 | 1 | 4 | 8 | 16 |
| Westerville, Ohio | 3 | 1 | 17 | 11 | 6 | 2 | 23 |
| Southport, Conn. | 12 | 4 | 6 | 8 | 2 | 4 | 24 |
| Newport, Rhode Island | 6 | 9 | 3 | 10 | 8 | 1 | 27 |
| Athens, Greece | 13 | 3 | 11 | 6 | 5 | 9 | 34 |
| Santiago, Chile | 15 | 8 | 1 | 9 | 3 | 16 | 36 |
| Sheboygan, Wis, | 21 | 7 | 5 | 7 | 7 | 15 | 4) |
| Sao Paulo, Brazil | 4 | 19 | 4 | 16 | 9 | 10 | 43 |
| Buffalo, New York | 10 | 2 | 8 | 18 | 11 | 18 | 49 |
| Buffalo, New York | 23 | 10 | 25 | 2 | 12 | 3 | 50 |
| Santiago, Chile | 2 | DSQ | 7 | DNF | 1 | 7 | 63 |
| Newark, New York | 9 | 13 | 30 | 14 | 10 | 17 | 63 |
| Forli, Italy | 11 | 22 | 14 | 3 | 14 | DNF | 64 |
| Marsala, Italy | 5 | DSQ | 12 | 4 | 22 | 22 | 65 |
| Richmond, Virginia | 25 | 26 | 9 | 5 | 15 | 12 | 66 |
| Toronto, Ontario | 20 | 28 | 37 | 15 | 13 | 5 | 81 |
| Kearny. New Jersey | 8 | 32 | 19 | 23 | 23 | 14 | 87 |
| Athens, Greece | 18 | 31 | DNF | 17 | 16 | 13 | 95 |
| Rubliweg, Swituerland | 16 | 21 | 33 | 21 | DNF | 6 | 97 |
| Hampton Bays, New York | 34 | 30 | 21 | 19 | 18 | 11 | 99 |
| Midland, Michigan | 7 | 27 | 13 | PMS | 33 | 20 | 100 |
| Piracus, Greece | 19 | 14 | 23 | 32 | 26 | 23 | 105 |
| Regisberg, Switzerland | 31 | 37 | 24 | 12 | 20 | 19 | 106 |
| Marsala, Italy | 14 | 39 | 16 | PMS | 17 | 21 | 107 |
| Marsala, Italy | 17 | 5 | 27 | PMS | 27 | 31 | 107 |
| Sao Paulo, Brazil | 32 | 36 | 18 | 13 | 21 | 24 | 108 |
| Marsala, Italy | 39 | 6 | 22 | 22 | 28 | 34 | 112 |
| Marsala, Italy | 22 | 15 | 10 | 36 | 32 | DNF | 115 |
| San Marco, Italy | 28 | 11 | 28 | 24 | 31 | 39 | 122 |
| Falconara, Italy | 27 | 16 | 38 | 29 | 25 | 30 | 127 |
| Athens, Greece | 33 | 12 | 34 | 20 | 30 | 35 | 129 |
| Vantaa, Finland | 35 | 23 | 15 | 27 | 35 | 36 | 135 |
| Annapolis, MD | 29 | DNF | 25 | 20 | 25 | 37 | 136 |
| Jarvenpaa, Finland | 26 | 33 | 35 | DNF | 24 | 27 | 145 |
| Peseux, Switzerland | 24 | 18 | 42 | DNF | 38 | 25 | 147 |
| Munsigen, Switzerland | 36 | 17 | 39 | PMS | 29 | 32 | 153 |
| Oula, Finland | 29 | 35 | 31 | 33 | 36 | 26 | 154 |
| Peschiera, Italy | DSQ | 20 | 41 | DNS | 19 | 28 | 154 |
| Ponte della Pietra, Italy | 38 | 29 | 32 | 26 | DNS | 33 | 158 |
| Hinsdale, Illinois | 30 | 34 | 26 | 35 | DNS | DNS | 171 |
| Vantaa, Finland | 41 | 38 | 36 | 30 | 34 | 40 | 178 |
| Kerava, Finland | 40 | 40 | 29 | 34 | 40 | 37 | 180 |
| Athens, Greece | 37 | 41 | 40 | 28 | 39 | 38 | 182 |
| Piraeus, Greece | DNS | DNS | DNS | 31 | DNS | DNF | 215 |
| Forli, Italy | DNS | DNS | DNS | DNS | DNS | DNS | 230 |







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