

Tom Allen—The Champion Way

TOM ALLEN WINS FIRST WORLD CHAMPIONSHIP

By Hamilton Ford

Long Island Sound at Milford Yacht Club, Milford, Conn. was the scene of the First World's Lightning Championship September 11th to 15th, 1961.

Before describing the actual races, a review of the history of this wonderful regatta seems called for.

From 1939 to 1960 the Class had an annual championship called the "Internationals" although the participants for these many years were, with only a few exceptions, from the United States and Canada.

It was at the Annual Mid-Winter meeting at St. Petersburg Yacht Club, St. Petersburg, Florida, on February 20, 1958 that Bill Hole, Hawaiian Vice President, requested consideration of a plan to hold the Internationals each fifth year out of the United States. This proposal was referred to a committee for study and, unlike most drastic proposals, was not just filed away. After much consideration and discussion by our officers, it was proposed at the Annual Meeting, held at Crescent Sail Yacht Club, Grosse Pointe, Michigan, in August 1959, that there be a truly World's Championship in 1961, and every second year thereafter, with each such Championship to be held in a different major geographical area until all areas had held, or declined to hold, the Championship. The major areas were agreed upon as North America, South America, Europe and Hawaii, it being further agreed that other areas may be added as Lightning Fleets develop. Each major area would also hold its own championship.

Shortly thereafter Burrows Morley then President, appointed the writer as Chairman of the First World's Championship Committee and the real planning began. Two years later, after a tremendous amount of work by the Committee, the L.C.A. officers and the members of the Milford Yacht Club, one of the most successful and perhaps the most outstanding of World's Championships for a one-design class sailing yacht was held.

Particular recognition for their efforts must be given to Jay Limbaugh, Vice President for International Affairs and a member of the Executive Committee for 1961-1962, Marty O'Meara, Class Secretary and also Commodore of the Connecticut District, and Kenneth Ireland, Chairman of the Milford Committee and responsible for the outstanding organization that was developed to actually run the regatta.

After all entries were in, it was found that there were 13 South American, 3 European, 2 Canadian, 1 Hawaiian and 15 (the maximum allowed) from the United States. These 34 came from the following 12 countries.

Argentina	3	Finland	2
Brazil	1	Greece	1
Canada	2	Hawaii U.S.	1
Chile	2	Peru	2
Colombia	3	Uruguay	1
Ecuador	1	United States	15

Due to the distances involved, a number of borrowed boats were required. All entrants from other than the United States and Canada drew from a pool of remark-

ably closely matched, late model boats provided by over 20 members of the Connecticut and Western Long Island South Districts. A special vote of thanks is due these owners since borrowing good boats is always a problem and without them the regatta could not have been held. In addition, some local crews were used. Although our guests from overseas almost all had a basic knowledge of English, our own inability to converse in Spanish, Finnish and Greek resulted in some amusing situations. It is to the credit of all that the gay friendship so noticeable at the beginning was, if anything, even more so after the races were over.

The contestants started to arrive several days early, all looking for an opportunity to practice and become familiar with local conditions. As they subsequently found, the weatherman had planned a variety of both wind and weather combinations so that there was no local know-how advantage to be gained.

Bob Crane, from nearby Darien, missed out on most of the practice, his mast having been broken just as his boat on a trailer arrived at Milford. Practice races helped each visiting crew to become acquainted with their boat and proved that only the best man would win. Tom Allen of Buffalo, New York, provided a clue of what was to come when he won the last two of the three official tune-up races.

The first race was sailed in a South West breeze of 8-10 knots over the standard Lightning course, twice around an equilateral triangle with an extra windward leg—approximately 10 miles. At the start it was Barney Mead of Towson, Maryland, at the extreme leeward end, with Tom Allen close to him, Erik Schmidt of Brazil at the windward end, and the rest of the fleet reasonably well spread out over the line. Santiago Perez-Penalba from Argentina was over early and had to restart. At the first mark Allen led Humberto Plaza from Ecuador by about 400 yards, with Tom Fallon of Buffalo another 500 yards astern. Then came Carl Eichenlaub, of San Diego, California, Jorge Salas-Chaves of Argentina, Schmidt and Jose Barrera from Peru. At the end of the first reaching leg Eichenlaub's spinnaker fouled when jibing, permitting Salas-Chaves to pass. However, this gain was shortlived. When the fleet reached the weather mark, the second time around, Allen and Plaza were still 1st and 2nd, Eichenlaub was in third, followed by Salas-Chaves, Schmidt, Al Bernel of Kenmore, New York, and Fallon.

From then on there was little change in the position of the leaders although Allen and Plaza increased their lead.

Carter Ford, Riverside, Conn., Mead, Bucky Powless, Powell, Ohio, and perhaps some others who were really trailing, took a long starboard tack after rounding the last leeward mark and each picked up from nine to twelve boats. At the finish it was Allen, Plaza, Eichenlaub, Salas Chaves, Schmidt, Bernel, Fallon.

Wednesday morning, after much returning and raking of masts by many of the skippers, the second race started in a SW breeze of 8-15 knots. Salas-Chaves, always a good starter, was first at the weather mark but was soon caught by Schmidt; Plaza, after rounding the weather mark in third, had rudder trouble with a broken fitting and sailed the rest of the race under extreme difficulty. To finish at all under these conditions was a remarkable performance.

At the end of the 2nd reach Schmidt was still in the lead, followed by Salas-Chaves, and Jose Hernandez



don't let dollars dominate your fleet!

Uniform sails mean sailing skill, not size of bank account, determines the champion. One-design racing is at its best when the sails are one-design as well as the hulls. Many classes have found Ratsey's 172 years of sail-making provides uniform sails of championship calibre for the whole fleet . . . for real competition on the course.

Make sure you're sailing one-design! Let us quote for your fleet or class.

Miami, Fla. Chicago, Ill. Bosworth Marine
Coxes & Gosport, England

from Colombia. Allen was in 4th, having moved up from 9th from the 1st weather mark. It was during the 2nd reach that Radivoj Pesut from Chile capsized, convincing a number of other skippers they should drop their spinnakers.

At the end of the second weather leg, Schmidt was still leading Salas-Chaves, followed by Allen, who had



Jorge Salas-Chaves—The Argentina Way

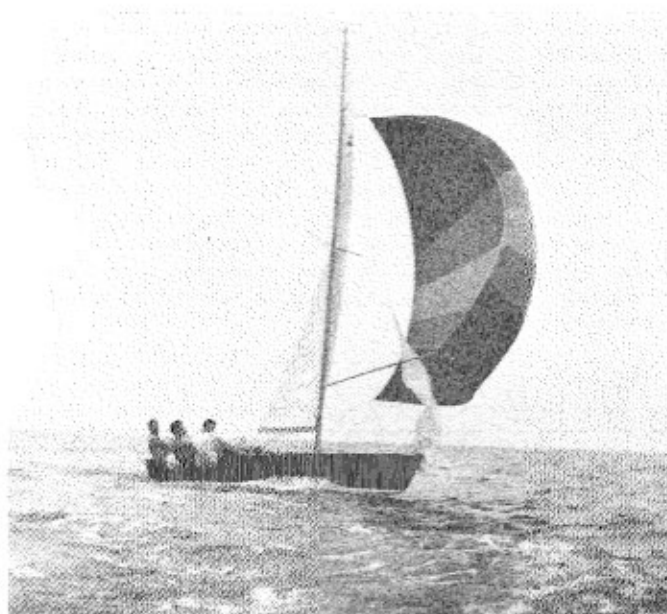
moved up to third. Hernandez was in fourth, closely followed by Jim Carson, Philadelphia, Pennsylvania, Herman Nickels, Fenton, Michigan, and Ford. At the finish it was Schmidt, Allen, Salas-Chaves, Carson, Nickels, Ford and Hernandez.

By the afternoon start of the 3rd race, the wind had freshened to 18-20 knots and the storm warning flags were up. Salas-Chaves was off with the best start at the favored left-hand end of the line and led at every mark. Fallon was over early and restarted.

At the 1st mark it was Salas-Chaves, followed by Mateo Frugoni of Uruguay, Ford who had also been over early and made a remarkable recovery, Carson, Karl Smither, Eggertsville, New York, Allen, and Raimo Norstrom from Finland. It was during this race that one of the dory markers started to sink but fortunately stayed afloat enough to be visible.

For the rest of this race, Salas-Chaves strengthened his hold on 1st place, finishing well in front, followed by Allen who had worked his way up to second during the 2nd weather leg. Then came Frugoni, Ford, Mead, Carson, and Schmidt. During the race Guillermo Ballesteros, from Colombia, had suffered a broken rudder and was unable to finish.

The fourth race started Thursday morning in a 6-8 knot southwest wind but soon became a drifting match, and resulted in a shortened course of 4 legs, the only race not to run the full course. A very strong incoming tide at the start pushed several boats into the Committee boat. Bernel withdrew as soon as he could clear. Throughout the regatta, tide was an important factor. Anyone who failed to allow for this, whether the breeze was moderate or heavy, soon found to his dismay that he had lost considerable distance.



Erick Schmidt—The Brazilian Way

At the 1st mark Barreda led, followed by Plaza, Allen, Smither and Salas-Chaves, and Stu Anderson of Buffalo, New York. During the second leg the wind died and the fleet spread out searching for wind. At one point during the second leg David Millyard from Canada and Schmidt were last and next to last but both recovered and ultimately finished quite well. After much shuffling of positions the lead group of Plaza, Allen, Anderson, Salas-Chaves, Smither, Barreda, followed by Nordstrom and Ford, jibed their spinnakers at the third mark and set out for the finish line. Ford, instead of jibing, set another spinnaker, dropping one and hoisting another during the rounding maneuver. As the first boats reached the middle of the leg the air shifted and spinnakers were dropped and all reached to the finish line on the port tack. Then came the rest, a full quarter mile behind. If many of the contestants had not been towed in after they finished they would never have had lunch.

After four races the leaders were Allen with 133½ points, Salas-Chaves 128¼, Schmidt 116¼, Ford 110 and Anderson 108.

By the start of the 5th race, Thursday afternoon, the breeze had freshened from an almost flat calm to about 25 knots out of the southwest. The sea had built up accordingly. During lunch the Race Committee Chairman, Don Spengler, announced that extremely heavy weather conditions were expected and that the race would be started as soon as possible. Jose Barreda then repeated the announcement in Spanish to assure that all contestants knew they were in for a rough afternoon.

From the start it was a battle between Allen and Schmidt for 1st place, with the rest of the fleet fighting it out for the succeeding places. For the 1st leg Salas-Chaves, with his usual good start, was well up there but gradually dropped back, finally finishing in 7th, his poorest race so far.

During the 2nd leg there were gusts up to 32, resulting in very few spinnakers being flown. Anderson, Nickels, Bernel and Bob Bleasby from Canada showed their liking for heavy weather by staying well up throughout. There were some rigging failures during this race, Perez capsizing on a spinnaker reach when his rudder broke.

PIGEON HOLLOW SPAR CO.

131 Coleridge St., East Boston 28, Mass.
Manufacturers of Hollow and Solid Spars

BE AHEAD OF THE FLEET

Sail with PIGEON Laminated
Lightning Masts
Strong—Lightweight—Straight

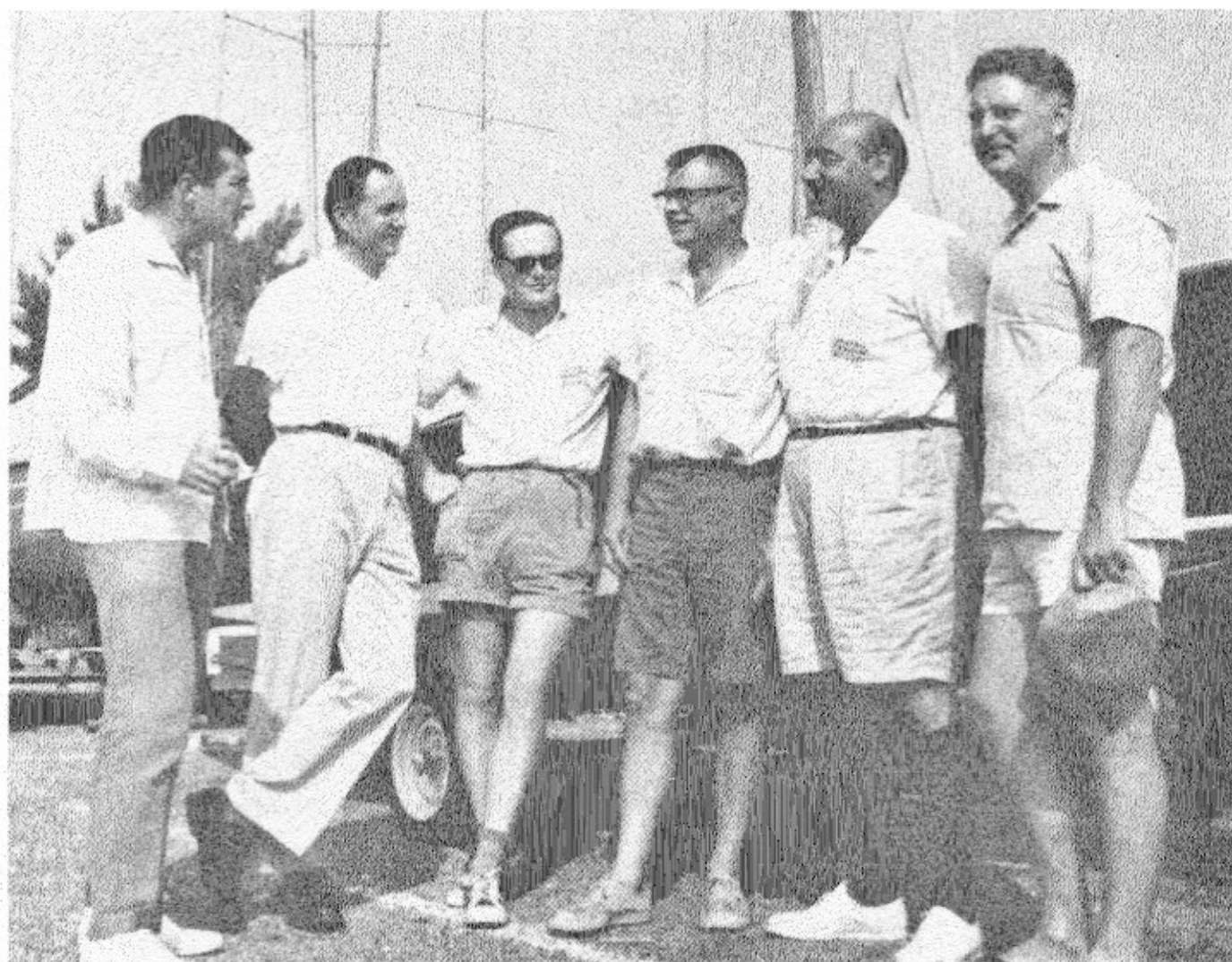
Plain and Laminated Masts,
Stainless Steel Rigging, Fittings,
Lightweight Spreaders and Strut
In Stock for Immediate Shipment

Let Us Hear From You

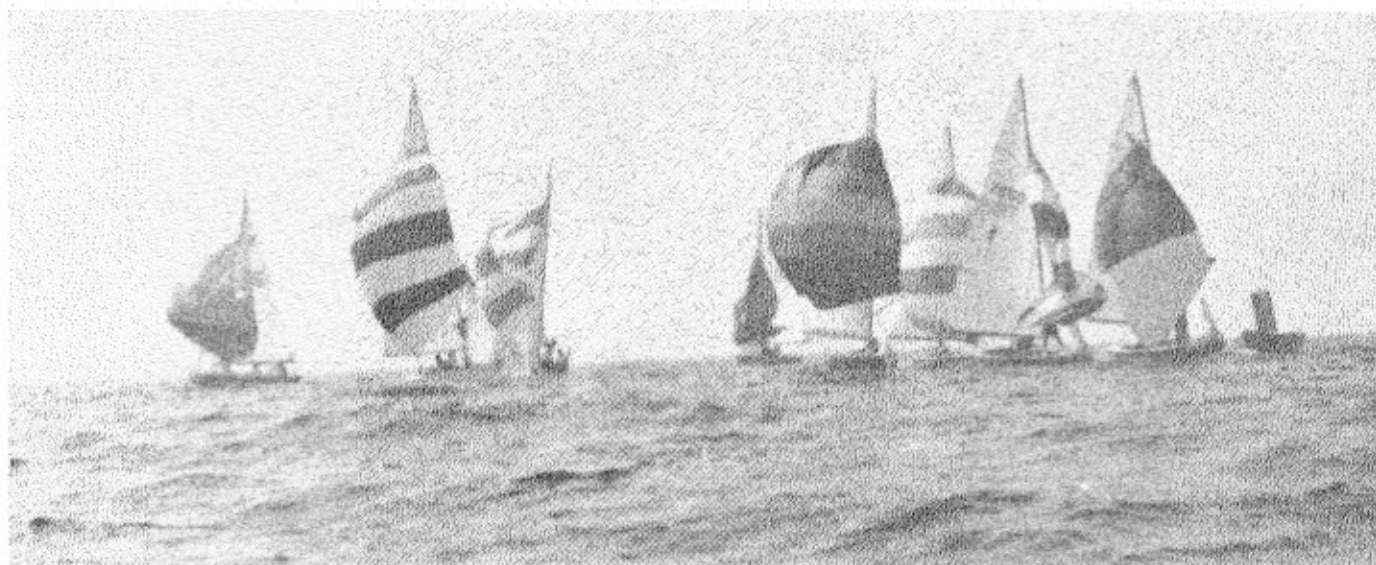
PIGEON HOLLOW SPAR CO.

LOgan 7-0024

130 Years of Service in the SPAR Business



World Affairs



"Twist Again"



Soon after the start at Milford

It has been said that Allen was clocked at 14 miles an hour during the third leg. Rounding the 6th mark Allen, followed by Schmidt, took a starboard tack. The next boat was a full quarter mile behind. For a time Allen

covered Schmidt's every move but, as he increased his lead, he stopped covering so closely and won handily. Near the finish line Dave Nickels, crewing for his father, almost fell overboard but his sister pulled him back aboard and they successfully finished fourth.

Throughout this race there was no question as to who was moving well in the heavy weather and would be among the leaders. At the finish it was Allen, Schmidt, Bernel, Nickels, Anderson and Bleasby.

After the points had been totaled up for the five races everyone knew Tom Allen with 167½ points was to be the World's Champion, regardless of what happened in the final race. Salas-Chaves, withal his 7th in the 5th, led Schmidt, who had had an eleventh in the 4th, by 7 points, 156¼ to 149¼. Stu Anderson was fourth with 138 and Herman Nickels fifth with 132. Except for the winner and a two-way fight for 2nd between Salas-Chaves and Schmidt, the final results would be determined by the last race and the throw-out each was entitled to.

On Friday morning, the most unpleasant day of the regatta, it was cold and raining, with a 15-knot wind from the northwest. However, the fleet went out on time for its 6th and final race. Due to a stake boat problem there was a long delay. Then shortly before the start, the wind shifted into the north and lightened considerably, necessitating the moving of the weather mark.

At the start Salas-Chaves was the extreme leeward boat with Schmidt immediately alongside of him, and no doubt planning to stay as close as possible throughout the race. Jack Swanson, Buffalo, New York, and Anderson were next, with Allen about the 8th boat from the leeward end. Nickels and Ford were at the weather end.

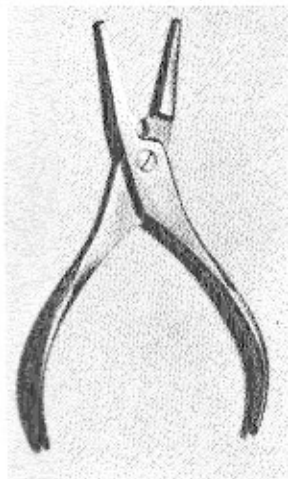
Unfortunately, once the race started the wind shifted back into the N/W, eliminating the windward leg. Those who had quickly gone on a port tack could lay the 1st

Every Lightning Needs at Least Two of these

FINELY MADE

STAINLESS STEEL PLIERS

- HOT DROP FORGED
- 6¾" LONG
- 3" JAW CAPACITY
- HARDENED AND TEMPERED
- SCREW PIN CONSTRUCTION

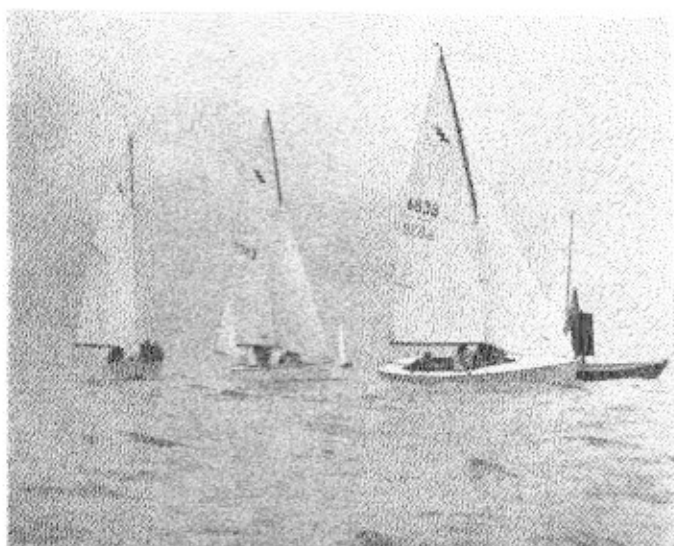


\$2.95
EACH POSTPAID

Made to Last a Lifetime! Cuts Too!

SMALL BOAT SPECIALTIES

PROFESSIONAL BLDG.
MT. MORRIS, MICHIGAN



Nordstrom of Finland leads the way

mark. Those who had stayed on a starboard tack were in an almost hopeless position since the entire race was to turn out as a follow-the-leader procession with Nickels the leader. During the last leg the breeze freshened perceptibly. It also became apparent that those who had sailed high after rounding the last mark might carry spinnakers to advantage. This a number did, altering the parade line-up to an extent. The final results found Nickels first, followed by Eichenlaub, Oscar Nelson from Miami, Florida, Plaza, Schmidt, Pesut, and Bud Nelson from Toledo, Ohio. Allen, among those badly hurt by wind change at the start, finished 19th.

And so the 1st World's Championship Series had come to an end. Tom Allen from Buffalo, a three-time winner of the North American Championship, was the winner with his crew of Peter Low and Robert Chambers. Jorge



Relaxing at night at Milford



SEAMAN LIGHTNINGS

*For those who want the finest
in Lightnings!*

Careful consideration has been given to hull shape, materials and hardware, to produce a fast, lightweight, beautifully-finished boat.

- Custom Building • Marine Hardware
- Repairs & Storage • Rigging

Lightning Spars and Parts Available

SEAMAN SEACRAFT COMPANY, INC.

Tel: 516 ORiole 1-0707

Hernan Avenue, Locust Valley, L.I., N.Y.

If . . .

It's News About The LIGHTNING CLASS



You . . .

will find it in
Yachting

60c at Your Newsstand
or \$6.00 per year

YACHTING PUBLISHING CORPORATION
205 East 42nd Street
New York 17, New York

Salas-Chaves, Buenos Aires, Argentina, was second and Erik Schmidt, Niteroi, Brazil, third. It should be noted here that Schmidt with his twin brother, Axel, had achieved the remarkable feat of qualifying to represent their country not only in Lightnings, but also in Stars and Snipes. Subsequently, with Axel as skipper, they went on to win the Snipe World's Championship. Herman Nickels, a former North American Champion, Fenton, Michigan, placed 4th, and Stuart Anderson, Buffalo, New York, perennially in the top flight, 5th. Each of them had shown his versatility in varying winds and weather conditions. Not only was the sailing ability of almost all contestants excellent but the spirit of sportsmanship and camaraderie throughout was wonderful. As is always the case, there were a few, but remarkably few, protests, which resulted in disqualifications. Except for the last race, when two skippers were not able to start due to illness, all entries were on the starting line and ready to go when the gun went off.

Much has been said over the years about the Lightning. After the scores had all been added up it was found that seven of the first eight boats had been built by different builders and their skippers were all accustomed to being in the winners' circle.

Milford Yacht Club had done a tremendous job in all directions. Don Spengler, the Race Committee Chairman, when called to the microphone at the Awards Dinner, announced that the Race Committee, too, wanted a throw-out race and designated the 6th as its choice. However, for a race committee to provide as good races as was the case throughout the entire week takes a great deal of ability, in addition to a sixth sense, so this Committee is to be congratulated on their success.

At many regattas there is some one thing that might be improved upon. Usually this is the arrangement for sightseers. At this regatta there was ample room for all who wanted to watch. When it was impossible to have the State of Conn. "Shellfish", the regular sightseeing yacht, Briggs Cunningham, on a moment's notice, brought his "Chaperone" and took out spectators. Our Milford hosts provided entertainment every evening for all, and free housing and meals for all European, South American and Hawaiian entries at the homes of a number of their members. It is impossible to mention all of those, both Milford Yacht Club, and L.C.A. members, who willingly gave of their time to make this regatta a success. All who were present do agree, however, that a success it was and that the Lightning Class can look forward with pleasure to the prospect of future World's Championships.

Hamilton G. Ford
Chairman
1st World's Championship
Committee

November 22nd, 1961

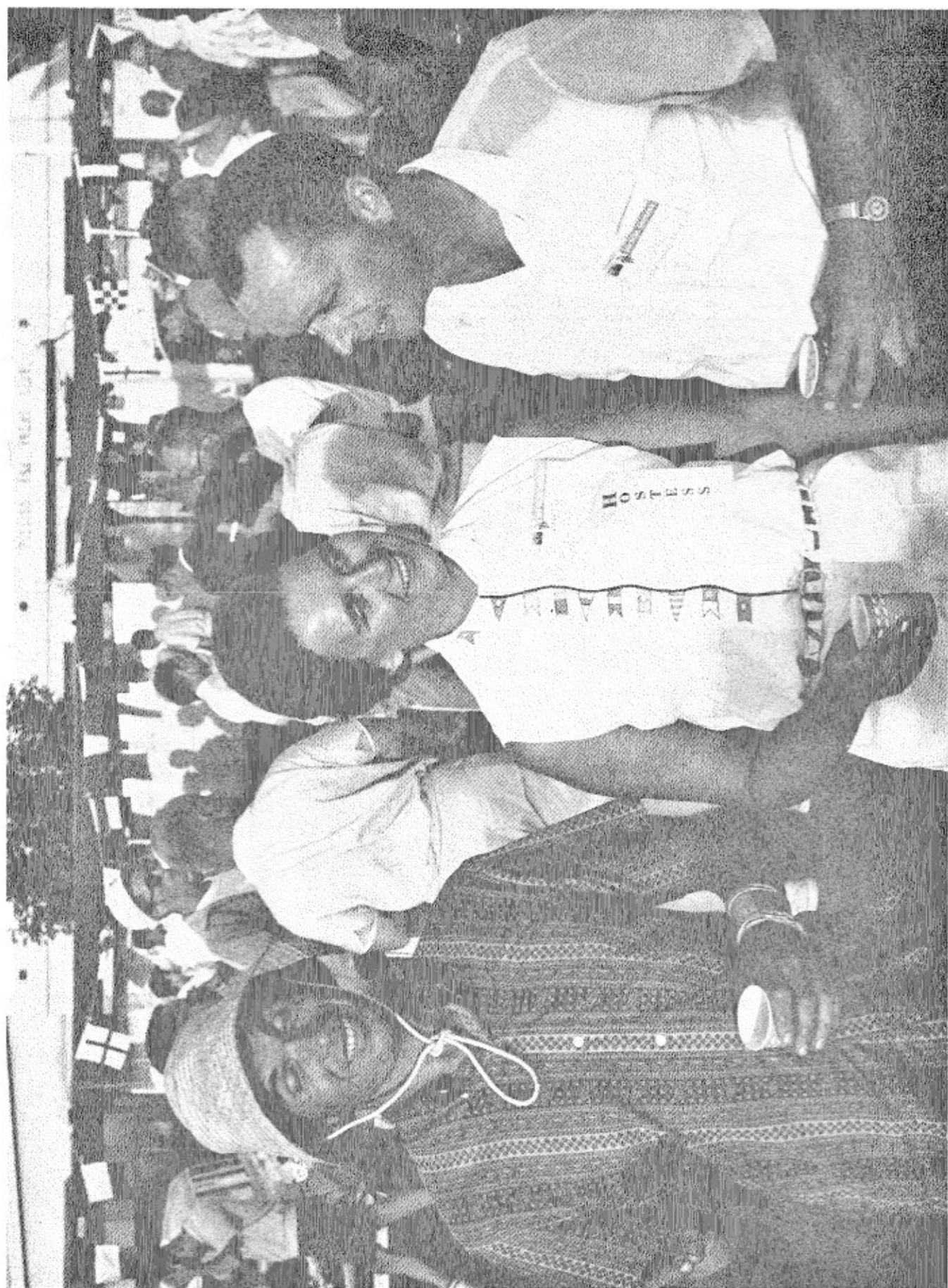
**SUPPORT
OUR
ADVERTISERS**

COMPLETE SUMMARY—WORLD'S CHAMPIONSHIP REGATTA

Milford, Connecticut—USA—Sept. 10-15, 1961

Sail No.	Name & Country	1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	Net Total Points	Final Position
-7811	Thomas G. Allen, Buffalo, New York	1	2	2	2	1	19	167½	1
7721	Jorge A. Salas-Chaves, Buenos Aires, Argentina	4	3	1	4	7	9	156¼	2
7319	Erik O. P. Schmidt, Niteroi, Brazil	5	1	7	11	2	5	155¼	3
8004	Herman Nickels, Fenton, Michigan	11	5	10	13	4	1	144¼	4
-1903	Stuart Anderson, Buffalo, N.Y.	9	11	9	3	5	20	138	5
-7244	Allen Bernel, Kenmore, New York	6	9	8	DNF	3	12	137	6
7420	Carl Eichenlaub, San Diego, California	3	12	11	30	10	2	137	7
6654	Carter Ford, Riverside, Connecticut	12	6	4	8	15	DSQ	130	8
5867	Humberto A. Plaza, Guayaquil, Ecuador	2	30	24	1	19	4	125¼	9
7406	Oscar Nelson, Miami, Florida	10	24	13	17	8	3	124	10
6884	James G. Carson, Philadelphia, Penn.	18	4	6	16	9	23	122	11
-7000	Karl Smither, Eggertsville, N.Y.	8	18	12	5	13	15	122	12
-5100	Tom Fallon, Buffalo, N.Y.	7	8	28	12	14	18	116	13
6838	Raimo R. Nordstrom, Lovisa, Finland	15	16	15	7	11	14	113	14
7019	Robert B. Crane, Darien, Connecticut	13	15	21	9	22	10	107	15
5787	Jose Barrera-Moller, Lima, Peru	16	DSQ	23	6	16	8	106	16
-7650	Robert G. Bleasby, Toronto, Canada	20	13	16	31	6	21	99	17
7942	Barney E. Mead, Towson, Maryland	19	17	5	25	20	17	97	18
-6345	John W. Swanson, Buffalo, N.Y.	29	10	20	23	17	13	92	19
7848	Arthur Nelson, Toledo, Ohio	14	25	19	20	25	7	90	20
7743	Santiago Perez Penalba, Buenos Aires, Argentina	21	19	17	18	DNF	16	84	21
7621	Mateo Julio Frugoni, Montevideo, Uruguay	27	14	3	29	23	25	83	22
6372	Jose V. Hernandez, Bogota, Colombia	24	7	30	19	28	22	75	23
6943	Andreas Sinopoulos, Athens, Greece	30	20	14	26	18	26	71	24
-5234	David M. Millyard, Toronto, Canada	17	21	18	22	26	29	71	25
7494	Radivoj Pesut, Valparaiso, Chile	23	DNF	31	15	31	6	69	26
8002	Bucky Powless, Powell, Ohio	22	22	25	32	12	28	66	27
7203	Fernando V. Ayulo, Lima, Peru	34	DSQ	DSQ	10	24	11	61	28
6371	Guillermo Ballesteros, Bogota, Colombia	31	23	DNF	14	21	27	59	29
7533	Pablo Gallvas, Santiago, Chile	25	27	22	27	27	30	47	30
7619	Carlos M. Collet, Buenos Aires, Argentina	26	26	29	21	DNF	DSN	38	31
6291	Roberto Londono, Bogota, Colombia	28	29	32	24	32	24	38	32
3261	William L. Hole, Kaneohe, Hawaii	32	28	27	28	29	DSN	31	33
7894	Paavo Manninen, Helsinki, Finland	33	DSQ	26	33	30	31	22	34

NOTE.—Ties broken by awarding position to yacht which has defeated the other the most times. If tie still exists, position awarded to the yacht with the best finish in any race.



"Any stob can win in an Eichenlaub"