25th Anniversary YEAR BOOK

1939

1964

International LIGHTNING CLASS Association

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

1964 YEAR BOOK

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DEDICATION

Many possibilities come to mind for the dedication of this book.

Those of us who live in the United States would perhaps choose to honor our late President, John F. Kennedy, who was an enthusiastic and competent sailor. This Year Book might also be dedicated appropriately to the two men who were the "fathers" of the Lightning or to the Officers of the Lightning Class Association who have guided us on our way through the years with wisdom and foresight. In recognition of more recent events, it might be dedicated to our South American friends who did such a splendid job on the occasion of the Second World Lightning Championship. Too, there is no doubt that those who have given their time and talent to write articles and reports for this book deserve more credit than they receive.

However, this 25th Anniversary Edition of the International Lightning Class Association Year Book cannot properly be dedicated to any one person or any limited group. Instead it is dedicated to all who love sailing and particularly to all who have owned or sailed a Lightning or who have participated in Lightning Class activities. Without them there would be no Lightning, no Class and no Year Book. They have made possible an organization which must be beyond the most optimistic dreams of the founders of the Class. We salute them!

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PRESIDENT'S MESSAGE

On this, the Twenty-Fifth Anniversary of the International Lightning Class Association, I am inspired with words of praise for the Founders of the Class, words of commendation for those who have guided its development and words of wisdom for those who will bear the responsibility for its future.

The men who have preceded me in this chair are to be congratulated for the fine judgment they used in administering the Association's affairs. The job is difficult and taxes a man's ability. But I believe that in assuming this chair a man also rises to the demands of the job. Our future Presidents will somehow be endowed with that same good judgment.

We belong to a unique organization, spread throughout the world and held together by our love of sailing. Our lands and languages may differ but Lightnings are Lightnings and once we're out on the race course we're all the same. It struck me, late one afternoon in Lima, while sailing into our mooring, that at no time during the several hours out on the race course had I been aware that I was out of my normal environment. I was unaware that I was in South America; that I was sailing on waters strange to me; that we were racing against Peruvians, Italians, Argentinians, etc.; that I could not speak their languages.

I believe that through organizations such as ours, where we have a common interest which surmounts all obstacles, we not only enjoy the sport of yachting but will also be instrumental in maintaining world peace.

Jay Limbaugh

President, International Lightning Class Association

World Champion Thomas G. Allen III Sailing Atom II.

Officers of International Lightning Class Association

PRESIDENT—W. J. Limbaugh
Edgecliff Drive, Worthington, O.

Jay bought his first Lightning in September, 1956 and has been active in Class affairs ever since. He races in Fleet 43, Buckeye Lake Yacht Club Fleet, near Columbus, Ohio and does a good deal of traveling with his boat #7940.

Racing a DN and serving as Manager of Manufacturing at the Janitrol Aero Division of Midland-Ross Corporation occupy Jay's spare time in the winter.

HONORARY COMMODORE—Martin O'Meara, Jr.
653 Connecticut Blvd., E. Hartford, Conn.

Marty has been a member of the L.C.A. since 1943, his first Lightning being BABY I, #2248, then #6500, BABY II. He now owns #7170 BABY MAKES III. He served as Captain of the Niantic Bay Fleet 85 from 1950 to 1962, has served as Connecticut District Secretary and District Commodore. He served as L.C.A. Treasurer in 1960 and Secretary in 1961 & 1962, Director of Publicity in 1962, and President in 1963.

To pay the yard bills, Marty manages automobile dealerships handling Ford, Triumph and Studebaker products in the Hartford area.

CHIEF MEASURER—Howard Mullin
26 Fox Hedge Road, Saddle River, N. J.

Howard first set out to sea as commanding officer of a 190 ft. converted motor ship in World War II for the Air Force with duty in the Pacific. Following the war and several years of flying light planes for sport, he changed to a Lightning in 1954 in which he found flying spinnakers in planing winds on TACKLESS just as exciting and a little less dangerous than tail spins and loop-the-loops.

He has served as Fleet Captain, District Commodore and Measurer. When sailing activities permit, he is engaged in building homes and developing real estate.

ASSISTANT MEASURER AND VICE-PRESIDENT
George V. Fisher
4338 Cameron Road, Columbus, Ohio

George bought his first Lightning in 1946 and has been sailing in the Class ever since. Seven times Ohio-Indiana District Champion, George has served as Secretary and Commodore of the District and as Commodore of the Buckeye Lake Yacht Club, Buckeye Lake, Ohio. He has worked on the Committee to amend the By-Laws and Constitution, and the Committee to restrict the number of entries in the North American Championships. He is looking forward to the day when his two sons, Matt and Greg, will be racing their own Lightnings. He is a general partner in the law firm of Krumm, Schwenker and Fisher in Columbus, Ohio.

ASST. MEASURER & VICE-PRESIDENT—John W. Swanson
1556 Colvin Ave., Kenmore 23, N. Y.

Jack is a Lightning skipper who several years ago gave up the frustrations of playing golf for the "relaxation" of sailing. He is now the most frustrated ex-golfing sailor in existence. After sailing "Three Winds" #749, with Jack Palmer for several years, Jack acquired "Sabrina" #6345. Jack P. has given up but Jack S. with wife Jean as crew is continuing the contest, chasing after Championships and the Terrible Three of the Lake Erie District. Jack is Commodore of the Niagara Sailing Club for 1963. He is a past-Commodore of the Lake Erie District and is continuing his work on Fiberglass boats and their construction for the LCA. When Jack can find time from his sailing activities, he earns his living as a Manufacturer's Agent covering heating, ventilating and air-conditioning.

SECRETARY—Hamilton Gates Ford
Indian Point Lane, Riverside, Conn.

Until he stepped into a Frostbite dinghy 14 years ago, Ham's experience afloat had been week-end sailing on a schooner, and as a line officer aboard a destroyer in WWII.

He bought his family their first Lightning in 1952 as a result of the interest of his elder son, Carter (then 10) in the Junior Sailing Program at Riverside, and the Fords have been sailing in dinghies and Lightnings ever since. Since 1957 Ham has been co-owner and crew, with Carter as skipper, of Encore II #6654, which they have sailed in many regattas from coast to coast. His second son, Jonathan, is now at the helm.

Ham is a member of the New York Yacht Club and a flag officer of the Riverside Y. C. which he has served as a Governor and Treasurer, and is currently Rear Commodore and a member of the Race Committee.

He has been Commodore of the Western Long Island Sound District Lightning Association, Treasurer of the Yacht Racing Association of Long Island Sound, and for the past three years Treasurer of the I.L.C.A. Currently he is serving his fourth term as a member of the I.L.C.A. Executive Committee.

TREASURER—Floyd R. Arnold, D.D.S.,
22340 Michigan Ave., Dearborn, Mich.

"Doc" started sailing Lightnings on Higgins Lake in 1946 with #1348. Later he purchased #2460, followed by #6280. Finally #7300 TRIAGAIN seemed to be the boat "for him". He has served on the LCA Racing Committee and was LCA Year Book Editor in 1960. He served on several committees of the Michigan District.

Doc is a Past Commodore and Secretary of the Michigan District and was instrumental in arranging the charter for Fleet #110 at Higgins Lake, serving as Fleet Secretary and Captain and several times Fleet Champion. He helped organize Higgins Lake Boat Club, home of Fleet #110. He was on the Board of Directors of H.L.B.C. and its second Commodore.

Doc's hobbies include sailing, fashioning sterling silver jewelry, porcelain glazing and gardening. He and his wife Helen have three daughters, who have sailed as crew members, and a son Dick, already a winner at Higgins Lake.

Doc graduated from the University of Michigan in Dentistry in 1929 and in 1934 received his specialty license in Orthodontics.

VICE-PRESIDENT—Raimo Aromaa
OAS 2.B.13, Otaniemi, Finland

Raimo has lived practically his whole life by the sea and got his first very own sail boat at the age of thirteen, a home built centerboard boat. He got his first Lightning, #4135, which was also "homemade", in 1951, got the racing bug the next summer and has been very actively racing ever since. He received his second boat, #5544, in 1956 and won the District Championship in 1957 and 1958, placing sixth in the European Championships in 1958. Now he owns and sails his third Lightning, #7888.

Raimo was Finland District Treasurer in 1957 and has served as Secretary-Treasurer since 1958 to the present time. He served as Captain for the Helsinki Fleet and was a member of the Small Boat Committee of the Finnish Yacht Racing Association. For two years, he served as Chairman of the junior section of his Yacht Club "Merenkavijat".

Raimo earns the bread and butter for himself and family (wife and son) and incidentally his new sails and entry fees, working at the Geological Survey of Finland. Work is very suitable for a sailor as it gives long summer holidays which can be spent in his Lightning.

VICE-PRESIDENT—in charge of Legal Affairs
Gaines Houston
42 Edgehill, Little Rock, Ark.

Gaines is an Engineer-Lawyer, limiting his practice to Labor Law. He began sailing at Port Arthur, Texas in 1932. Interested in the early development of the Lightning Class he took delivery on his first Lightning #95 at Port Arthur in 1939. He sailed on Galveston Bay (HYC) until returning to Arkansas in 1950 bringing #95 along with him. With this boat he developed interest in central Arkansas in racing Lightnings. He organized Ouachita Lightning Fleet #284 at Hot Springs, Arkansas, "in 1957 and served as its Fleet Captain until 1962." Gaines is also a past Central States District Commodore and now skippers LITTLE DEARIE II #7655, successor to the original LITTLE DEARIE #5855.

VICE-PRESIDENT—Jose Barreda-Moller
Camana 615-502, Lima, Peru

Jose distributes his time between his law office and his Lightning, which he has now been sailing for almost ten years. He is the founder of the South American Confederation of Lightning Class Associations, which sponsors the South American Championship every year, and he is now its Permanent Secretary. He was the General Chairman of the Second World's Lightning Class Championship recently held in his home waters of Chorrillos, Peru, Fleet 261.

VICE-PRESIDENT IN CHARGE OF INTERNATIONAL AFFAIRS—J. R. G. Bleasby
33 Standish Ave., Toronto, Ont.

Bob has been messing around with boats since his childhood in Scotland. However, interrupted by service in the Indian Army during the war, it wasn't until 1953 and when he had finally settled in Canada that he built his first Lightning #5234. He has since built #7650 and now spends much of his spare time making masts. He has been Fleet #146 Secretary and Captain, Commodore of the Lake Erie District and is now a Director of the Canadian Yachting Association and Chairman of the C.Y.A. Small Boat Committee. Such spare time as remains is spent as Ontario Manager of the British Trade Centre in Toronto.

VICE-PRESIDENT—Jack Beal
7069 Ward Eagle, N., Birmingham, Mich.

Jack started sailing in 1930 and finally had an opportunity to skipper Lightning #862 during 1943 and 1944. By that time, Fleet #31 had been formed at Devil's Lake and he bought #840, the "Clara B", which he has always sailed at Devil's Lake which is located in Southern Michigan. He was first Commodore and one of the organizers of the Devil's Lake Sailing Club in 1939 and later Commodore of the re-organized Devil's Lake Yacht Club. The "Clara B" has been Fleet Champion seven times, the latest in 1962, and has been runner-up in Fleet Series several times.

Jack has been Secretary and Commodore of the Michigan District and has served on the LCA Race Committee several times.

Although presently living in Birmingham, Michigan, near Detroit, he commutes between home and Devil's Lake which is one hundred miles each way every week-end. He travels extensively throughout the Mid-west as an Automotive Technical Representative for the Parker Rust-Proof Division of Hooker Chemical Co.

VICE-PRESIDENT—Stanley Brander, Jr.
403 Enterprise Bldg., Tulsa 3, Okla.

Stan started racing in Jaffrey, New Hampshire in 1942 at summer camp. He bought his first Lightning (4275) in 1959 and has owned 7402, 7832 and 8373 since. Fleet 205 based on Lake Yahola in Tulsa, Oklahoma is his home base where he will put his new KAY-JEE V in competition, when she arrives.

Stan has served as Commodore of the Tulsa Sailing Club and the Central States District. In 1962 he was appointed to the International Race Committee and now serves as its Chairman. He is President of Pioneer Corporation, an independent oil producing company located in Tulsa.

VICE-PRESIDENT—Alfred Coha
5173 Leo Street, San Diego 15, Calif.

Al started racing a Lightning in 1956 with Fleet 194 on Mission Bay ir San Diego. DELTA, #6177, was finished from a partially completed hull which was delivered at about the same time as Al's third boy. Sailing is a family sport, with his wife, Mabel, and one of the older boys as regular crew.

Al has served as Fleet Secretary and California District Commodore. He also was Commodore of Mission Bay Yacht Club in 1961 when the North American Championship was held in San Diego.

To support his sailing activities Al works as a Material and Process Engineer for Ryan Aeronautical Company in San Diego.

VICE-PRESIDENT—Giacomo Dusmet de Smours
Lungotevere Inventori 50, Rome, Italy

Giacomo was born in Naples, September 14, 1905, graduated in Law and then in Economies at the University of Pisa. He is a reserve Officer in the Italian Air Force in which he served during World War I.

Giacomo now serves as Vice President of the Sailing Club of Roma in Anzio.

VICE PRESIDENT—Andrew Sinopoulos
II Voukourestiou Str., Athens, Greece

Andy has been sailing Lightnings since 1952. He is a member of Fleet 286, has served as Commodore of the Greek District for the last three years, and has participated in four European Championships two of which were in Switzerland and two in Italy. In 1961, he competed in the 1st World Championship at Milford, Conn. From 1956 to 1960, he raced #6407 and since then he has acquired #7569.

Along with his Lightning activities, he operates an Insurance Agency for the Prometheus Insurance Co.

VICE-PRESIDENT—Byron K. Harvey
6495 Fairway Blvd., S., St. Petersburg, Fla.

A member of the St. Petersburg Yacht Club and a Charter member of the Gulfstream Sailing Club of Ft. Lauderdale, Fla., Byron originally comes from Buffalo, N.Y. and went to school with Jack Swanson. He has served as Captain for Fleet 109, General Regatta Chairman for the last two Mid-Winter Championships, Vice-Chairman of the General Regatta Committee for SPYC. Although Byron still owns and enjoys sailing his old Lightning #777, he has largely forsaken active small boat racing for ocean racing and particularly the Southern Ocean Racing Circuit. Florida has been his home for 13 years and he wouldn't think of leaving. His wife is an ardent sailor and they have three daughters and a son — after seventeen years, a son! Byron is Regional Supervisor for the Michigan Mutual Liability Company.

VICE-PRESIDENT—William Hole
81 Stratford Drive, San Francisco, Calif.

Bill "Puka" who has sailed in Hawaii for many years was transferred to San Francisco in October, 1963. He started sailing a Lightning in 1949 and has sailed in the 1964 Internationals, the 1961 President's Cup and the 1961 World's Championship at Milford, Connecticut.

He also participated in 1963 at the Second World's Championship at Club Regattas, Lima, Chorrillos, Peru.

His 1964 project is to find enough Lightning sailors in the San Francisco Bay area to charter a fleet and see if it can become active in the California District.

VICE-PRESIDENT—Kenneth L. Ireland
1998 Huntington Tpke., Nichols, Conn.

Ken started racing Lightnings in 1957 with #3411 and the next year bought #7017. In 1958 he crewed for Ken, Jr. in the President's Cup and finished second. For the past two years, he has been sailing with his youngest boy, Johnny, first in #7366 last year and will continue in the new boat, #8580. Ken has served as Fleet Captain for the Milford fleet and will be Rear Commodore at the Milford Yacht Club this coming year. He has been Treasurer of his District for the past two years but his most interesting job to date with the Lightning class was General Chairman of the First World's Championship Regatta in Milford in 1961. This led to his position as Transportation Manager for the Second World's in Lima which resulted in the most fascinating trip he has ever taken. Ken and Lee received red carpet treatment all the way and will never forget Lima, Peru.

Ken also has two daughters who enjoy crewing for their brothers. He earns a living for himself and his family as President of the Ireland Heat Treating Corporation which he founded about 12 years ago.

VICE-PRESIDENT—Hans Luthy
Juraweg-Schoftland, Aargau, Switzerland

Hans is serving his fourth term as I.L.C.A. Vice President. He started sailing Lightnings on the Lake of Sempach in 1951 and in 1953, he acquired his present boat QUAND-MEME, #5181. As you will find his boat every year among the first boats in the Switzerland District standings, he can find no reason to buy a new one.

Hans organized Fleet 250 in 1954 and with Oscar Weber and J. de Bosset, he founded the Switzerland District. Hans and his crew, his wife and son, now trail their Lightning from one fleet to another enjoying the fine contacts with Lightning sailors all over the District.

Besides his sailing activities, Hans is Sales Manager for Bally's Shoe Factory in Schoenenwerd.

VICE-PRESIDENT—Alberto Migone
Aguero 1735, Buenos Aires, Argentina

Alberto began sailing in 1943 and owned his first boat in 1950, REPUNTE #4581. Since that time he has often been Argentine Champion. He was the first South American Champion, has been Vice-Champion twice, and in 1963, sailing REPUNTE IV #8239, he won the IX South American Championship. He also placed third in the Lightning Series at the 1963 Pan American Games in Sao Paulo, Brazil and was one of Argentina's representatives in the II World Lightning Championship.

Alberto is now a member of the Federation Argentina de Yachting and serves as Commodore of the Argentine District.

Former National Officers

YEAR	PRESIDENT	CHIEF MEASURER	SECRETARY	TREASURER	ASST. MEASURER
1940	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1941	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1942	Hon. L. Stauffer Oliver	Mortimer E. Graham	Henry L. Schimpf	Henry L. Schimpf	
1943	Hon. L. Stauffer Oliver	A. J. Webb	Henry L. Schimpf	Henry L. Schimpf	
1944	Ted Siferd	A. J. Webb	James Trenary	James Trenary	
1945	James Trenary	John W. Orelup	Len Ladenburger	Len Ladenburger	
1946	Len Ladenburger	John W. Orelup	Edward McCain	Edward McCain	
1947	John W. Orelup	Arthur Burtscher	Edward McCain	Karl Smither	
1948	Edward McCain	Arthur Burtscher	LeRoy Amy	Henry Williams	
1949	Karl Smither	Walter E. Swindeman, Jr.	Wayne L. Brockett	W. A. Grimm	
1950	LeRoy Amy	Walter E. Swindeman, Jr.	Wayne L. Brockett	Alfred V. Amy	
1951	Walter E. Swindeman, Jr.	H. Richard Krauss	Wayne L. Brockett	Ed B. Overton	
1952	Wayne L. Brockett	H. Richard Krauss	C. B. Crittenden	Charles H. Dore III	Clifford O'Kane
1953	H. Richard Krauss	C. B. Crittenden	Len Ladenburger	Charles H. Dore III	Clifford Prados
1954	C. B. Crittenden	Clifford J. Prados	Jay Donnovan	Len Ladenburger	Ross G. Allen
1955	Clifford J. Prados	Ross G. Allen	Jay Donnovan	Burrows Morley	Robert Mann
1956	Ross G. Allen	Robert C. Mann	Burrows Morley	Allen R. Oberson	Carleton J. Allan
1957	Robert C. Mann	Carleton J. Allan	T. J. Ross, Jr.	Allen R. Oberson	H. J. Cawthra
1958	Carleton J. Allan	H. J. Cawthra	Samuel D. Knox	Thomas D. Fallon	Burrows Morley
1959	H. F. Cawthra	Burrows Morley	Thomas D. Fallon	John M. McIntosh	James G. Carson
1960	Burrows Morley	James G. Carson	John M. McIntosh	Martin O'Meara, Jr.	Herman Henschen
1961	Thomas D. Fallon	James G. Carson	Martin O'Meara, Jr.	Hamilton G. Ford	Herman Henschen
1962	John M. McIntosh	Herman Henschen	Martin O'Meara, Jr.	Hamilton G. Ford	J. Allen Bernel
1963	Martin O'Meara	Herman Henschen	J.R.G. Bleasby	Hamilton G. Ford	Howard Mullin & Ralph Powless

YEAR	HON. COMMODORE	EXEC. SECY.	CHAPLAIN	VICE-PRESIDENTS
1940				John L. Koehne, Gilbert L. Wolfe
1941				John L. Koehne, Russell J. Nall
1942	C. L. Nicholson			Robert F. Hart, Jr., George R. Joslyn, Russell J. Nall
1943	E. Gordon Cronk			George R. Joslyn, Ted Siferd, James Trenary
1944	Hon. L. Stauffer Oliver			Dr. A. C. Dumke, Len Ladenburger, John W. Orelup
1945	Ted Siferd			Dwain E. Weaver
1946	James Trenary			Arthur J. Burtscher, Richard Carr
1947	Len Ladenburger	Nell Goodall		Richard Carr, Alexander Dougan, William Stubbins
1948	John W. Orelup	W. D. Hickin		Louise Wells Miller, Karl Smither, Walter G. Vogel, Frank H. Watson
1949	Edward McCain	Olive S. Cain		Carl J. Ackerman, LeRoy Amy, Park S. Hedley, Dr. W. W. Jennings
1950	Karl Smither	Olive S. Cain		Carl J. Ackerman, Russ Luchtenberg, Ed B. Overton, Magnus Pedersen
1951	LeRoy Amy	Olive S. Cain		E. F. Cotter, Russ Luchtenberg, Magnus Pedersen
1952	Walter Swindeman, Jr.	Olive S. Cain		Teddy Ackerman, Morgan Powell, Clifford J. Prados, David P. Shay
1953	Wayne L. Brockett	Margaret Teske		Ross G. Allen, John W. Campbell, Edward R. Olsen, John Robertson
1954	H. Richard Krauss	Margaret Teske		Henry Abreu, Cy Gillette, Arnold Gorman, Abe Jacobs, Pat Young, Al Webb
1955	C. B. Crittenden	Margaret Teske	Rev. Ensworth Reisner	Oscar Candiotti, Robert Crane, Cy Gillette, Abe Jacobs, W. E. Jocelyn, Oscar Weber, Cal Yaudas, Pat Young
1956	Clifford J. Prados	Margaret Teske	Rev. Ensworth Reisner	Oscar Candiotti, Dr. Eugene W. Carpenter, Mario Cavallo, Cy Gillette, Abe Jacobs, W. E. Jocelyn, Samuel D. Knox, William Pirie, Leonard C. Pratt, Eugene H. Walet III, Oscar Weber, Cal Yaudas

Former National Officers (Continued)

Year	Hon. Commodore	Exec. Secy.	Chaplain	Vice-Presidents
1957	Ross G. Allen	Margaret Teske	Rev. Ensworth Reisner	Mario Cavallo, Herman Henschen, Abe Jacobs, W. E. Jocelyn, Samuel D. Knox, John M. McIntosh, William Pirie, Arthur D. Wynne, Oscar Weber, Jose Barreda-Moller
1958	Robert C. Mann	Margaret Teske	Rev. Ensworth Reisner	James G. Carson, Herman Henschen, William Hole, Abe Jacobs, Philip Joannides, J. Robert McClaran, John M. McIntosh, Jose Barreda-Moller, Tim Nelson, Raimo R. Nordstrom, Cesare Ratti, Oscar Weber, S. J. C. Townsend
1959	Carleton J. Allan	Margaret Teske	Rev. John F. Steve	Alton Berg, Carl Eichenlaub, Jr., George V. Fisher, William Hole, Philip Joannides, Jose Barreda-Moller, Tim Nelson, Charles Nicolet, Raimo R. Nordstrom, Cesare Ratti, John W. Swanson, S. J. C. Townsend, William E. Walker
1960	H. J. Cawthra	Margaret Teske	Rev. John F. Steve	Alton Berg, J. R. G. Bleasby, Robert Brown, George Fisher, Hamilton G. Ford, Luther Griffith, William Hole, Philip Joannides, Jose Barreda-Moller, Charles Nicolet, Raimo R. Nordstrom, Cesare Ratti, John Swanson, Thomas D. Fallon (Publicity), Carleton Allan (International Affairs)
1961	Burrows Morley	Margaret Teske	Rev. John F. Steve	J. R. G. Bleasby, Charles Buck, William Hole, Gaines Houston, Philip Joannides, Hans Luthy, Jose Barreda-Moller, Raimo R. Nordstrom, William Pirie, Cesare Ratti, John Swanson, John M. McIntosh (Publicity), W. J. Limbaugh (International Affairs), George Fisher (Legal Affairs)
1962	Thomas D. Fallon	Margaret Teske		Dr. Floyd R. Arnold, J. R. G. Bleasby, Charles Buck, Enrico De Mori, William Hole, Gaines Houston, Philip Joannides, Hans Luthy, Alberto Migone, Jose Barreda-Moller, Raimo Nordstrom, William Pirie, John Swanson (Fiberglass Construction), W. J. Limbaugh (International Affairs), George Fisher (Legal Affairs)
1963	John McIntosh	Margaret Teske		Dr. Floyd Arnold, Alfred Coha, Enrico de Mori, George Fisher (legal affairs), William Hole, Gaines Houston, Philip Joannides, W. J. Limbaugh (International affairs), Hans Luthy, Alberto Migone, Jose Barreda Moller, Raimo Nordstrom, John Swanson

Smooth Sailing Always to the

International Lightning Class Association

Spencer-Walker Press, Inc.

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32-42 E. Warren Street Columbus, Ohio 43215

Under Australian Skies

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Jakin Palombo, Castro Barros 1344, Martinez
Sr. Pedro Federico Preusche, Juncal 3621
Florida: Horacio Bolletta, Arenales 2461
Niteroi: Leslie Ermel, Rua Prof. Edmundo No. 10 (Boa Viagem)
Rosario: Julian Almoguera, Boulevard Rondeau 1841

AUSTRALIA
Geelong: R. Bews, 28 Sanglen Terr., Belmont
J. T. Searle, 28 Camden Rd., Newtown

ARKANSAS
Hot Springs: Frederick M. Dierks, 115 Conway Terr.

BOLIVIA
La Paz: William Dodge, Jr., Yacht Club Boliviano, Casilla 889

BRAZIL
Curitiba: H. R. Bergan, Caixa Postal 364
Orlando Dittrich, Caixa Postal 263
Joao Carlos Lupion, Rua Pres. Taunay 271
Florianopolis: Waldir Fausto Gil, Rua Almirante Lamego No. 38
Sao Paulo: Oscar Weckerle, Praca Floriano Peixoto 90, Sto. Amaro

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LaCanada: Andrew Barr, 5055 Louise Drive
Redondo Beach: W. F. Radcliffe, 326 Via San Sebastian
San Diego: DeWitt C. Cary, Jr., 2937 Talbot St.
George Conrad, 3110 Browning St.
San Francisco: William Hole, 215 Fremont St.

CANADA
British Columbia: Arne Bentzen, Maple Bay Marina & Shipyards, Duncan
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Ontario: James Eccles, Box 292, Fort William
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Quebec: C. Dave Quarterman, P. O. Box 147, Aylmer
A. E. Wilson, 20 Cressy Rd., Hampstead

CHILE
Santiago: Hans Wilke, P. O. Box 2710
Vina del Mar: Julio Monzon Munoz, Calle Iberia 360, Cerro Castillo

COLOMBIA
Bogota: Carlos Castillo, Apartado 313

CONNECTICUT
Branford: Wayne Brockett, Lanphier Road
Essex: John S. Dickerson, Jr., River Road
Old Lyme: George Schuck, Saybrook Yacht Yard
Stratford: Edward R. Olsen, 10 Maple
Trumbull: Alden E. Fox, 60 Tashua Lane
New Canaan: Robert S. Blumenstock, White Oak Shade Rd.

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Helsingfors: Ralph Robert Vogt, Linnankoskigatan 23A 10
Helsinki: Pentti Airaksinen, Lauttasaarent 16
Jyvaskyla: Paavo Koskinen, Vainolan Konepaja
Kokkola: E. G. Holmberg, Meijerikatu 28
Oulu: Pentti Koponen, Oy Stromberg AB, Kirkkokatu 15
Veitsilvoto: Olavi Santaholma, Puistotie 4

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Edwin Maiers, 3850 Cocogrove Ave., Coconut Grove
Pensacola: James A. Krippes, 1910 E. Jackson St.

GEORGIA
Dalton: Ross G. Allen, 100 Thornton Ave.
St. Simon Island: A. C. Oliver

GERMANY
Prien am Chiemsee: Walter Peschel, N.A., Neugarten 32r

GREECE
Athens: John Condocostas, 28 Cronou St., Old Phaleron
Thessaloniki: John Nickopoulos, 2 Queen Sophia St.

HAWAII
Honolulu: J. E. Ryno, 958—20th Ave.

HOLLAND
Amsterdam: Dr. J. van Vollenhoven, Nieuwezijds Voorburgwal 104

ILLINOIS
Carbondale: Dr. Wilson R. Scott, R. R. #4
Chicago: William Wingard, 1310 Howard St.
Decatur: B. O. Buckles, 2045 E. Roosevelt Blvd.
Evanston: Rev. Charles Harris, 625 Garrett

IOWA
Davenport: Dick Duley, 2937 Jefferson

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Bergamo: Vittorio Quaglino, Via A. Caleppio 26
Brescia: Tommaso Venturini. Piazza Vittoria 12
Genoa: Angelo Cressi, Via Oberto Cancelliere 21/4
Genova: Marco Maccio, Corso Torino 52
La Spezia: Ing. Edgaro Rabbi, 27 Marzo #7 -20
Naples: Ing. Carlo Porzio, Via S. Nicola alla Dogana 3
Palermo: Dr. Ing. Rodolfo Ajello, Via Simone Corleo No. 32
Ravenna: Ing. Epaminonda Ceccarelli, Via di Roma 125
Rimini: Dr. Ing. Mario Roberti, Via Dardanelli 5
Rome: Dr. Ing. Guido Mazio, Via Nizza No. 45
Torre del Greco: Ing. Lorenzo Palomba, Via Colamarino 95
Venezia: Piero C. Colombo, Castello 6378

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Topeka: C. F. Ebey, 431 Clay St.

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Shreveport: Clifford J. Prados, 813 Lark Ave.
R. A. Roy, 545 McCormick St.
John W. Wideman, M.D., 3736 Parkway Dr.

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So. Portland: Albert Moore, 890 Sawyer St.

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Annapolis: William Showacre, 3 N. Southwood Ave.

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Marblehead: Joseph R. Farrell, 11 Cottage St.
Duncan McInnes, 7 Maple Circle
Nahant: William J. Caldwell, 96 Willow Road

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George G. Davis, 18611 Harlow
Fenton: Robert Furey, 13183 Cranewood
Grosse Pointe: Richard J. Graham, 769 Notre Dame
Grosse Pointe Farms: Charles T. Ellery, 310 Kerby Road
Warren Jones, 227 McMillan Road
H. J. Cawthra, 454 McKinley Rd.
Grosse Pointe Woods: Robert Hornbeck, 1230 Hawthorne
Hudson: C. B. Crittenden, R. D. #1
Muskegon: Erhard H. Steins, 2294 Columbus Ave.
Northport: Calvin T. Cracker, Box 27
Pontiac: Brown Williams, 1661 Covert Rd.
Saginaw: Burrows Morley, #1 Center Woods
St. Joseph: Joseph Stueland, 224 N. Sunnybank

MISSISSIPPI

Pass Christian: Joby Denis

MISSOURI

Florissant: Eugene Cecil, 925 Highway 66
Kirkwood: H. W. Palm, 802 Cheviot Court

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Meredith: William R. Loughlin, N.A.

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Fair Haven: Thomas Morrison, Jr., 90 Hendrickson Pl.
Haddonfield: Edward Braddock, Browning Lane
Island Heights: Bart Ellis, Summit Ave.
Little Silver: Winfred S. Wainwright, Jr., Rumson Rd.
Paramus: George A. Christie, Jr., 313 Oradell Ave.
Saddle River: Howard Mullin, 26 Fox Hedge Rd.
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Glen Cove: Marshall Morehouse, 40th Place
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Charles Soch, East River Road
Grassy Point: William P. Sutherland
Haverstraw: Gilbert Parker, 18 Gurnee Ave.
Nyack: Paul Murphy, Jr., 12 Aldine Park
Port Washington: Raymond Kaufman, 69 Davis Rd.
Rochester: Joseph S. Armitage, 71 Glenwood Ave.
William A. Straub, 43 Seneca Rd.
Francis J. Lee, 5168 St. Paul Blvd.
Seneca Falls: Frank M. Knight, 135 Cayuga St.
Skaneateles: Warren Perkins
Stony Point: Edward J. Ziemer, 92 Washburns La.
Tonawanda: Otho H. White, Jr., 24 Millwood Drive
Tuckahoe: Walter S. Hannan, 25 Forbes Blvd.
Wellsville: Robert M. Eyester, Jr., 188½ W. State

OHIO

Canton: Veryl G. Lord, 1530 Spangler Rd.
Cincinnati: Frank Pfefferle, 166 Congress Run Rd.
Columbus: Robert Mann, 1631 Roxbury Rd.
Piqua: C. G. Lutes, R. R. #3, Box 63A
No. Olmsted: Vincent F. Hlavin, 5211 Devon Dr.
Toledo: William E. Girkins, 2643 Middlesex Dr.
Nelson Penske, 5125 Sheraton Pl.
Westerville: Ralph D. Powless, 2140 Freeman Rd., Rt. #2
Worthington: Jay Limbaugh, Edgecliff Drive

OKLAHOMA

Tulsa: A. J. Murphy, 2964 E. 45th Pl.

OREGON

Eugene: Floyd Dickson, 815 Norkenzie Ave.
Ted Marchner, 2207 McMillan St.
Portland: R. K. Wallin, 3335 N.E. Marine Dr.

PERU

Lima: Andres Sevilla, M. de Pinielos 130. Barranca
Stuart L. Monro, Apartado 4970

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Philadelphia: James G. Carson, 5344 Magnolia St.
Reading: Harold G. Peffley, 1732 Westwood Rd., Colony Park
Sharon: Frederick R. Lange, P. O. Box 245
Washington: James S. Patton, 35 Redstone Lane
York: Harry E. Aughenbaugh, 1185 Irving Ave.

RHODE ISLAND

No. Kingston: Joseph P. Lawton, R. D. #2

SOUTH CAROLINA

Columbia: Phillip McLain, 501 Harden St.

SWITZERLAND

Kilchberg: Oskar Weber, Schoorengasse 4
Murten: M. Columbi, Ryfstrasse

TENNESSEE

Nashville: Dr. James W. Ward, 1704 Shackleford Rd.

TEXAS

Austin: Donald S. Marsh, 2508 Albata
Denton: Irving K. Pershing, 408 Texas St.
Port Arthur: C. A. Temple, 1926 - 12th Ave.

VERMONT

Rutland: Samuel Stowell, 263 S. Main St.

VIRGINIA

Alexandria: Dr. James B. Gilbert, 312 Sky Hill Rd.
Hampton: Hugh C. Dischinger, 200 F Street, Copeland Park
Martinsville: Ray Dietz, 714 Gratton Rd.

WASHINGTON

Bellevue: Robert L. Brown, Jr., 2602 110th N.E.
Vancouver: Jerry Alexander, 2205 E. 6th
Mercer Island: Lloyd A. Dohrman, 6940 Allen St.
Renton: Ben Reneger, 915 "G" St.

WISCONSIN

Green Bay: Frank J. Vandersteen, 912 Dousman St.
Lake Geneva: Ed Palmer, 866 Lake Shore Dr.
Madison: Norbert L. Schmitz, 126 Bellevue Court
Milwaukee: Patrick Tully, 6334 W. Fremont Pl.
Oshkosh: Edward Brismaster, 1015 E. Irving Ave.
So. Milwaukee: John F. Karl, 209 Fairview

Our Champions

1939—BAY HEAD YACHT CLUB
BARNEGAT BAY—BAY HEAD, N. J.

Champion—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in "Ay-Ay-Ay" No. 35.
Runner-Up—John C. Hirst of Mantoloking, N. J. (Fleet 3) in "Anyhoo" No. 102.

1940—RIVERSIDE YACHT CLUB
LONG ISLAND SOUND—RIVERSIDE, CONN.

Champion—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in "Ay-Ay-Ay" No. 35.
Runner-Up—Carl Dixon of Riverside, Conn. (Fleet 7) in "Feather", No. 242.

1941—SKANEATELES COUNTRY CLUB
SKANEATELES, N. Y.

Champion—John M. Stern of Buffalo, N. Y. (Fleet 12) in "Thunderbolt", No. 680.
Runner-Up—David G. Cluett of Lawrence, Long Island (Fleet 2) in "Linnett", No. 131.

1942—SOUTH HAVEN YACHT CLUB
LAKE MICHIGAN AT SOUTH HAVEN, MICH.
(FIRST SPECIAL WAR TIME REGATTA)

Champion—David G. Cluett of Lawrence, Long Island, N. Y. (Fleet 2) in a local boat drawn by lot.
Runner-Up—Walt E. Swindeman, Jr. of Toledo, Ohio (Fleet 42) in "Yankee Doodle", No. 800.

1943—BAY HEAD YACHT CLUB
BARNEGAT BAY—BAY HEAD, N. J.
(SECOND SPECIAL WAR TIME REGATTA)

Champion—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.
Runner-Up—John W. Orelup of Short Hills, N. J. (Fleet 3) in a local boat drawn by lot.

1944—BUFFALO CANOE CLUB
LAKE ERIE, POINT ABINO, ONTARIO, CANADA
(THIRD SPECIAL WAR TIME REGATTA)

Champion—Theodore Maher of Riverside, Conn. (Fleet 7) in a local boat drawn by lot.
Runner-Up—Karl Smithers and Robert Crane of Buffalo, N. Y. local boat drawn by lot.

1945—RIVERSIDE YACHT CLUB
LONG ISLAND SOUND, RIVERSIDE, CONN.
(FOURTH SPECIAL WAR TIME REGATTA)

Champion—George R. Barnes of Skaneateles, N. Y. (Fleet No. 1) in "Westerly."
Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.

1946—SKANEATELES COUNTRY CLUB
SKANEATELES, N. Y.

Champion—Walt E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.
Runner-Up—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice", No. 588.

1947—TOLEDO YACHT CLUB
TOLEDO, OHIO

Champion—Walt. E. Swindeman, Jr., Toledo, Ohio, (Fleet 42) in "Yankee Doodle" No. 800.
Runner-Up—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.
President's Trophy Winner—Robert H. Siemer of Williamsville, N. Y. (Fleet 59) in "Salt Shaker" No. 1676.
President's Trophy Runner-Up—Leo Wasserburger of Pontiac, Mich. (Fleet 54) in "Aqua Leta" No. 838.

1948—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Dodge-Trophy" No. 2891.
Runner-Up—Walt. E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.
President's Trophy Winner—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.
President's Trophy Runner-Up—J. R. Ludlow Wray of Philadelphia, Pa., (Fleet 91) in "Nipper" No. 3704.

1949—MIAMI, COCONUT GROVE & BISCAYNE BAY YACHT CLUBS
MIAMI, FLORIDA

Champion—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Sue", No. 2891.
Runner-Up—Bob Graf of Buffalo, New York (Fleet 12) in "Rampage", No. 467.
President's Trophy Winner—Dr. Herbert Virgin, Jr. of Miami, Florida (Fleet III) in "Flame", No. 3880.
President's Trophy Runner-Up—Felix Ross of Miami, Florida (Fleet 130) in "Tavana", No. 4411.

1950—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—H. R. Krauss of Toledo, Ohio (Fleet 42) in "Jinks," No. 447.
Runner-Up—Magnus Pedersen of Nyack, N. Y. (Fleet 75) in "Two Bits," No. 1565.
President's Trophy Winner—Bill Walker of Erie, Pa. (Fleet 24) in "Caroline II," No. 4282.
President's Trophy Runner-Up—Dr. Gerald Murphy of Lake Fenton, Mich. (Fleet 53) in "Double B." No. 4545.

1951—TOLEDO YACHT CLUB
TOLEDO, OHIO

Champion—John Teigland of Bedford, N. J. (Fleet 91) in "Seductress" No. 4571.
Runner-Up—John Robertson of Hamilton, Ontario (Fleet 118) in "Rhoda" No. 2327.
President's Trophy Winner—Howard Foht of Erie, Pa. (Fleet 24) in "Zephyr" No. 1916.
President's Trophy Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Thrice" No. 3333.

1952—SPRAY BEACH YACHT CLUB
SPRAY BEACH, N.J.

Champion—Robert W. Graf of Buffalo, N. Y. (Fleet 12) in Rampage No. 467
Runner-Up—Eugene Walet, III, of New Orleans (Fleet No. 62) in Spirit II, No. 5082
President's Trophy Winner—Thomas Allen of Buffalo, N. Y. (Fleet 12) in Atom No. 4811
President's Trophy Runner-Up—Ed. Water of Little Silver (Fleet 80) in Revenger No. 4918

1953—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—Hank Cawthra of Detroit, Michigan, (Fleet 51) in "Broom" No. 4924.
Runner-Up—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Five M's" No. 5000.
President's Trophy Winner—Warren Jones of Detroit, Michigan (Fleet 51) in "WaHa" No. 2904.
President's Trophy Runner-Up—Jim Carson of Philadelphia, Pa. (Fleet 34) in "Sparks" No. 5284.

1954—CRESCENT SAIL CLUB
DETROIT, MICHIGAN

Champion — Tom Allen, Bainbridge, Maryland (Fleet 192) in "Atom" No. 4811
Runner-up—H. R. Sindle of Little Falls, N. J. (Fleet 104) in "Flying Dutchman" No. 5570
President's Trophy Winner—Pete Grainge of North Tonawanda, N.Y. (Fleet 12) in "Rampage," No. 467
President's Trophy Runner-up—Clarence L. Holman, Jr. of Fenton, Michigan (Fleet No. 53) in "5050."

1955—SOUTHERN YACHT CLUB
NEW ORLEANS, LA.

Champion—Tom Allen, Buffalo, N. Y., (Fleet 12) in "Atom" No. 4811.
Runner-Up—Robert Adams, Rydal, Penn., (Fleet 3) in "Vagabond" No. 5458.
President's Trophy Winner—Paul Schreck, New Orleans, La., (Fleet 62) in "Major Domo" No. 3737.
President's Trophy Runner-Up—C. J. Prados, Shreveport, La. (Fleet 175) in "Dixie Doodle II" No. 5202.

1956—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

Champion—William Cox, Darien, Conn. (Fleet 134) in "Zig-Zagger" No. 5841
Runner-Up—Gene Walet, New Orleans, La. (Fleet 62) in "Spirit II" No. 5082
President's Trophy Winner—Dick Karslake, Chautauqua, N. Y., (Fleet 198) in "Kitty" No. 6207
President's Trophy Runner-Up—Marge Adams, Rydal, Pa. (Fleet 3) in "Whirlwind" No. 5409

1957—MILFORD YACHT CLUB
MILFORD, CONN.

Champion—William Cox, Darien, Conn. (Fleet 134) in "Zig-Zagger" No. 5841
Runner-Up—John Teigland, Jr., Lake Pine, N. J., (Fleet 26) in "Seductress II" No. 5424
President's Trophy Winner—H. J. Cawthra, Grosse Pte. Farms, Mich. (Fleet 51) in "XL" No. 6066
President's Trophy Runner-Up—John McIntosh, Savannah, Ga. (Fleet 127) in "Rabbit" No. 4872

1958—LITTLE EGG HARBOR YACHT CLUB
BEACH HAVEN, N. J.

Champion—Henry Cawthra, Grosse Pointe Farms, Mich. (Fleet 51) in "XL", No. 6066.
Runner-Up—William T. Uhl, Syosset, N. Y. (Fleet 141) in "Spark II", No. 6981.
President's Trophy Winner—Tim Nelson, Kitchener, Ont., (Fleet 118) in "Justus", No. 3654.
President's Trophy Runner-Up—Kenneth Ireland, Nichols, Conn., (Fleet 238) in "Ambergris II", No. 7017.

1959—CRESCENT SAIL CLUB, DETROIT, MICHIGAN

Champion—Herman Nickels, Fenton, Mich. (Fleet 53) in No. 7207.
Runner-Up—Thomas Allen, Buffalo, N. Y. (Fleet 12) in "Atom" No. 4811.
President's Trophy Winner—Carter Ford, Riverside, Conn. (Fleet 7) in "Encore II", No. 6654.
President's Trophy Runner-Up—Jack Swanson, Buffalo, N. Y. (Fleet 59) in "Three Winds", No. 749.

1960—TAWAS BAY YACHT CLUB
EAST TAWAS, MICHIGAN

Champion—Carl Eichenlaub, San Diego, Calif. (Fleet #194) in BULL, No. 7420
Runner-Up—Henry Cawthra, Grosse Pointe Farms, Mich. (Fleet #51) in XL, No. 6066
President's Cup Winner—Jay Doty, Chicago, Ill. (Fleet #5) in MISS TRUDY No. 7275
President's Cup Runner-Up—Dr. John Gentry, Skaneateles, N. Y. (Fleet #1) in SUSITNA, No. 6600
Governor's Cup Winner—Charles Maltbie, Youngstown, O. (Fleet #36) in HOT CANARY, No. 6033
Governor's Cup Runner-Up—Bob Birmingham, Pittsburgh, Pa. (Fleet #198) in CLYTIE, No. 7611

1961—MISSION BAY YACHT CLUB
SAN DIEGO, CALIFORNIA

Champion—Thomas Allen III, Buffalo, N. Y. (Fleet 12) in Atom II, No. 7811.
Runner-Up—Robert Crane, Darien, Conn. (Fleet 134) in No. 8021.
President's Cup Winner—Wendell Harter, Manhattan Beach, Cal. (Fleet 102) in Paddlin Madylon II, No. 7869.
President's Cup Runner-Up—David Storrs, Oyster Bay, N. Y. (Fleet 89) in No. 6348.

1st WORLD CHAMPIONSHIP REGATTA (1961)

Champion—Thomas Allen III, Buffalo, N. Y. (Fleet 12) in No. 7811.
Runner-Up—Jorge Salas-Chavez, Buenos Aires, Argentina (Fleet 206) in No. 7721.

1962—BUFFALO CANOE CLUB
POINT ABINO, ONTARIO

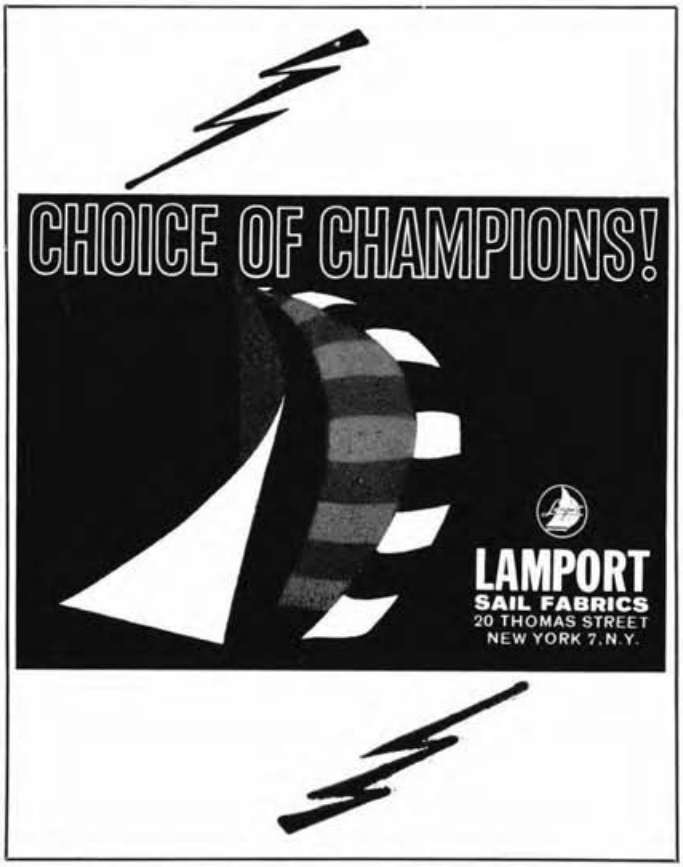
Champion—Thomas Allen III, Buffalo, N. Y. (Fleet 12) in Atom II, No. 7811.
Runner-Up—Carl Eichenlaub, Jr., San Diego, Calif. (Fleet 194) in Bull II, No. 8390.
President's Cup Winner—Carter Ford, Riverside, Conn. (Fleet 7) in Encore II, No. 6654.
President's Cup Runner-Up—David Chanoux, Trumbull, Conn. (Fleet 6) in Tattle Tale, No. 7914.
Governor's Cup Winner—James Coggan, Kalamazoo, Mich. (Fleet 137) in Psyched Out, No. 7911.
Governor's Cup Runner-Up—J. R. G. Bleasby, Toronto, Ont., (Fleet 146) in Serendipity, No. 7650.

1963—TAWAS BAY YACHT CLUB
EAST TAWAS, MICHIGAN

Champion—Carl Eichenlaub, Jr., San Diego, Calif. (Fleet 194), in Bull II, No. 8390
Runner-Up—William Campbell, St. Joseph, Mich. (Fleet 113), in Zamboanga, No. 7979
President's Cup Winner—Steve Bachman, Southport, Conn., (Fleet 153), in Havoc, No. 8710
President's Cup Runner-Up—Howard Mullin, Saddle River, N.J., (Fleet 75), in Tackless, No. 7511
Governor's Cup Winner—David Chanoux, Trumbull, Conn., (Fleet 6), in Tattle Tale, No. 7914
Governor's Cup Runner-Up—Warren Gross, San Diego, Calif. (Fleet 114), in Blixten, No. 7833

2nd WORLD CHAMPIONSHIP REGATTA (1963)

Champion—Thomas Allen III, Buffalo, N.Y. (Fleet 12), in Atom II, No. 7811
Runner-Up—Robert Seidelmann, Westmont, N.J. (Fleet 26), in Farouk, No. 8513



BEAUTIFUL! *photography by Peter Barlow*

The First Twenty-Five Years

A HISTORY OF THE LIGHTNING CLASS

Editor's Note: On January 12, 1939, the Lightning Class Association was organized. Now, on the 25th Anniversary of that occasion, it is appropriate to review these years so that all who are interested may follow the progress made by this unique organization. It is a true "success story", made possible by the hard work, cooperation and enthusiasm of thousands of Lightning sailors.

1938 - 1950

By Len Ladenburger and Karl Smither

The Lightning was created by the desire of many small boat sailors who wanted a boat that would be a comfortable day sailer, suitable for a family or a group of 5 or 6 people, and yet would be fast and sporty enough for racing. The idea was born at Skaneateles, New York, with C. L. Nicholson II and John Barnes the fathers of the idea.

Sparkman and Stephens were called upon in the Spring of 1938 to design such a boat. In addition to the two fundamental thoughts—a good, comfortable day sailer, and a fast racing sloop—it was uppermost in mind that the boat be of simple construction so that amateurs could build it, and the rig as well be kept simple and easy to handle. A Class organization was hoped for at the time of working out the design with very rigid specifications, so that the boat would be kept simple and inexpensive and there would be no advantage gained by the owner who could afford to spend more on a boat as against the one who would build it himself so as to save all expense possible.

There was considerable discussion about the name of the boat and "Lightning" was finally chosen after pouring through dictionaries and everything else to get a name which had to do with speed and which was catching. The fact that there was an old Clipper which, many years ago, had made a remarkable run and was called "Lightning", undoubtedly had something to do with the final selection.

In the Fall of 1938, Lightning No. 1 built by Skaneateles Boats, Inc. was put in the water on Lake Skaneateles, New York. She performed beautifully. On October 15, 1938, Rod Stephens, who is probably one of the best spinnaker hands in the world, came up to see her perform. There was a wind averaging between 25 and 30 miles an hour on the lake that day and while Skaneateles Lake does not get big rollers, they do get rather choppy seas with a strong wind. A brand new suit of sails was used and she was sailed in every imaginable way—with and without spinnaker, with and without jib, with the main reefed with and without jib, centerboard clear down, centerboard half-way up, etc. Everything that can be done to a boat was done.

Finally Rod Stephens took her out alone. He beat against the wind without using the rudder, merely by lowering and raising the centerboard. He came back on a reach the same way. He stepped out of the boat and remarked, "It is beyond all my expectations. To my mind she is the finest small centerboard boat ever built."

The First of Many . . . 1963 on Lake Cazenovia

Following this, Herb Stone of Yachting and others came up to try her out and they all agreed as to her superlative qualities and it was definitely realized that the Lightning really had something. First announcement was made in the December 1938 issue of Yachting and No. 1 was on display that year at the Boat Show.

The first organization meeting was held January 12, 1939. As of that time, 20 boats had already been sold although it had just been announced in December. A fleet had been formed at Cedarhurst and nine builders had taken out plans. From that time on Organization activities really began. Inquiries came from all over the world. The first officers were C. L. Nicholson, President; E. Gordon Cronk, Secretary-Treasurer; Hon. L. Stauffer Oliver, Vice-President and Chief Measurer; Gilbert L. Wolf, Vice-President; and John L. Koehne, Vice-President. A long and growing list of subsequent officers who

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

contributed unselfishly to the progress of the class, is included in the contents of each Year Book. The first Year Book was published in 1940. The familiar "Lightning Flashes" was first sent to members of the Association in 1941.

In the mid-forties, after Jim Trenary, Len Ladenburger and Ed McCain were well-nigh overwhelmed by their work-load as Secretary-Treasurer, a paid office staff was organized at our office in South Haven, Michigan. This now plays a vital part in our ILCA organization.

Sparkman & Stephens originally sold the Lightning plans. John Barnes, in his wisdom, had provided that when the royalties reached an equitable figure, the plans would become the property of an association, if formed. The LCA was formed, and in a surprisingly short time grew to that number which compensated Sparkman & Stephens for their excellent work. Since then modest Hull Number fees have helped build our strong association. ILCA is now believed to be number one in the One-Design Class organizations of the world.

No major changes have been made in the design of the boat from the original drawings and considerable effort was made and many hours of hard work put in by the founders, including Judge Oliver and Olin Stephens, in setting up measurement procedures and tolerances that would be fair and yet small enough to keep all boats alike.

Portions of the plan were redrawn in greater detail to help eliminate uncertainties in a few specifications. As the superiority of synthetic sails became increasingly evident, the specifications were modified to allow their use—first nylon. Sail measuring procedures were developed and codified. Each change was carefully weighed to avoid excessive costs to owners.

The original rules committee who drafted the "Constitution, By-Laws and Racing Rules of the Association" worked with the following uppermost in mind. It was the "Creed of the Rules Committee"—"In so far as possible, the competition shall be between the actual contestants and shall not involve the skill of designers and boat builders. In general the boats shall be alike in physical detail of form and appearance; expensive or so-called deluxe construction is to be avoided. . . . It is recognized that due to variation in materials and the practical conditions of sailing, such items as the finish of bottoms and topsides, contour of sails, balancing of rig, and position of sheet leads cannot be kept even approximately uniform; and they are, therefore, left to the individual's discretion in tune-up. However, it is the purpose of all restrictions in the plans, specifications, and limitations to have all hulls, spars, and standing rigging as nearly alike as possible, in order to test the seamanship and skill of the individuals racing. Any variation which violates the spirit of the paragraph should subject the offender to suspension of his measurement certificate by the measurement committee until the necessary correction has been made and approved by such measurement committee."

While the foregoing is not a part of the class rules, it does never-the-less express the Creed which governed the Rules Committee and has continued to govern all acts of the Executive Committee and the Governing Board. It is that which has made the Lightning the most successful strictly one-design class.

The Class grew rapidly, with over 700 boats registered and listed in the 1941 Year Book and 40-odd fleets organized. In spite of the war and the terrific handicap in finding materials with which to build boats, the Class continued to grow at a phenomenal rate and the 1946

Year Book shows over 2100 registrations and 90 fleets.

As of 1946 approximately 30% of all Lightnings registered had been built by the owners themselves and many cooperative projects where 2, 3, or 4 fellows got together to help each other build boats are recorded. A number of cruises have been made in Lightnings such as the one recorded in October 1945 Flashes by Wm. C. Agerell; Jim Trenary, his wife and two children did some cruising on Long Island Sound, and Hunter Vogel and his boys cruised regularly in Maple Bay, Canada, and their annual custom was to cruise in the Gulf of Georgia and through the Gulf Islands for about two weeks each summer. During 1946 the Toledo Lightning Fleet sponsored a 25 mile and a 35 mile Lightning race held in the open waters of Lake Erie. It is interesting to note that in these long-distance races, the first and last Lightning in each of them finished less than 10 minutes apart.

Lightnings have proven themselves in heavy going. One of the outstanding examples of this was the first race in the 1942 National Championship held at South Haven, Michigan, when 18 Lightnings raced in a 35 mile an hour wind, which on Lake Michigan is really something. What a shroud-stretching batten-buster that one was!

National Championship Regattas were held each year beginning in 1939, the same year the class was organized. The host clubs, Champions and runners-up for each and all the years are listed in the front pages of all our Year Books. Many of them are now world famous.

In 1939 fourteen Lightnings competed for the National Championship. Fleet representation increased rapidly and 34 raced in the first International Championship in 1945. The following year 54 Lightnings hit the starting line. Obviously, something had to be done, so eliminations at the site were held for the first time at Toledo in 1947. As a result 33 raced in the Internationals and 27 in the President's Cup Series.

Vocal objections to driving all the way to the Championship and then having to race in a consolation series, sparked the development of our strong District organization. At Larchmont in January 1949, the Winter meeting passed the final District plan of one entry in the International Championship for each fifty dues-paid Lightnings in the various districts. An equal number of the next-high-scoring skippers in the District Championships were entitled to race in the President's Cup Series. In September 1949 at Miami, 32 raced in the International and 16 in the President's Cup Series in a black Biscayne Bay squall.

Throughout these years a high comradeship has built up among Lightning sailors. They race hard on the water and relax hard afterward ashore. Many songs developed as old friends and rivals met and raced each year. The number of boats and fleets continued to grow faster and faster, reaching 3926 boats and 220 fleets at the end of 1950.

1950 - 1955

By Wayne Brockett

As I write this brief history of the Lightning Class thru the years 1950-1955, my memory drifts back. I see the shady lawn at Buffalo Canoe Club, Maumee Bay glistening in the sunlight at Toledo, the bright blue sky and clear Autumn weather at Spray Beach, the rooftop lookout at Crescent Sail Yacht Club at Detroit and the very modern yacht club at Lake Pontchartrain at New Orleans. These were the clubs which were hosts to the Internationals during these years.

Have you ever heard of Schnitzeling? We first saw it done at Buffalo Canoe Club at the 1950 International Championship. All five races were light and baffling, with 37 in the Championship and 37 in the President's sweating it out on Abino Bay for a series that went into the extra day. Schnitzeling was the vogue. It's a trick whereby in very light air the board is pulled all the way up, the boat heeled quite a bit so that the chine acts as the centerboard. It really works, and to the best of my knowledge was invented by Norm Schaller of Alexandria, Virginia. The name was derived from his boat which was named—you guessed it—Schnitzel.

About 1950 the emphasis on light boats began. How well I remember standing beside the hoist at Toledo Yacht Club watching a boat weigh in at 655 pounds. This boat had gotten all the way to the Internationals 45 pounds underweight. No wonder the skipper ran for the bar. His wasn't the only underweight boat either.

We were a big organization now. Argentina held her first championship regatta and the Lightning was accepted for the Pan-American games. We were rolling along.

Nylon sails were in vogue at this time. We thought they were the last word, but I do remember that they bulged considerably in a good breeze. They did, however, have some advantages over cotton, but not everyone agreed. There was controversy. When isn't there?

In 1951 the Canadian District was formed. Also a couple of young fellows were beginning to be heard from on the regatta circuits. Their names? Gene Walet and Tommy Allen.

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Along came 1952 and with it the first Invitational for Lightnings at Hawaii. Certainly not exactly in our backyard, but some of our members attended. Took their own boats too.

One of our top Lightning skippers, John Robertson, won the right to represent Canada in the Olympics. To do so he was forced to sail 18 races against sailors of Stars, 14 ft. dinghies, Bluenoses, Tumlarens and 8 meters. He sailed a Dragon in the Olympics. This was indeed a feather in our yachting cap.

At this time we had a great hassle over the use of plastic for sheaves in the blocks and various fittings. We finally allowed its use but even the President and the Chief Measurer had words over it. I know. . . . I was the President.

1953 was the year of the big blow at Buffalo. We darn near lost the whole racing fleet tied at the docks for the International. In the wee small hours of the morning, when we were sleeping off a real terrific party, the wind began to howl and huge waves came crashing in from the lake. The racing fleet was tied practically bangrail to bangrail and the spreaders and jumper struts began hooking together. The first rescue party got there promptly and by getting astraddle of the bow and paddling like fury they rode the boats just like a roller coaster right in to the soft sand beach where they were promptly hauled out. I got there too late to see ole Barney Crittenden come riding in on one of the boats in his B.V.D.'s. Everyone said it was a sight to behold and I do know that it took a lot of schnapps to get Barney warm again.

Family boat . . . 1963 Christmas card from Merle and Jean Spring and the seven off-Springs.

At this time the Michigan District Barefooted Philharmonic was formed. Ever heard them play? "Terrific!" The original BP numbered five, to wit: Sid "Diddle Fingers" Mitchell on the ole 88, Charley "Bubble Lips" Grant on plumbing, Gerry "Swinging Gate" Murphy on doghouse, Al "Nickel Pick" Oberson on geetar, and Buzz "Paradiddle" Morley on skins. I will never forget the time at Tawas Bay when we loaded the whole band on a truck, bare feet and all, and they gave us a session at the cocktail party. Do you know that some of these characters became very astute officers of our Association? The Barefoot Philharmonic is truly a part of our tradition.

Completely glued hulls came into being in these years and actually at first were met by some of our members with great doubt as to whether they would be okay for wet sailing. They certainly proved to be very much all right. When I think back to the problems of the early years with leaking and soak-up always in one's mind, I realize what a great advance the glued boat was. Now we could really get around to regattas.

The year 1953 was a great year for LCA. One of our young skippers, just 18 years of age, won the Mallory Cup which is emblematic of the National Championship of all the racing classes. It was Gene Walet of New Orleans. Were we ever proud of him! The Lightning Class was really breeding sailors. To add icing to our cake, Judy Webb, also a young Lightning sailor and the daughter of one of our Vice-Presidents, Al Webb, won the Women's National Championship. We were riding high, believe me, and this tough competition was really paying dividends.

Orlon and dacron were making their appearance now as materials for sails. Great arguments went on as to the relative merits of each. It was agreed, however, that due to the impervious nature of the material it made a faster sail than cotton and had other advantages too. The sailmakers had quite a time, as it was a new concept in sailmaking. We skippers were happy as the problem of sail break-in was no more. Some very fine fittings were also coming into being and Lightnings were becoming beautiful little yachts. They are without question the finest looking boat of their size in the world today. I will probably get an argument on that statement, but not from Lightning owners.

As I have stated, some of the older boats leaked. So, as fiberglass had come into being, the Specifications were amended to allow hulls to be covered with this new material. This really put a lot of the older boats back in business.

To our great joy, in 1954 Gene Walet won the Mallory Trophy again. This time he won it in his home waters and in a Lightning. We were proud of the fact that we had other Lightning sailors in the Mallory finals too.

Hurricane Carol now hit New England and a lot of our Lightnings were no more. But everyone bought new boats and competition became tougher than ever.

Our boys flew to South America in 1955 for the first Pan-American Lightning Championship. They did us proud as they took the first three places. The series was held on the River Plat at Buenos Aires, Argentina.

The first European Championship was held and the winner was Italy, with Finland the runner-up and Greece third.

Dacron as a material for sails had now taken a firm hold, but we still used nylon for spinnakers.

The LCA now sustained a severe loss. C. L. Nicholson, the father of the Lightning Class, passed on. He started the Class and projected it into the world of yachting. We are forever in his debt. He was our first President and his good work lives on. From the first Lightning which sailed on Lake Skaneateles in 1938, we now in 1955 had 273 fleets all over the world . . . quite a tribute to this fine man and the fine boat and Class which he sponsored. We shall not forget him.

1955 - 1960

"GROWING PAINS"

By Buzz Morley

The year 1955-1960 could be best summed up by saying the LCA was suffering from growing pains. Like most teenagers, we survived. In so doing, the class had a jim dandy guardian angel and one who put in lots of overtime. Highlight of the whole era was the suit against the LCA and three Presidents for just under $100,000. But as the fella who was building a skyscraper said "That's another story" which we will come to anon!

1955 started out quietly enough. Minor things such as the use of lamp black on hulls was disallowed. A young feller named Tommy Allen won his second consecutive International. Some of the boys were suggesting aluminum or stainless steel centerboards. A committee was appointed to revise "How to Build a Lightning" and Flashes published an article on "Proper Procedure for Measuring Sails". The President's Cup had become so popular that it was necessary to limit entries to not over 40. But by and large, things were as calm, peaceful and happy as a clam at high tide. It didn't last long.

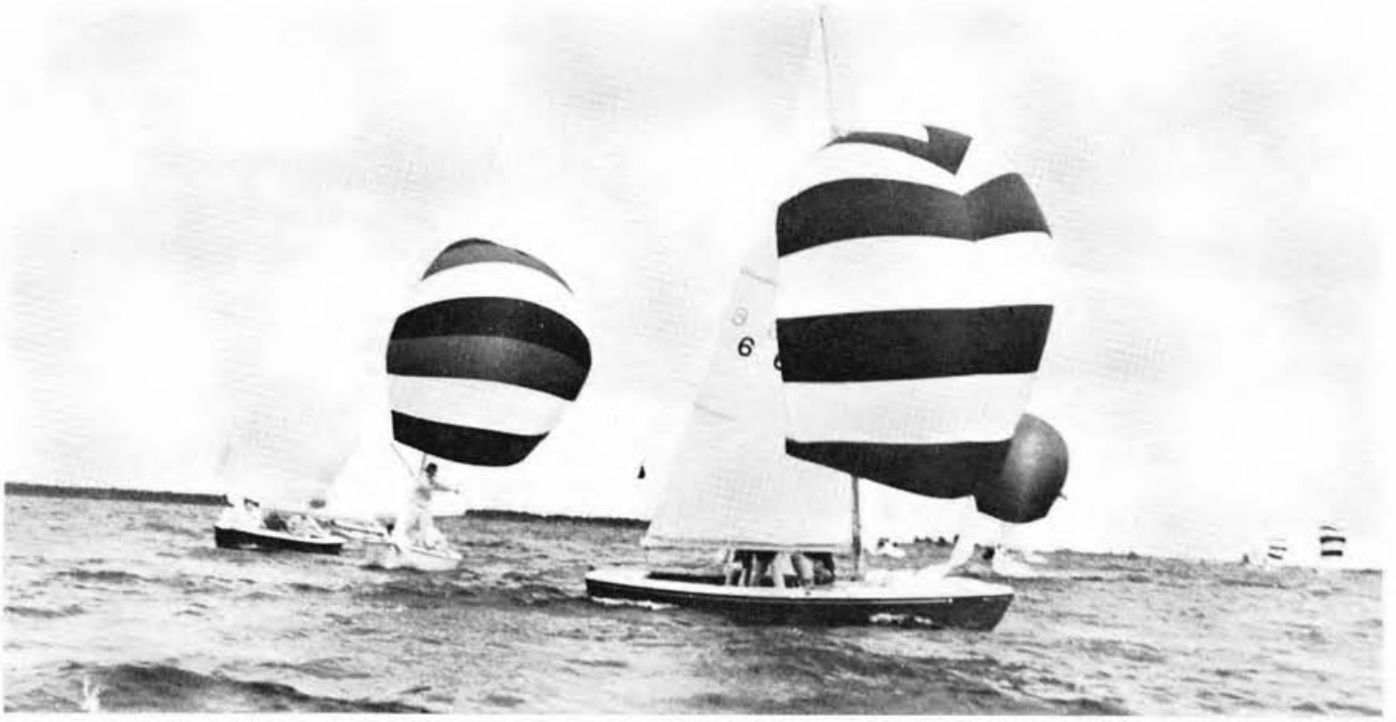
The 1955 Yearbook carried Walter Roller's highly controversial article on spinnakers. Walter was ridiculed and the article drew much critical comment. Yet in the very next Internationals over 40% of the boats flew Roller spinnakers. Walter started a revolution in small boat spinnaker design.

Incidentally, the method of setting spinnakers flying with the guy rather than the tack snapped into the outer pole fitting was first developed by Lightning sailors. It soon spread to other classes and was used in the 1958 America's Cup trials and races. When Harold Vanderbilt, of J Boat and America's Cup fame, watched Weatherly round a windward mark, pop her spinnaker and have it drawing a la Lightning style in a matter of 6 seconds, he couldn't believe it. What once was a daring LCA innovation is today an ordinary everyday affair.

Other experimentation and innovations appeared, like windows in mainsails and bailers which quickly sucked a boat dry. Bud Nelson and Bill Ghirkin built the first fiberglass Lightning. At the same time Jack Swanson and his committee were busy hammering out specifications covering fiberglass construction.

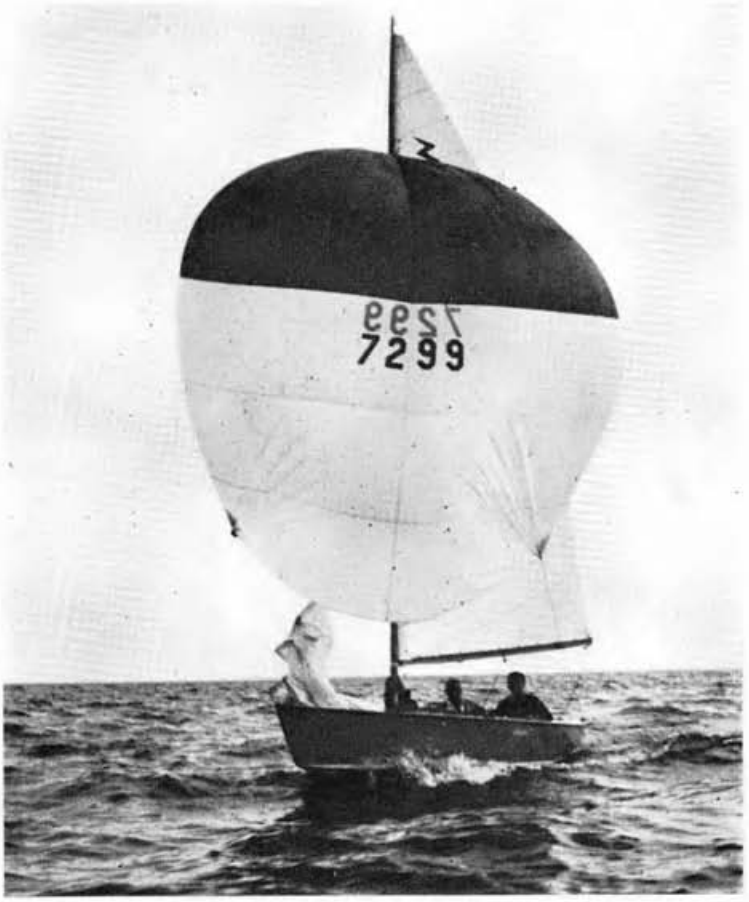
Builders started playing around, getting away from building "right down the center" in an attempt to produce a faster hull. The tolerances were still secret, known only to the Chief Measurer. However, several builders for all practical purposes knew pretty well what the tolerances were. By charting 40 or 50 Measurement Certificates on graph paper, noting particularly any circled dimensions, they soon had a fairly accurate idea of the pluses and minuses on such items as chine heights, chine widths, centerline heights etc.

Hulls began to get further and further away from the dimensions on the blueprints. This was not fair to the sailor who built his own Lightning and built it according to plan. After thorough discussion, pro and con, the Class voted to publish the tolerances and thus put everyone on the same footing.



Racing Sloop . . . North American Championship, 1963.

New England Salutes the "Lightning" On Her 25th Birthday



1963 New England District Champion — "SPOOK 3"
Skipper — Dr. Louis Pocharski; Crew — Marvin Pocharski and Eugene Thober.

1964 Regatta Schedule

June 26 to 28	Pre-Season Special, Lake Spofford, N.H.
July 17 to 19	District Championships, Lake Spofford, N.H.
July 25 to Aug. 1	Race Week, Marblehead, Mass.
Aug. 1 to 2	New Hampshire-Vermont Championship, Squam Lake, N.H.
Aug. 8 to 9	Massachusetts Championship, Wellfleet, Mass.
Aug. 15 to 16	Maine Championship, Portland, Maine
Aug. 22 to 23	Annual Regatta, Lake Winnepesauke, N.H.
Sept. 12 to 13	Annual Regatta, Lake Massebesic, N.H.

for information — Howard O. Wood, Dist. Sec'y.
Shirley Street
East Pepperell, Mass.

In the meantime our Chief Measurers, starting with Pinky Allen, began to tighten up on signing Measurement Certificates. Hulls which didn't measure in did not get a certificate until alterations were made so the hull would measure in. More and more certificates from various builders were held up unsigned.

Finally in 1958 the Old Greenwich Boat Company sued LCA and Messrs. Allen, Cawthra and Mann for $95,300. Reaction was immediate and forceful. The LCA voted unanimously to put their entire resources behind the members involved in the suit. Sailor-lawyer George Fisher (and outstanding at both, I might add) agreed to represent the class and the individuals involved. George spent many hours taking depositions and making painstaking preparations for the trial. This he did without monetary reward. Some two years later, the case was quietly dropped without ever coming to trial. One might say St. George slew the dragon. At any rate, all LCA members owe George a debt that can never be repaid. He stood between the class surviving or perishing in a perilous hour.

When the smoke of battle had cleared away, our tolerances were known to all and enforced without exception. The Class had weathered a rough storm. End result was that **within tolerances,** hulls were

(1) of maximum length
(2) Had high chines midships as viewed from bow or stern
(3) Had narrow chines as viewed from underneath
(4) Had flat chines from midship aft as viewed from the side

Result—a hull slightly faster on a beat or a reach and one which would get up on a plane quicker as compared to one built "down the middle". So endeth the story of the suit that didn't fit.

On other fronts, the International Race Course was lengthened from 7 to 10 miles. The Winter Championships at St. Pete were expanded into the Southern Circuit featuring regattas at Savannah, St. Pete and Miami with a handsome permanent Southern Circuit trophy. The class received a tremendous boost when two time International champ Bill Cox wrote an article on small boat sailing. This appeared in two issues of Sports Illustrated and the boat used throughout was that peerless day-sailer and racing craft—the LIGHTNING.

Bob Bleasby completely rewrote and modernized "How to Build a Lightning", a masterful job. Measurements on the LCA Certificates were converted to the metric system to aid measurers in Europe and South America. Boat and sail royalty fees were increased; likewise dues.

In 1959, the members voted to hold a World's Championship every odd year, starting in 1961. Ham Ford was elected to head the first World's in the U.S.A. Thereafter they would be rotated to Europe, South America, and Hawaii before returning here.

At the same time, the old familiar Internationals were renamed. They became what in truth they had always been, the North American Championships.

Organization-wise, the LCA changed with changing times. The fast increasing number of boats and fleets brought about problems of sheer numbers. To speed up and streamline procedure, Hank Cawthra instituted an Executive Committee a la General Motors. John McIntosh and committee revised and brought up to date the Constitution. And a 3-man, rotating Nominating Committee was elected; the first members being Hank Cawthra, Wayne Brockett and Karl Smithers.

All of these changes were needed in the light of smooth operation for a fast-growing class.

In 1960 something new in movies was added. The film of the '60 North Americans, entitled "WINNING WINDS" was the brainchild of Tony Schramke of Flint, Michigan—a most talented motion picture photographer. For the first time, we had an all-color sound movie with continuity, a story line, musical background, narration and sound effects. Over 200 hours of work went into the finished product—running time 48 minutes. It proved an excellent publicity and public relations medium for the Class. It was thoroughly enjoyed by our members and non-sailors too, for it was shown to numerous luncheon clubs and other business men's groups.

Well, boys and girls, in a nutshell that is some of the foam and ferment of five years of your Class.

Those of us fortunate enough to be directly involved will never forget them. They were action-packed, happy, exciting, at times exasperating, always interesting, and I suspect the father of a few grey hairs along the way.

1960 - 1963

THE INTERNATIONAL ERA

By Honorary Commodore Martin J. O'Meara, Jr.

Chronicled elsewhere is the story of the Lightning from blueprint to blue water and of its amazing growth and expansion. The period to be covered here is that of September 1960 through September 1963 . . . the INTERNATIONAL ERA.

First let us examine the stature of the Lightning Class circa 1960. The LCA was then some 20 years old but more experienced than its years would indicate. The Association encompassed more than 7,000 registered boats, over 300 Fleets, 19 U.S. Districts plus vigorous District organizations in Argentina, Brazil, Canada, Finland, Greece, Italy, Peru and Switzerland. The Class published a monthly news bulletin, "Flashes", an annual 200-plus page Year Book, annual motion picture films of its major regatta with sound and in color, had an annual budget of over $25,000, and maintained a permanent office with a full time Executive Secretary. The LCA library boasted a comprehensive Constitution and By-Laws, detailed Specifications and blueprints, complete Instructions to Race Committees and Rules Governing Championship Regattas. It is a fact that many other Classes have modeled their basic documents after this fine literature.

Years before, the Association had been forced to discontinue direct qualification from Fleet to International Championship. Now the progression was from Fleet eliminations to District eliminations. In turn, each District was permitted to send one boat for each 25 dues-paid boats in the District. The top qualifiers based upon District results sailed in the Championship flight. The secondary qualifiers raced in a consolation series known as the President's Cup. In spite of the rigid qualifying quotas, we were experiencing fleets of over 50 boats in the Championship flight—too many for ideal racing conditions. A new system was inaugurated at the 1960 International Championship at Tawas Bay, Michigan. District quotas were formulated so that approximately 100 boats would attend this regatta. These 100 were divided into 3 flights and sailed a three-race elimination series. The boats within the three flights were "mixed" after each race

according to a previously determined formula. The top 30 boats based upon the scores of the eliminations became the Championship Division. The remainder of the boats, according to their scores, were divided into two groups—the President's Cup and the Governor's Cup series. All flights then sailed a five-race series with no dropped races allowed. This system proved successful and was adopted by acclaim.

During the '50's, the overseas Fleets and Districts had developed into mature organizations. Each District conducted its own affairs and held an annual Championship. The Districts in Europe and South America had organized and conducted each year the European Championship and the South American Championship. Meanwhile our "International Championships" were mostly North American in complexion. Therefore, the Board of Governors decided to discontinue the Internationals and establish in its place an annual North American Championship and to create a World's Championship. The first North American Championship was held at San Diego, California in August 1961. The First World's Championship was held at the Milford Yacht Club, Milford, Connecticut, U.S.A. in September 1961. The First World's Championship had 34 entrants representing 11 countries: Argentina, Brazil, Canada, Chile, Columbia, Ecuador, Finland, Greece, Peru, Uruguay and the U.S.A. Thomas Allen, U.S.A., placed first with Jorge Salas-Chaves of Argentina second and Erik Schmidt of Brazil third. The II World's Championship took place at Lima, Peru, in December 1963 and is reported in detail elsewhere in this book.

The institution of these two new Championships precipitated the need to rephrase the By-Laws and Rules Governing Championship Regattas. This work was completed and published. Therefore, coupled with recently updated Constitution and Race Instructions, this meant that all of our basic Class documents were current and effective. Another important document that was compiled and published during this period was the "How to Build a Lightning" booklet, a 28-page detailed and illustrated guide for the home builder.

In addition to the annual District, Regional, Continental and the biennial World's Championships, there are many important "open" regattas conducted that require no prior qualification. Major among these are the annual "Frostbite Regatta" sponsored by the United States Marine Corps at Quantico, Virginia, which is in its eleventh year and draws 90 to 100 boats each October and the famous "Southern Circuit". The Southern Circuit consists of regattas conducted at Savannah, Georgia, St. Petersburg, Florida and Miami, Florida, scheduled within a two-week period late each February. Focal point of the Circuit is the 5-race Mid-Winter Championship at St. Petersburg. The 1964 Mid-Winter Championship will be the seventeenth consecutive year that this popular event will be hosted by our good friends at St. Petersburg. Currently the Southern Circuit draws about 60 boats.

The credentials of the LCA were presented to the International Yacht Racing Union for review and study for International recognition late in 1959. The LCA was found to exceed all Class qualifications. However, the Small Boat Technical Committee was reluctant to accept our table of tolerances (hull) feeling that there were a few places where the tolerances were broader than need be. The LCA Measurement Committee entered into most careful analysis and study. After several years of research and exchanges with the Small Boat Technical Committee, a mutually satisfactory table was arrived at in 1963. Thereupon, the International Yacht Racing Union conferred International status on the Lightning Class effective 1963. LCA then became the International Lightning Class Association.

The early '60's saw the emergence of Lightning activity in many new areas of the world. The substantial increase in South America resulted in the formation of District organizations in Bolivia, Chile, Columbia, Ecuador and Uruguay. Largely through the efforts of John Linacre and Ken Ross, District status was awarded to Australia.

In a one-design Class such as the Lightning the Specifications prohibit altering the shape of the hull and rig or its construction, but give reasonable latitude for owners to try new or different fittings and hardware. Significant of this are the now widely accepted cam-action jam cleats, brummel hooks, braided sheets, and "trap door" bailers. We are now witnessing the popularization of the use of drum type boom vangs (boom jacks) replacing the block and tackle type, and exaggerated roach in the foot of jibs. One sees more acceptance of tubes replacing sheaves, and the practice of trimming the spinnaker below the deck by installing a thru-deck sheave aft. Many owners are buying mainsails cut for a bent spar and controlling the draft by adjustment of the mast's curvature. (The Lightning mast must be built so that the after side is a straight line. The mast is so supported that adjustments of the stays, mast step, and mast partner blocks will bend the mast in a fore-aft plane. However, no adjustment of mast curvature is permitted while racing.) The theory advanced here is that by bending the mast, thus altering the draft of the sail, one can match the shape of the sail to the wind-sea conditions more effectively, increasing the range

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through which the sail is most efficient. Of course, more in use are the epoxy paints and resins. We note with satisfaction a wider acceptance of fiberglass hulls which are being built by several very fine firms. More crews are using the weather spinnaker drop in moderate to heavy air. Long Island Sound Juniors have perfected a spectacular "flying" spinnaker set, wherein one crew runs forward with the spinnaker in his arms and throws it skyward as the skipper and other crew madly hoist and trim.

As builders busy themselves laying the keels of boats that number in the 9000's, I think back to the first Lightnings sailed and raced in the early '40's. While it is true that materials and fittings have changed, the Lightning remains unaltered . . . a 19′ sloop, built in the tradition of fine seaworthy displacement yachts, equally at home taking the family daysailing or being raced full out in a 30 knot breeze by an Olympic quality crew. What sailing man could ask for anything more!!!

INTERNATIONAL LIGHTNING CLASS ASSOCIATION STATISTICS
(1 January 1964)

Registered Boats	9000
Chartered Fleets	368
International Recognition	1963
Pan-American Games	1959, 1963
Annual Budget	$35,000 U.S.

REIGNING CHAMPIONS

World	Thomas G. Allen III, U.S.A.
Pan-American	Thomas G. Allen III, U.S.A.
European	Stelios Bonas, Greece
South American	Alberto Migone, Argentina
North American	Carl Eichenlaub, California

Editor's Note: The preceding History deals with the Lightning Class in more or less general terms. It was felt that a more detailed story of the Lightning in various areas other than North America would be of interest and would provide information not generally known. Therefore every effort was made to contact individuals in these areas to obtain first-hand facts. The following pages present the information available to us.

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HAWAII

By Cy Gillette

Donald Chapman brought the first Lightning to Hawaii in the summer of 1946. This boat was brought from the East Coast of the U.S. and another for C. Hutton Smith followed a month or so later. There was very little publicity concerning the arrival of these two boats.

The third boat to arrive in Hawaii was built on the island of Guam by a naval officer, Bob Southgate, who brought it to Hawaii on his discharge from the Navy. There was a fair amount of publicity in the sports section of the local papers. This boat was based at Waikiki, while the other two were based on the windward side of the island at Kaneohe Bay.

The two boats at Kaneohe Bay raced with other classes on a boat for boat basis and it was not until 1948 that there were enough Lightnings to race among themselves. The fleet was chartered in 1948—Hawaii Lightning Fleet No. 143. There were six in the original charter.

Cy Gillette	Philip C. Fisk
C. Hutton Smith	Milton O. Holst
D. M. Chapman	William Say

Subsequently, another fleet was developed at Waikiki under the name of "Waikiki Lightning Fleet" and twice a year there were inter-fleet competitions, with one of the series being a team race. The fleet at Waikiki eventually migrated to Kaneohe Bay where the waters are better suited for Lightning sailing, and the fleet gradually grew to 14 boats.

It is rather hard to forecast whether there will be an increase in the number of Lightnings in the future because this depends so much on the individuals promoting the class.

However, Fleet 143 lists 23 boats on its roster and Hawaii was represented by one boat (Skipper Bill Hole) in the Second World Championship in Peru.

ITALY

By Mario Cavallo

During 1948 Lightning plans and materials for construction were imported by George Granata who established "Grangallo Inc". This company began to build Lightnings in Naples. The first boats were purchased by the sailing clubs in Naples—Circolo Canottieri Posillipo, Circolo Canottiera Italia and Circolo Canottieri Savoia. The Italian Navy bought some boats for its service fleet. The first Lightning races were held in 1948.

Having raced in a Lightning in 1948, I bought my own boat in 1949.

The first Italian fleet was chartered in 1950—the Naples Fleet (191). The second followed in 1951 and was the Sorrento Fleet (223). The Italian District was the first to be formed in Europe.

Late in 1953, the Italian District tried to organize the first European Championship to be held in Naples during the 1954 season. Many problems developed early in 1954, so the District organized a Sailing Week and general international races. However, the event proved to be a success for LCA with two Greek and three Finnish Lightnings entering the races in addition to a number of Italian boats. *(Ed. note: The First European Championship was won by the author's son with his father as crew).*

In the following year Italy again was host to the European Championship with boats from Greece, Italy and Switzerland competing.

Many races are held during the season in Italy. The Italian Sailing Union follows the Class with interest and has planned to send one crew to the World's Championship in Peru. At least two National official races are held in Italian waters each year.

In our area we now have 12 Fleets and about 100 Lightnings, 65 of which are recorded by the Italian District.

The Class is growing in Italy and we foresee for the next season new boats and probably two new Fleets.

GREECE

By Philip A. Joannides

The Lightning was introduced in Greece by Stanley Vrailas of the Piraeus Sailing Club in the late '40's. Seven boats were built at the same time—numbered in the 4000's. The first fleet was No. 251, affiliated with the Piraeus Sailing Club. Fleet 256 was chartered a little later in Salonica.

By 1952 there were more than 30 boats in Greece and the First National Lightning Class Championship was held. This was a historic moment in Greece because it was also the first National Championship in any One-Design Class held by the still young Hellenic Yacht Racing Association. It was won by P. Golemis. I was runner-up and Michailidis of Salonica was third.

In 1957 I organized Fleet 286, affiliated with the Royal Yacht Club of Greece. I got two more fleets going and

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organized the Greek District. Stanley Vrailas became, by rights, the first District Commodore. In this same year the Third European Championship was held on Phaleron Bay—the winner G. Pesce of Italy. Bob Mann, then President of L.C.A., participated. I was named the first Vice-President for Greece.

In 1961 the ill-fated 7th European Championship took place in Corfu. A scandal was involved which prompted my resignation from the Council of Appeals of the R.H.Y.A.

There are now six fleets and over 100 Lightnings in Greece.

Greece is a very poor country and yachting is still in its infancy. The Lightning is the most popular class and it will be a long time before any other class manages to push ahead. Reasons for the popularity of the Lightning are the ease of construction, relatively low cost, usefulness both as a day-sailer and a lively racer and its good qualities for training new crews.

AUSTRALIA

The Lightning's most recent travels have taken it to Australia. Details may be found elsewhere in this Year Book. Here it will suffice to say that the first Australian Fleet (359) was chartered in 1963 and District status was also awarded to Australia in that year.

FINLAND

by Raimo Aromaa

When after World War II some of our sailors started to look around for a new boat class which could arouse interest in yachting, especially in younger people who had not got the "bug" before the war and could not get it during the war, naturally they found the Lightning. The first Lightning came to Finland in 1948 and its growth has been astounding. The Finland District was organized in 1949 and already had 60-80 Lightnings at that time. Today there are ten fleets and over 150 boats.

In 1963 the Finland District participated in several Boat Shows, the most important of which was the international sea-exhibition "Navigare-63" in Helsinki. A Lightning was on display and a four-colored information bulletin, printed in Finnish and Swedish, was distributed.

We are looking to the future confidently. New boats have been ordered in several fleets and we are expecting to get some new fleets. We are also working steadily to get our Class established in Scandinavian countries, especially in our western neighbor, Sweden. We believe that our boat is so good that even the Swedes will notice it soon and we think that our big exhibition "Navigare-63" worked as an eye-opener for many people in Scandinavia.

SERVICES DIRECTORY

SEE PAGE 227

CENTRAL ATLANTIC DISTRICT

1964 RACING SCHEDULE

April 26 and next four Sundays
EARLY BIRD SERIES
Brant Beach Yacht Club
Fleet #173

June 20-21
SPRING TUNE-UP
Bayhead Yacht Club
Fleet #3

June 27-28
SPRING INVITATIONAL REGATTA
Brant Beach Yacht Club
Fleet #173

June 27-28
GOVERNOR'S CUP REGATTA
Riverton Yacht Club
Fleet #228

July 11-12
NEW JERSEY STATE CHAMPIONSHIP
Island Heights Yacht Club

July 18-19
CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP
(North American Championship qualifying regatta)
Fleet #3
Bayhead Yacht Club Bayhead, New Jersey

August 1-2
SOUTH JERSEY LIGHTNING CHAMPIONSHIP
Brigantine Yacht Club
Fleet #217

August 15-16
ANNUAL INVITATIONAL REGATTA
Little Egg Harbor Yacht Club

August 22-23
ANNUAL INVITATIONAL REGATTA
Ocean City Yacht Club

September 12-13
16th ANNUAL REGATTA
Surf City Yacht Club
Fleet #196

September 26-27
RIVERTON LIGHTNING REGATTA
Riverton Yacht Club
Fleet #228

For further information please contact host clubs or fleets — GOOD SAILING!

John G. Walton, Fleet 217, Commodore
Nelson N. Hoffman, Fleet 228, Vice Commodore
William Dunbar, Fleet 3, Secretary

"First Lady" of the Lightning Class

LIGHTNING NO. 1

By Hume and Peggy Laidman

October of 1938 brought Rod Stephens to Skaneateles Lake in central New York to try out a new sloop called a Lightning. With a 25 to 30 mile an hour wind, he gave Lightning #1, built by Skaneateles Boats, Inc., a run for her money. She was sailed every way possible, according to a report in the MANUAL FOR LIGHTNING SKIPPERS—with and without a spinnaker, with and without a jib, with the main reefed, the centerboard in all stages of adjustment, etc., and finally without a tiller. Mr. Stephens' pronouncement, "It is beyond all my expectations. To my mind she is the finest small centerboard boat ever built," paved the way for the development of the Lightning Class. Shortly thereafter, the Lightning Class Association was formed with E. Gordon Cronk, the original owner of Lightning #1, as Secretary-Treasurer.

Mr. Cronk held title to the boat until August 21, 1944, at which time Lewis S. Ayars, my father-in-law, purchased her. He retained ownership from that time until his death in June of 1963. Lew, an avid sportsman who loved to share his enthusiasm in any new venture, used #1 to introduce many people to the joys of sailing. Lightning #1, christened WEERLICHT, (**not** pronounced We're Licked!), remains in the family, but has left her home waters. We are sailing her on Cazenovia Lake, just 30 miles from Skaneateles, out of Willow Bank Yacht Club, Fleet #164, having about 24 boats.

She is an "antique"—but hardly treated as one. She is

in excellent condition and remains the original colors of dark blue for the hull, a white water line and a red bottom, which has been fiberglassed.

The boat has been sailed in races, although not with great regularity. The 1954 season was probably the most successful one for her. But she competes admirably and will continue to do so, we hope. This past summer, she beat the newest boat present (8555) in 2 out of 3 races in the Central New York Districts, sailed on Cazenovia Lake, placing a fairly respectable 21st overall.

Visitors to central New York will probably see the Matriarch of the Lightnings, stately as ever with spanking new sails, out on Cazenovia Lake, and all are invited to stop in for an inspection tour.

HEREBY HANGS A STRANGE TAIL

From Fleet 359 in Blairgowrie
Port Phillip Bay, Victoria, Australia

This story is true, and can be substantiated by movie film taken the next day. It is here re-told as, probably, the strangest fishing story of the year, and certainly one of the funniest. Let this be a caution to all imbibing Lightning skippers, who may have on board a little more than they usually carry.

The members of Fleet 359 were in the habit, after a Saturday race series, of relaxing on the beach at Fleet Secretary Ken Ross' luxurious bathing shed. This takes the form of an outdoor barbeque of either steak or fresh-caught fish, and a can or two of beer. On a soft and lovely moonlit night last summer, we "shot" our net for the evening supper, as was our custom. What with the bounty of the sea and the balm of the evening, it was well into the wee sma' hours before the happy party commenced to break up.

Our Fleet Captain, Barry Scott, was left to the task of sailing his boat, alone, four miles or so back along the coast to his normal mooring. Armed with canned refreshments for the journey, he set merrily off, with a light breeze which had lately sprung up, across the moonlit water. His serenading carried clear across the water, spoiling whatever rest mermaids get, and shocking the more virtuous ears—as he said afterwards, "Couldn't have been too virtuous to be on the beach at that time of night anyway."

His course required standing out to sea to clear a patch of shallow water running out from two headlands known as "the Sisters." Just clearing the shallow, and on the edge of the deep, a half a mile from shore, he saw in the moonlight a head and a pair of ears.

Was it the grog? The Loch Ness monster? Or was it the perfect finish to the night—a mermaid feeling lonely in her watery domain? He sailed on, firmly telling himself that no one would believe him anyway. But like the cat, his curiosity got the better of him and he returned to the scene. With the "thing" alongside the boat (and some of the time under the boat) he was still none the wiser. Deciding this was his chance for fame, he put down the spinnaker pole grasped to repel the invader in case it was foe, not friend (or Tom Allen spying), he made up a lassoo and in the best TV style he roped the beast. Drunk with success (well!) he casually hoisted the 200 lb. carcass into the boat. It revealed itself to be a kangaroo, a rarity in this district, apparently driven into the water by dogs, and caught in the tide. Kangaroos are pretty defenseless, and their favorite method, when being pursued by dogs or man, is to take to the water and drown their tormentors with their powerful back legs.

Having moored the boat, he staggered (under the weight) along the jetty to the shore. Another party on the beach sobered up smartly as he wandered through the light of their campfire. People will ask silly questions, about what it is and where you got it. We suspect he strung the story out, and had the opportunity to further lubricate his dry throat.

The end of the story is happy, except he found that in the struggle, he must have lost his pipe. The kangaroo is now well and happy, having had artificial respiration applied on the floor of the kitchen, when he finally got it home. The next day the kanga was full of hop, and seemed to have had a remarkable recovery, so it was released in a nearby National Park. The only reminder of an eventful fishing trip is a dark sea-water stain in the kitchen floor covering.

So when people go fishing and you ask them what they caught, don't be surprised if you get a silly answer. It may not be so silly after all.

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WHERE PERFECTION COUNTS
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THE 2nd INTERNATIONAL LIGHTNING CLASS WORLD CHAMPIONSHIP

By Tom Fallon

When it was decided to hold the International Lightning Class World Championship Regatta in the Pacific Ocean off Lima, Peru, ILCA President, Marty O'Meara, appointed the diligent Ken Ireland of Milford, Connecticut as General Chairman for the North American representation. Ken immediately established a close liaison with Senor Jose Barreda-Moller of Lima, Peru, President of the Lightning Class in South America. Senor Barreda was able to make arrangements to have the Peruvian Merchant Marine transport the North American Lightnings from New York to Lima and back absolutely free of charge — except for minor handling charges.

The next problem was to transport the North American skippers and crews to Lima and back. Charter flights were immediately researched. Finally an excellent proposition was obtained from the BOAC for a 707 Rolls Royce jet which would carry 137 passengers down and back. The actual sailing contingent would be eighty to ninety, so to fill out the plane the Lightning Class appealed to its membership and easily obtained the necessary 137 sailors and spectators.

The flight was scheduled to leave Idlewild Airport in New York at 6:00 P.M. on Thanksgiving Day, November 28th, and arrive in Lima at 3:00 A.M. It was scheduled to depart Lima at 9:00 A.M. on Friday, December 13th, and arrive at Idlewild around 5:30 P.M. on the same day.

On October 7th, it was announced that the Lightnings would be loaded on the Peruvian ship MARANON at the 39th Street Terminal in Brooklyn and depart on November 6th. One of the problems was that the docks in Brooklyn were completely shut down on weekends, but Ken Ireland, Marty O'Meara, and Bud Olsen of Stratford, Connecticut volunteered to guard the Lightnings on the evening of Sunday, October 27th. This permitted Lightning sailors to participate in the Baltimore Yacht Club Regatta on that weekend and then drive to New York, arriving in the early evening.

The next day Ireland and O'Meara pulled the Lightnings into a magnificent new warehouse and subsequently crated all the masts into gigantic crates.

By November 5th, 19 Lightnings were ready to go with spars all firmly crated. But, where was the MARANON?

Those with a memory for the weather will recall the great drought in the Eastern United States in October followed by steady rains early in November. The MARANON was actually in Brooklyn with a cargo of sugar, but could not unload it because it was raining hard every day. It was estimated that the voyage to Lima would take twenty-one days. The first practice race in Lima was scheduled for Sunday, December 1st, with the first official race on Monday afternoon, December 2nd. Now everyone started to worry. Contracts for the jet flight had been signed and besides, the South American and

El Grupo de Norte America.

Club de Regatas Lima.

European representatives had already shipped their boats and made their own transportation arrangements.

Finally the MARANON left Brooklyn on Thursday, November 14th, and if it still took twenty-one days, it would arrive with the 19 Lightnings on Thursday, Dec. 5th. Everyone really had the jitters.

As a matter of interest, when the jet flight flew over the Panama Canal about 1:00 A.M. on November 29th, scuttlebutt was rampant that the MARANON was stuck in the locks of the Canal. This was really great.

However, our influential friend and close associate, Senor Jose Barreda, was able to pull many strings, and the MARANON actually appeared off Callao Harbor, Lima, Peru at 8:30 A.M. on Friday, November 29th. Senor Jose obtained absolute priority for the ship to dock and by noon on Friday, November 29th, Lightnings began to arrive on their trailers at the Club de Regattas Lima at Chorrillos — a suburb of Lima.

The performance of the BOAC was superb. It took off right on schedule from Idlewild at 6:00 P.M. with 136 passengers. Earl Ross, of Chicago and Fort Lauderdale, was supposed to get on at Kingston, Jamaica, but his connection out of Miami was late, so he flew down separately.

The flight to Lima turned out to be the longest cocktail party in the history of the Lightning Class. Immediately after take-off, cocktails were served, then an extremely deluxe Thanksgiving dinner with champagne, cordials, and all the trimmings. The real celebration, however, started after dinner. The bar ran dry before the flight reached Kingston, but the BOAC replenished its stock and by the time the North Americans landed at Lima, they were a very relaxed group.

When the plane crossed the Equator, the General Chairman of the Equator celebration, Karl Smither, acted as King Neptune, and the party reached a crescendo of excitement.

Married competitors all stayed at the Hotel Residencial Chorrillos, a brand new motel-type facility about one mile from the Club. Bachelor competitors stayed right at the Club and the spectators stayed in downtown hotels in Lima or at the extremely deluxe Lima Country Club. Buses immediately whisked the relaxed travelers to their accommodations and most hit the sack about 5:00 A.M. on Friday, November 29th.

It is believed that most of the concentrated excitement took place at the Residencial Chorrillos where Lightning sailors and their wives had taken over the complete accommodations. One of the interesting developments was that the staff of the hotel learned English faster than the sailors learned Spanish.

The hotel had a Volkswagen bus, driven by a most congenial Peruvian called Goya. The bus had seats for ten people. Most of the time there were 15 to 20 aboard. Sailors were always piled in the luggage compartment, on the roof, and all over the vehicle.

By 2:00 P.M. on November 29th, most of the sailors were at the Club which was most deluxe indeed. In Lima there are two Lightning Fleets—one at Ancon, about 30 miles north, and another at Callao, about 12 miles north. It was decided, however, to hold the Regatta at the magnificent new Club de Regattas Lima, which is a combination athletic club, rowing club, swimming club, social club, etc. with over 3,000 members. Facilities were superb for all events ashore and boat handling ashore.

But the breakwall protecting the beautiful sand beach from the large ground swell had not yet been completed. A long steel dock had been built out into the Ocean somewhat similar to the Steel Piers at Atlantic City, but naturally on a much smaller scale. The hoist was on the end of the dock and the Lightnings swung free from moorings right in the Ocean.

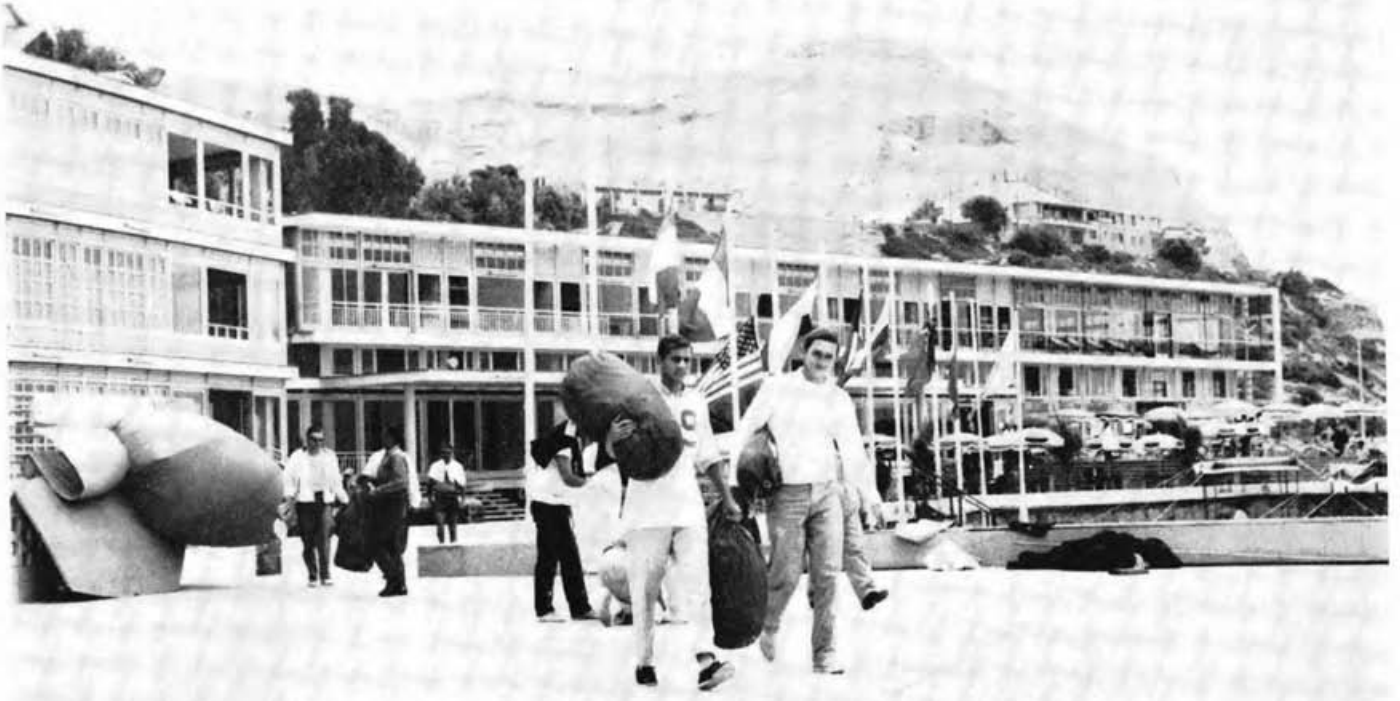
For the first three days of the Regatta, the ground swell was tremendous. Great mountains of water would sweep by, and to get into the large fishing dories (dinghies) manned by three Indians was an adventure all in itself.

It might interest Lightning sailors to know exactly how this was handled. The tide appeared to have a rise and fall of about six feet. At low tide, the dock was about ten feet out of water and at high tide about four feet. A ladder (stairway) was constructed on the side of the dock with two large booms extending thwartships from the dock. The dories came into the dock and large ropes were thrown down from the booms to men in the bow and stern. As the rollers moved the boats, the line tenders payed out their lines attempting to minimize the problem. Miraculously no one appeared to be injured getting into these dories.

For several of the early races, the Lightning sailors came into the moorings after dark—each with sail bags, spinnakers, etc. Usually a group of 15 Spanish-speaking helpers would be up on the dock and everyone would be throwing their sails up and scrambling as best they could out of the dories. The scenes were hilarious indeed.

By Saturday evening, November 30th, all the Lightnings were ready for launching, sails had been measured and boats checked. Only one Lightning suffered any damage

Mooring area.



John English and Steve Bachman — Off To The Races!

Mr. Lightning and South American Friends—l. to r.—Boris Belada, Mario Cubria, Jose Barreda Moller, Karl Smither, Alberto Migone, Manuel Ayulo.

Commodore Martin O'Meara, Race Committee Chairman, and President Jay Limbaugh talking things over at the II World Championship.

Dory Alongside — All Aboard!

on the trip. Chuck Maltbie's Hot Canary, #8330, had cracked top sides and one cracked rib forward. Chuck taped it up with plastic tape and will have the damage repaired in the USA.

Six races were to be sailed in the open ocean with the best five to count. About Sunday noon, the first practice race took place, which was won easily by Bob Bleasby of the Royal Canadian Yacht Club in Toronto. Neither Tom Allen nor Bob Seidelmann were in this race.

A second practice race was sailed on Sunday afternoon, which Tom Allen won easily. A third practice race was sailed Monday morning and again Tom Allen won easily.

The air for these three races had been quite light—5 to 8—with a tremendous ground swell. Great mountains of water slowly approached the contestants and they appeared to be slowly wending their way up a great hill. Going downhill, the jib and spinnaker always collapsed. At first, this was quite disconcerting to most, but gradually the skippers learned to ignore the collapsed jibs and spinnakers. Because the boats slowed up going up the wave, at first it seemed that the skippers were getting a good lift. The obvious cause was that as the boat went up the hill, it slowed up and the apparent wind was brought aft. The opposite occurred going down the wave. At first some skippers overcorrected for this condition, especially the author.

Even before the official races started, most skippers had figured out the wind pattern. Usually the wind came up around 10:00 A.M. more or less out of the Southwest. As the land heated up, the wind increased and swung counterclockwise to the South. In all, about 20 weather legs were sailed and on 18 of these gains were always made by working to the left side of the course on the weather legs. This brought the boats into fresher wind and a port tack lift. The wind was always best in the late afternoon and early evening.

Because most everyone figured this out, there were always big jams at the leeward end of the starting line. Usually the Race Committee, headed by Past ILCA President, Marty O'Meara, with a good assist from Fritz Bannier of Holland, and many other South American Officials, would set up a square line. But, the counterclockwise shift of wind always favored the leeward end.

First Race—

The first race was sailed in a very good breeze—approximately 15. The starting line was almost square before the start. But, about three minutes prior to the start, the wind freshened considerably and swung counterclockwise. Tom found a hole near the favored end and tore through on the port tack. The race was over at this point as far as he was concerned. He was on top of the Fleet and moving well. Bob Seidelmann got an excellent start at the leeward pin and continued on the starboard tack until he could lay the mark. But, the wind continued to shift counterclockwise, so most of the left hand side of the Fleet, including Seidelmann, overstood. Allen overstood only slightly and rounded the first mark just a few boat lengths ahead of Seidelmann. However, he opened up throughout the race to win easily. Seidelmann was second, Alberto Migone from Buenos Aires—third, Stu Anderson from Buffalo—fourth, and Jorge Salas-Chavez

Angle of Dangle Checked Here Too!

There was a ground swell . . .

from Buenos Aires—fifth.

In this race Raphael Obregon from Colombia showed some speed. Raphael had trouble with his rudder at the start and finally crossed the starting line when the first boat was almost rounding the first mark. He actually passed one boat.

Second Race—

This was a morning race with much lighter air. Again the leeward end was favored with the usual jam near the pin. Allen swished out beautifully at the start, but the wind had not yet settled down. Steve Bachman from Connecticut, with only an average start from the middle of the line, quickly went to the port tack and sailed into more wind and a good lift. This was one of the two times that this maneuver paid off. Bachman built up a tremendous early lead with Allen second and most of the other hot contenders far back. It was a long, slow race and the course was shortened to four legs. The second weather leg saw the same old pattern with the left hand side of the course better than the right hand side. Allen passed Bachman near the finish line to win his fourth straight race. Bachman held his second, Obregon was third, Jost Kursell, from Lima, fourth, and Seidelmann—fifth.

Hills and Valleys.

Third Race—

The afternoon race was sailed in very light air, hardly more than 5 at the start. The mountains of water were particularly pronounced for this race. As usual, the bulk of the Fleet headed to the left, with Bud Olsen from Connecticut and Stu Anderson from Buffalo ahead. Allen had his only poor start of the series. Anderson and Olsen were well ahead, but Anderson fell into a hole and Olsen sailed away to win the race easily. George Fisher from Columbus came up towards the end of the race to finish second with Anderson—third. Carl Eichenlaub was fourth. Allen worked his way up to fifth with Seidelmann—ninth.

At this stage of the Regatta, Allen had a low score of 7. Seidelmann had a low score of 16. Eichenlaub had dropped out of the second race, and Jorge Salas-Chavez dropped out of the third race. This fifth place, although Allen's poorest finish in the Regatta, nevertheless permitted him to gain still more on the Fleet.

Fourth Race—

It had now been decided to have a single race each day starting about 2:30 P.M. The wind was about 8 with the starting line still favoring the leeward end. Tom Fallon broke free from the leeward end and assumed an early lead followed by Seidelmann. Part way up the first weather leg, Seidelmann was notified that he had been over the line. By the time he got back, the Fleet

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was a half mile ahead. So, Seidelmann decided to go home and rest up for the remaining two races. As usual, the left hand side of the course was better, and at the first mark Fallon was ahead followed by Anderson, Olsen, and Smither. Allen was in the first eight and Eichenlaub about 15th. At the start, Eichenlaub's mainsheet wrapped around the tiller and he pulled the rudder right out. When he put it back in, he put it in over the mainsheet bridle so he had to take it out again.

Olsen passed Anderson at the end of the first round and passed Fallon mid-way through the second weather leg. Olsen sailed on to win easily and now a new threat loomed on the horizon. Eichenlaub was working through the Fleet as was Allen.

Starting the last weather leg, Olsen was well ahead and covered the Fleet easily. Fallon, from this lofty position in the Fleet, went to "pot". He pinched the entire weather leg forcing Allen and Eichenlaub to make extra tacks. Anyway, Allen came steaming up to the finish line to finish second, and Eichenlaub beat old Fallon by a foot. Steve Bachman was fifth. Although Allen seemed quite secure with a low score of 9 points for four races, Olsen now had two firsts, a seventh, and a thirteenth. There were still two races to go. Suppose Olsen continued this sensational performance?

Fifth Race—

The wind was again good—about 15. Shortly after the start of the fifth race, it was obvious that the Regatta was over—as far as first place was concerned. Allen assumed an early lead and simply took off away from the Fleet. At the first mark, Allen was first, Smither—second, George Fisher—third, and Fallon—fourth. Seidelmann was sailing very fast, but was about eighth at the first mark. Fallon passed Fisher on the first leeward leg, so starting the second weather leg, it was Allen—Smither—Fallon—Fisher and Obregon. Seidelmann was closing fast.

Maurizio and Sandro DiSegni, Marcello Jarach (Italy) and Jay Limbaugh (U.S.A.) at Club de Regatas Lima.

Marty O'Meara and Don Pepe Alvarez Calderon.

Sailors from Chile and Colombia—l. to r.—Jaime Apablaza, Gaston Salvatore, Isidoro Melero, Luis Escorihuela, Mauricio Jacob, Manuel Isaza, Jorge Uscategui, Francisco Camargo, Rafael Obregon, Jorge Londono.

Sailors from Argentina—l. to r.—Boris Belada, Jorge Salas Chaves, Carlos Collet, Martin Prats, Sandra Bekker, Rodolfo Udaeta.

At the end of the second weather leg, it was Allen—Smither—Seidelmann and Obregon. Seidelmann was going faster as the race progressed. Maybe the afternoon's rest of the day before gave him added endurance. Anyway, Allen won the race easily to establish a record which very possibly will prove unique in one-design sailboat racing. The Lightning Class has had only two World Championship Regattas — each series permitting a throw-out. Each time, however, Allen won the series in five races making a sixth race for him unnecessary. The fight was now for second place and beyond.

Half way up the last weather leg, Smither and Seidelmann got into a tacking duel. Coming up to the finish line, Smither was forced to cross on the starboard tack whereas the port tack was favored. So, Seidelmann nipped Smither at the finish line by one foot. Obregon was fourth, Salas-Chavez—fifth, Eichenlaub—sixth, Olsen—seventh, and Fallon—eighth. The low scores for four races for the leaders was:—

Allen	10 (for 5 races)
Seidelmann	18
Eichenlaub	19
Anderson	22
Olsen	22
Fallon	28
Fisher	29
Smither	32
Bachman	33
Obregon	33
Salas-Chavez	34

Sixth Race—

The wind was good again, about 10-12. The first weather leg of this race was the second exception where the middle of the line was better. Allen and Fisher got the best starts from the leeward end, but Swanson broke free fast from the middle, picked up a few choice slants and rounded the first mark well ahead, followed by Obregon, Seidelmann, Davis, and Bachman. At the end of the second weather leg it was Swanson, Obregon, Seidelmann, Bachman, Allen, and Davis.

Starting the third weather leg, Swanson was still ahead, followed by Obregon, Seidelmann, and Allen. Swanson and Obregon continued around the mark on the port tack for some distance whereas Seidelmann and Allen tacked to the starboard tack quickly. As has been established, this was the best tack.

Converging on the finish line, those boats to the left hand side got better slants and more wind. Obregon and Swanson had a tacking duel on the right side, while Seidelmann and Allen had a tacking duel on the left side.

Within 300 yards of the finish line, it was obvious that Seidelmann and Allen were ahead. Seidelmann retained his lead over Allen to win the race and finish a convincing

Charlie Obersheimer, Ben Derrickson, Bob Tunnell, Frank Lange—Resting ? ? ?

second in the series. Obregon was third in this race and Swanson—fourth. Eichenlaub who had been far back, chewed through the Fleet to seventh in this race and third in the series. Anderson finished fifth in the race after Steve Bachman was disqualified—to finish fourth in the overall. Olsen was having trouble in the Fleet, but his five previous finishes earned him fifth place in the series. Others in the top ten in order were Obregon, Fisher, Fallon, Salas-Chavez, and Smither.

It was an excellent Regatta. Tom Allen sailed magnificently and completely dominated the series. At times, Olsen, Seidelmann, and Eichenlaub seemed to be moving just as fast, but Allen not only got the best starts but sailed in the right places all the time.

The courses were generally good. The starting lines could have been better by favoring the weather end, but this was never done. There were only a few protests. Most everyone dropped out when a foul occurred.

The American boats were obviously faster. Obregon was sailing a new American boat which was brought down on the MARANON. Hawaii and the two Italian skippers sailed borrowed Lightnings from Peru—and unfortunately these three boats were not competitive.

Both Allen and Seidelmann sold their boats to Ecuador. The 16 remaining Lightnings were loaded on the MARANON on December 13th. The MARANON stopped at Savannah on January 2nd, and unloaded four Lightnings there plus 1,800 tons of fish meal. John McIntosh—and other sailors from Fleet 127—supervised the unloading and readied the four boats for the Southern Circuit to begin February 15th. The lucky ones whose boats were handled by our Southern friends were Stu Anderson, Tom Fallon, John Mueller, and Herm Nickels.

Subsequently, the MARANON arrived in Brooklyn just in time to permit the remaining twelve owners to pick up their boats and attend the New York Boat Show—in the same week.

All in all, the trip was a fantastic success. Words cannot possibly express the appreciation of all who participated in this wonderful program.

The job done by Jose Barreda-Moller and Ken Ireland was positively outstanding.

The Lightning Class is really moving forward. What an organization! World-wide contacts!

CONGRATULATIONS TOM!

World Champion Tom Allen with his winning crew, Anne Allen and Bruce Goldsmith.

II WORLD CHAMPIONSHIP STANDINGS

Boat No.	Skipper and Crew	Country	1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	Total Best 5 races	Pos.
US 7811	Tom Allen Anne Allen & Bruce Goldsmith	U. S. A.	1	1	5	2	1	2	173	1
US 8513	Bob Seidelmann John Walton & Bob Bray	U. S. A.	2	5	9	DNF	2	1	161	2
US 8390	Carl Eichenlaub Michael O'Bryan & Stan Brander	U. S. A.	6	DNF	4	3	6	7	154	3
US 8503	Stu Anderson Randy Dilliot & Bob Derrick	U. S. A.	4	15	3	6	9	5	153	4
US 8511	Bud Olsen Dave Olsen & Dave Peterson	U. S. A.	7	13	1	1	7	14	151	5
C 7453	Rafael Obregon Jorge Londono & Jorge Uzcategui	Columbia	32	3	15	11	4	3	144	6
US 8345	George Fisher Helen & Jay Limbaugh	U. S. A.	16	8	2	9	10	8	143	7
US 7822	Tom Fallon Julia & Bill Wingard	U. S. A.	10	6	10	4	8	19	142	8
A 8426	Jorge Salas-Chavez Manuel Delgado & Martin Prats	Argentina	5	11	DNF	13	5	6	140	9
US 7000	Karl Smither Dr. Bob Smither & Curt Montgomery	U. S. A.	11	22	11	7	3	12	136	10
KC 7650	Bob Bleasby Belinda Bleasby & Ted Plummer	Canada	8	16	8	14	11	15	124	11
US 8330	Dr. Chuck Maltbie Frank Lange & Charles Grinell	U. S. A.	14	10	12	17	12	13	119	12
US 8710	Steve Bachman John English & Tom Hafer	U. S. A.	13	2	29	5	13	DSQ	118	13
US 8744	Dr. Leo Wasserberger Ed Grant & Dick Crandall	U. S. A.	DSQ	7	20	12	23	9	109	14
KC 8633	Don Allen Margaret Allen & Larry MacDonald	Canada	9	21	DNF	8	16	17	109	15
PU 6974	Jost Kursell Gonzalo Garcia & Enrique Conterno	Peru	18	4	13	27	21	16	108	16
A 4351	Pedro Oscar Sisti Rodolfo Udaeta & Williams Camet	Argentina	17	9	6	19	27	21	108	17
US 8585	Bob Tunell Harold Derrickson & Charlie Obersheimer	U. S. A.	15	14	21	10	14	DNF	106	18
A 8239	Alberto Migone Boris Belada & Mario Cubria	Argentina	3	17	23	26	DSQ	10	101	19
US 8755	Herm Nickels Madalyn Nickels & Dick Summers	U. S. A.	12	24	17	16	15	20	100	20
PU 5843	Luis Silva Escomel Guillermo Schincle & Roger Vansprangh	Peru	28	25	7	18	18	18	94	21
US 8100	Tom Davis Bob Mann & Glenn Blume	U. S. A.	25	19	14	25	19	11	92	22
US 6345	Jack Swanson Jerry Blake & Bob Haefner	U. S. A.	DNF	12	26	15	33	4	90	23
C 7452	Maurice Jacob Manuel Isaza & Francisco Camargo	Columbia	20	23	18	23	24	22	73	24
EC 5971	Enrique Plaza Luis Plaza & Lorenzo Tous	Ecuador	27	18	16	20	28	29	71	25
US 7865	John Mueller Bill Rudge & Dr. Walter Sellars	U. S. A.	19	DNF	19	22	26	24	70	26
PU 5783	Jose Barreda-Moller Carlos Artega & Manuel Ayulo	Peru	26	20	22	DNF	17	30	65	27
A 8418	Carlos Collet Carlos Oscar de Grandes & Sandra Bekker	Argentina	21	28	DNF	21	20	26	64	28
X 8772	Isidoro Melero Alberto Pulido & Gaston Salvatore	Chile	31	DNF	28	24	22	23	52	29
X 8841	Pablo Gallyas Miguel Condeck & Edid de Gallyas	Chile	22	27	24	DNF	30	27	50	30
EC 5872	Francisco Sola Medina Frank Dubke & Horacio Feraud	Ecuador	24	29	30	28	25	25	49	31
X 8127	Radivoj Pesut Manuel Lagunas & Jaime Apablaza	Chile	23	26	27	30	29	28	47	32
I 7238	Maurizio Di Segni Sandro Di Segni & Marcello Jarach	Italy	29	31	25	DNF	31	DNF	28	33
I 6689	Dr. Mario Mainini Antonio Marziale & Titta Capri-Cruciani	Italy	33	30	31	29	DNF	32	25	34
US 3261	Bill Hole Dick Holmes & Don Devine	U. S. A.	30	32	32	31	32	31	24	35

PHOTO BY PETER BARLOW

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- 1st Eastern Connecticut Y.R.A. Regatta (Egan)
- 1st Jr. Race Week L.I. Sound — Odd (Conklin)
- 1st Black Rock Regatta (Peterson)
- 1st Milford Spring and Fall Series (Peterson)
- 2nd Connecticut Districts (Peterson)
- 3rd North American Championships (Peterson)
- 2nd Jr. Race Week L.I. Sound — Even (Worcester)

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- 1st Conn. Governors Cup (with M. & N. Main) (Brown)
- 1st So. Jersey Championships (Boston Sails, Roller Spinn.) (Schneider)
- 1st North American Governors Cup (Hard Spinn.) (Chanoux)
- 1st Spraybeaches Y.C. Reg. (Boston Sails, Roller Spinn.)(Schneider)
- 1st Little Egg Hbr. Y.C. Reg. (Boston Sails, Roller Spinn.) (Schneider)
- 2 Daily Firsts in Worlds in Peru (1 by 7 Minutes) with Sobstad Sails & Sobstad Spinnaker, above (Olsen)

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AMATEUR RADIO COMBINES WITH LIGHTNING SAILING

Phil Smith — Radio Station W8HUD

The writer has often wondered if his indoor hobby would ever combine with his outdoor hobby to provide a link of common interest in both.

The opportunity came this winter during the first week in December 1963 when the World Championship for Lightnings was held in Lima, Peru, South America.

It was conceived early in October that, with 150 of our ardent Lightning sailors and friends taking off for South America on Thanksgiving Day for a two weeks stay in Peru, there might be some desire to keep in touch with home. The response to this suggestion from our executive officers and trip organizers was immediate. They thought the idea of daily contact by zero cost amateur radio was the greatest thing since post-toasties.

The writer along with many other radio amateurs has been broadcasting conversations throughout the world via short waves for many years and is aware of the ability for reliable communications over thousands of miles of land and sea.

Plans were immediately set up to establish daily schedules between Peru and the United States. In order to do this the writer chose the 20 meter short wave amateur band of frequencies and spent some three weeks prior to the World Championship studying the times of day best suited to South American radio contacts. During this period several radio operators were heard and contacted in Lima and schedules were set up with those who offered freely of their time, ability and equipment. Simultaneously the word got around in the Eastern U.S., particularly the New York, Ohio, Connecticut and Michigan Lightning Districts, that we were attempting to set up a communications network to be used for emergency calls, important communications, and daily news dissemination. Several radio amateurs were enlisted to help in various areas such as Columbus, Buffalo, Dr. Farmer W2NW, Toronto, Chicago, and other locations.

Lima fortunately is on Eastern Standard Time and it is found that 7 A.M. to 9 A.M. proved the best period for reliable contact. Thus operators at both ends could engage in this activity before getting off to their daily tasks.

The writer does not have a list of the persons who during the week of the races had conversations via radio with the fans and friends back home but it is known that Leo Wasserberger, Marty O'Meara, George Fisher, and one of the Canadian gang provided daily progress reports during the regatta. Leo Wasserberger, known for his speaking ability and excellent wit, provided us with several one hour transmissions, part of which were tape recorded, telling us of the problems and general conditions of that day's racing. Marty, likewise known, rounded out the Lima reporting. Both Leo and Marty provided daily race tallies at one time or another.

There were many amusing and also serious tidbits transmitted during that week via the airwaves and in general the writer feels that although there were some loose threads in the arrangements we have done something which can be expanded during future Lightning regattas in far off places.

The numerals 88's in international radio amateur language means "Best regards with love and kisses" and is freely and loosely used by the iron curtain country operators and the free world operators alike and thus conveys the same fellowship that one finds in either sailing or amateur radio.

Phil Smith
Lightning #8800

Miscellaneous Gringos.

The Social Aspect, or — Every Day Is Ladies' Day in Lima

By Barbara Haefner

Now that Mr. Fallon has literally and literately guided our group to Lima, we'll dust off our superlatives and attempt to fill in the particulars about our race week social schedule. Let's call it the "Ladies' Angle" of this marvelous trip.

At the risk of a slight overlap, we'll pick up at the point where our motley crew descends on Lima airport. In spite of the fact that it is 3:00 a.m., we are welcomed by Jose Barreda Moller and his committee. They have seen to it that there is no undue delay in getting through customs. In reclaiming our belongings we have the opportunity to see just how big a mountain of luggage 136 passengers can produce. I mention this because we are next faced with the problem of getting about one-third of it and us on the bus that has been provided to take us to our hotel. Somehow we and the luggage all manage, but the result is a wild wall-to-wall and floor-to-ceiling tangle of humanity and baggage. During our ride through town, we get our first glimpse of Peruvian traffic conditions. In Lima we evidently start with the assumption that drivers are capable of solving their own problems. We drove through the darkness without lights. The practice is to blink the lights on momentarily when you "sense" an oncoming car. This lets him know **you're** there. Since the few stoplights around town serve only as caution signs, to be really firm about slowing down traffic, you build something resembling a rounded-off curb **across** the road. A driver doesn't ignore this suggestion without considerable damage to vehicle and/or passenger.

Main Entrance — Sailors' Hotel.

Our route takes us through commercial and downtown Lima to the broad avenues of the suburbs. At 4:30 A.M. we arrive at the Hotel Residencial De Chorrillos — a mighty wilted looking bunch. And so to bed.

FRIDAY, NOVEMBER 29th

Even the lovely sunshine and warm air can't lure me out at 10:00 A.M. — juice and coffee in the room and back to bed. Robert is off to the Club, but returns to fetch me about noon — a much more civilized hour.

In daylight, a look at our hotel shows it to be comparable to our own suburban hotel-motels. But here, because it never rains, the balconies are instead outside corridors. The rooms overlook a pleasant yard. At one end of the garden is the dining room, or comedor. We take ourselves hence to find a situation one step from pandemonium.

The young waiters are smiling and pleasant, but they speak **no** English. Mad charades are going on as sailors become cackling hens, laying eggs and then frying them. The more determined are sure volume and enunciation will clear the language barrier. It does not. Stanislavsky would have been proud of us.

Robert has found Ricardo the entrepreneur, a local cab driver, who speaks English, knows everything about everything, and is for hire by the trip, hour, or day. We and the Blakes strike a bargain for an excursion into town.

The suburbs we had seen in the darkness are everything we had expected them to be. Lush gardens behind stucco walls front Spanish-Colonial homes that alternate with modern apartment houses. Between gasps, we all agree that the Peruvian drivers are nothing short of sensational. One might call it "agility at the wheel." What seemed to be a wild ride last night is mild compared to daytime traffic. Most of it is composed of vintage cabs, but running along with them (or against them) are the tramvias (streetcars) and buses.

Once in town, we make tracks for the money-changer. This proves to be great fun. Although most prices in Lima are equivalent to those at home, the currency standard is such that one deals in much larger amounts. To explain: the Peruvian monetary unit is the sol. It is worth slightly less than 4 cents. Therefore one gets 26 soles in exchange for an American dollar. **But:** a bottle of beer, for example, costs 6 Peruvian dollars or 24 cents, and we're right back where we started. The experience of carrying around this fabulous bankroll is worth the trip in itself!

After a stroll down the Jiron Union, the main shopping street, we drive to the Club for lunch. We wash down our filet mignon with a cerveza grande—a quart bottle of beer. Afterwards Dottie and I hop into the hotel's microbus and have a chance to practice our Spanish on Goya, the driver, who obligingly gives us a tour en route to our siesta.

Since the organized dinner tour did not begin until the following night, the group was on their own for dinner this first night. With the Blakes and Swansons we go downtown to the Club 91, an elegant Peruvian-Italian restaurant. Its tenth floor location provides a panorama of the lights of the city. We sip our pisco sours by candlelight as we enjoy the music of a strolling violinist. Our dinner is cooked at the table in a chafing dish. We feel very sophisticated until our slight problem in ordering wine — the waiter suggests wine from Chile — we think he's asking if we want it "chilly" — oh well, he looks pretty confused, too.

SATURDAY, NOVEMBER 30th

After a shopping session in the morning with Marie Fallon, Dottie Blake and I have our hair done — in Spanish. With Ricardo's assistance, we report at the

Elizabeth Arden Salon more than slightly nervous. We have a mutual problem — can't see a thing without our glasses. And here we can't understand the instructions either! Fortunately, the ladies of Lima are very chic and Miss Arden's representatives did well with no assistance from us.

We get back to the hotel positively smug about the fact that we had done it on our own with no trouble at all, and at a good price at that! From here on in, we're brave enough to venture into conversations and find people to be very friendly and helpful.

Tonight is the big Inaugural Banquet at the Club. After cocktails there is a most impressive flag-raising ceremony on the terrace with music provided by the Peruvian Naval Band. Dinner, opening speeches and a dance round out a very full evening.

SUNDAY, DECEMBER 1st

The men are to be occupied with practice racing today, so the ladies are on their own. Marie Fallon, Dottie Blake, Marty Fisher, Papa Fisher, and I again strike a bargain with Ricardo and plan a full agenda. First, a drive south to the pre-Inca ruins of Pachacamac. After climbing up the temple ruins and tramping through the burial grounds we stop at the museum-gift shop for a brief visit with a young lad and his small herd of llamas and alpacas. Our next stop is to be the Mercado Mayor, the largest outdoor market in Lima — 10 blocks long and 5 blocks wide. Each block of stalls has its own specialty — everything from food to appliances. We've been sent to buy hats for our sailors; even the toughest hides have already been broiled by the tropic sun. After mucho bargaining, we come up with unblocked panamas for 60 soles each (about $2.00). These became an absolute passion with Tom Fallon — he bought two more at various points of the trip! (???)

Our shopping leaves us hungry and thirsty, so Ricardo takes us to an authentic Peruvian restaurant in colonial Lima. Rosita Rio's food is served family style on big platters. After five or six appetizers come the hot dishes, then the soup, the main course of chicken and rice, and, finally, dessert. Everything is very good and **very** spicy.

Round four of our day's tour takes us to a colonial mansion and then to the President's palace. Both were truly fascinating and beautiful.

We're running out of steam about now, so we head for home. Back at the hotel, we assemble in the comedor for tea. Those who had eaten lightly at lunch are ready for a snack, so our waiter suggests a "cloob" sandwich. Somewhat later he presents his work of art; **six** stacked slices of bread with layers of ham, cheese, chicken, and a fried egg — a feast for all.

Tonight's dinner is at Las Trece Monedas, a sumptuous restaurant housed in a beautifully furnished 18th century mansion. Dinner is delayed a bit (about 10:30) because the Chorrillos contingent has been lost. It seems someone neglected to make sure the driver of our bus knew how to find the restaurant. To add to the confusion, the Trece Monedas was so exclusive that the man-on-the-street had no idea where it was. Many turns later, we find the other bus and our destination. A tour of downtown Lima had been scheduled to **follow** dinner, so we had merely reversed the order.

MONDAY, DECEMBER 2nd

The sailors are having a final practice race this morning. The first championship race is to begin at 3:30 this

afternoon. More shopping time! One sizable group sets off with friend Ricardo. Dottie, Marty, Marie and I try our wings on a solo trip. After a frantic session at the local post office buying air mail stamps, we adjourn to a wonderful shop called Casa Mas, where we find the other group buying out the store. This was a great spot for silver pins, bracelets and gifts in general. A few more stops and it's time to head back to the Club for lunch with the boys. It is now 12:30 and people are lined up to get cabs to take them home for siesta — we find one, but we try haggling about price. For bargain rates, he suggests we try the streetcar. The next one recommends the bus. We pay their price.

Back at the Club, lunch is delicious. Our gracious hosts are providing lunch daily for competitors and their wives. Those of us who figure hot dogs and hamburgers are regatta fare are downright dazzled by the filets.

Over our cerveza we hear of Dick Summers' Peruvian adventures. As one of the bachelor competitors, he is staying at one of the downtown hotels. His solution to the Spanish problem is simply to nod, smile, and say "si, si." That morning using this system while turning in his key at the desk seemed to work very well—but it's a good thing he had to wait for the others to join him in the lobby. As he waited, his bags, all packed, were set in front of him. That friendly "si, si" had checked him out!

Now we debate whether or not to tackle the conditions Tom described in order to go out to the spectator boat. I go to the head of the sissy line, but Idy Smither and a handful of stalwarts make the trip. They told us afterward that it was worth every bit of effort. This spectator boat happened to be a 75-foot yacht with a genial host and an open bar.

Monday is a free night on our schedule, so to continue our pattern of international cuisine, we accept the Smithers' invitation to join them for a Peruvian-Chinese dinner at the Gran Chifa Pacifico. Another terrific meal.

TUESDAY, DECEMBER 3rd

Dottie and I browse around Miraflores, one of the string of suburbs that link Chorrillos with Lima. Through the delicatessen, the drug stores, book shops, and even the supermarket. It's getting more like home every day.

The afternoon is deliciously lazy, just lounging around the Club getting some sun.

The buses again pick us up for dinner. Tonight we dine at El Mesa Ronde, a Peruvian restaurant adjacent to the bull fight ring. As we dine, we are entertained with Peruvian music. Between courses we can wander out to the terrace and down into the arena itself.

WEDNESDAY, DECEMBER 4th

Back to Ricardo! This time our browsing takes us North to Ancon, a summer resort area about 20 miles from Lima. All very new and modern, with tall, expensive-looking apartment houses. Its atmosphere is like that of Florida. Lunch on the terrace of the Ancon Yacht Club, overlooking the Bay, has us feeling absolutely queenly. After a leisurely drive back to Lima, we visit the showrooms of the crystal and silver factories. Now downtown for tea at the Bolivar, courtesy of our escort, Mr. Fisher. Who could ask for more?

Dinner is again a dispersed affair. One group goes to the super-deluxe Country Club; Another to the nearby El Cortijo for charcoal broiled chicken and steak.

Hawaii's Bonita Senora — Shopping Again?

THURSDAY, DECEMBER 5th

Jean Swanson is back from her trip to Huancayo with the Holmdens, so she joins us for another jaunt downtown. Our second visit to Elizabeth Arden's finds us practically one of the family. Lunch in the grill room of the hotel Crillon gets us all primed for **more** shopping. By now the shopkeepers recognize us and Senor Casanova, the money-changer, considers us his best customers.

Tonight is to be another extra-special affair — cocktails in the lounge of the Bolivar Hotel followed by dinner in the grill. The bus trip home turns into a rousing song-fest. At the top of the hit parade is a number called "We Were Sailing Along On Chorrillos Bay."

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FRIDAY, DECEMBER 6th

The troops are pooped. The girls beach it and rest up.

This evening our extravaganza by bus takes us to the sky room of the Hotel Crillon. Dinner is preceded by a private viewing of the fabulous art collection of Senor Pedro De Osma. After some of his excellent pisco sours our chariot has wings.

On the trip home we again hear selections by the Touring Troubadors. So lilting are their melodies, even the bus driver is carried away, and he swings and sways the bus down the road.

SATURDAY, DECEMER 7th

Things aren't tapering off one bit. The boys are busy hauling out boats and the girls are preparing for the Awards Presentation tonight at the Club. We're off to an early start with Randy Dilliot's birthday party at the hotel. The Chileans' champagne party is scheduled for 7:30 at the Club; the Trophy Presentation is followed by a cocktail party courtesy of the Club — and the evening is still young.

SUNDAY, DECEMBER 8th

A fitting climax to this amazing week! At 10:00 A.M. we leave the hotel for a group tour of the ruins of Pachacamac. (You're right, some of us had cased the spot a week before.) The route to the ruins lay South about 12 miles along the Pan-American highway. A good part of the trip is through desert country. It is here, on our way back, that our bus decides to give up the ghost. The steep ascent to the ruins proved to be too much for it. No amount of coaxing could get the poor thing going again. The driver had set out for help and we had been sitting for two hours when Dick Holmes, showing someone what was wrong with El Bus, got it started. This was no time for indecision. Our Hawaiian hero now added to his laurels by hopping behind the wheel and driving the darn thing. You should have seen the driver's face when we met him up the road aways. The Tour Director, with much waving of arms, announced that never, in twenty years, has he ever led a tour like **this** one!

In spite of all the excitement we've already had, the day is just getting started. No amount of warning from the local people about it being the off-season and such can deter us from our next objective — the bull-fight. Ricardo's tickets are choice: first row (on the shady side, of course.) Shortly we can see, first hand, why we were not encouraged to attend. The combination of second-rate bulls and third-rate matadors produces some pretty startling scenes — particularly as viewed from a first row seat. Three fights later, George Fisher announces, "Ladies and gentlemen, at halftime here at the arena, the score is Matadors—3; Bulls—0."

Our final evening of the week finds us royally entertained at the charming residence of Senora Prado. Cocktails and hors d'ouevres are followed by a show of native dances on the terrace as we dine in the garden.

The following morning is moving day. Most of the group leaves for Machu Picchu and Cuzco. Reports on their trip will follow. The rest of us move downtown to the Hotel Crillon to continue our exploration of Lima and its environs. Sad as we are to leave our new friends here in Chorrillos, we're already anticipating the glorious week still ahead.

Our Trip to Cuzco and Machu Picchu

By Ida Smither

Ken Ireland and Earl Ross—High Above the Andes

Train To Machu Picchu.

For our flight over the Andes to Cuzco, we went to the airport early and waited. There the group was divided into two flights. Our aircraft was an old DC-4 unpressurized plane. The use of the oxygen tubes which emerged from the sides of the plane was explained and we were glad to have the plastic ends in our mouths when the altitude reached 22,000 ft. The mountains below us and in the distance were stark, snow-capped and majestic; a barren roof-top of the world. After beginning the descent into the valley of the old Inca Capital City (altitude 10,000-11,000-ft.), we noticed a verdure that covered all the slopes. Contrary to the coastal plain where it never rains, the east side of the mountains are blessed with plenty of precipitation.

Cuzco is a native city. Most of its inhabitants live a primitive existence, go barefoot and wear homespun. They look healthy and the children are beautiful. Along ancient, narrow streets their walled houses are, often as not, built on Inca foundations. The 17th Century Cathedral itself was built on the massive foundations of the old Inca Temple of the Sun. It stands on the square, flanked by the courthouse, the hotel and some shops. In the center of the square is a statue of an **American** Indian sent as a gift from a mayor of one of our western Dakota towns. He thought all Indians looked alike! In the surrounding country the Llama is king. Hats and slippers are made out of the fur. The wool is spun, dyed and woven into the colorful and intricate designs used on ponchos, sweaters and the warm garments needed in this mountain climate with its warm days and cold nights. Many are designed specially for the tourist trade, and we all bought some.

Because of the altitude, we were advised to rest for two hours before starting out on a sight-seeing trip to

Indian Family Near Cuzco.

Betty MacDonald at Machu Picchu.

A Portion of the Lost City.

the ruins around Cuzco.

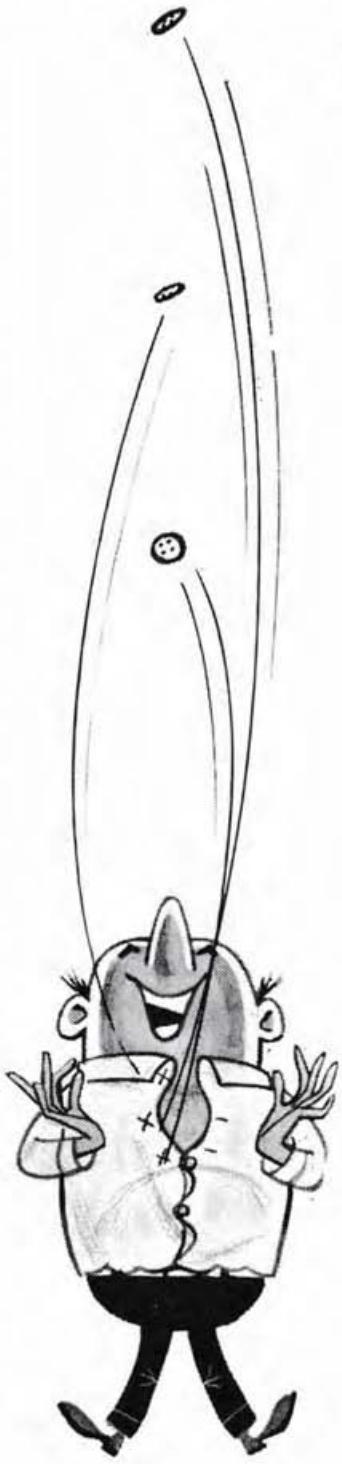
The next morning we left for the train station and boarded several separate diesel railroad cars which lifted us out of the Cuzco valley on a series of switch back tracks. We had several vistas of the town with its tiled roofs nestling in the valley below us with a backdrop of snow-capped mountains. Then we dropped down the opposite slope along a stream to its confluence with the Urubamba River, a racing, muddy mountain stream which eventually flows into the Amazon. The scenery was amazing. The sheer cliffs rose abruptly beside the tracks covered with verdant growth and spring flowers. We passed through a number of small villages, many of them with slopes terraced since Inca times for agricultural purposes. After two hours we arrived at Machu Picchu station, left our railroad car and walked across an ancient bridge, where we were met by two buses and a truck, the entire rolling stock from the Inn. We all crowded in, and some climbed on top, including Tom and Anne Allen who clung to the luggage rack. Then began a hair-raising trip up a steep, narrow road with hair-pin turns to the ruins of the Lost City of the Incas .

This site was discovered by Hiram Bingham of Yale University in 1911. The Peruvian Government has built a modest Inn here and guides are provided. We spent the afternoon climbing up and down the terraced cliffs. The breath-taking beauty of the place is indescribable, with its cloud-shrouded peaks, its green, terraced slopes, the tumbling river far below making a horse-shoe bend around the site. No arable space was neglected. Even at the top of Huaina Picchu, the highest peak, there were some terraces to provide food for the garrison stationed there in ancient times. We saw their home sites, the temple, the sundial, the quarries where huge stones were moved and so expertly fitted into foundation walls that the absence of mortar was never missed, and the earthquakes and ravages of time have left them undisturbed. Their irrigation system was a marvelous feat. One section still functioning after 400 years has been diverted to provide running water for the Inn at the present time. It was thought that at one time up to 2,000 people lived here in this precipitous location, having fled from Pizarro and his conquering legions.

When the shadows began to lengthen we had to climb into the buses and start down the winding road in the rain, praying that our driver would negotiate all the turns safely. Then back on the train to Cuzco, a city of twinkling lights in the darkness, a late dinner at the hotel and then to bed. This time to a sounder sleep since we were all the better acclimated. The next morning after a brief stop at the colorful native market, we all boarded the airplane, adjusted our oxygen tubes like old-timers and arrived back at Lima before noon feeling that we had experienced a marvelous adventure.

On The Hoof.

On the Head.



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Southern Peru and the Altiplano

By A. D. St. Clair

While Chorrillos Yacht Club hummed with the activity of sailors preparing their Lightnings and Tommy Allen was already establishing himself as a redoubtable champion, we flew away to the South early in the morning from the gaunt, grey hangar at Lima-tambo. We climbed into one of Faucett's old, but serviceable, D.C.-4's and flew off over deserts all the way; the plane swept past deep chasms and a rocky, lonely barrenness as bleak as any in the world. Several times over the arid hills we could plainly see the straight lines of old Inca roads forging their narrow paths mile after mile across the desert below. Arequipa, 600 miles from Lima, lying bright and sunny under its three volcanoes, was our destination. It is the second city of Peru — with over 800,000 inhabitants — and is a delightful spot.

Arequipa is known as the "white city." Built of white marble and sandstone, it lies in a richly irrigated valley dominated by the ever-snowcapped volcanoes of Misti, Chachani and Picchu Picchu. At 8,000 feet it is an excellent stepping stone to the High Sierras and gives you a chance to acclimatize yourself to the height before going up to the real Altiplano. We spent two pleasant days there, wandering slowly through its narrow, sunlit streets, into the great Plaza de Armas dominated by the most beautiful and simple cathedral in all Peru. The other three sides of the Plaza are made up of double-decker arcades under brilliant white arches. In 1960 the latest of a series of numerous earthquakes hit Arequipa and many signs of it still remain. Almost all the churches show heavy damage and there is much new building still going on. The hotel — one of the Peruvian Government chain of excellent tourist hotels — is a large, sprawling, pale pink building, surrounded by a delightful bird-filled garden. Lunch under an awning in the garden, sipping pisco sours to the strange frog-like croaking of the grey, mourning doves and the fat purring of pigeons, was a very restful interlude.

Next day we left Arequipa early by train. The Ferrocarril del Sur is a most amazing railway. British-built in the 1860's, it runs from the coast at Mollendo up to Arequipa; up again over the highest ranges at nearly 15,000 feet — down to Lake Titicaca at Puno and then north to Cuzco. Still operated by the British (its General Manager is an Argentine of Welsh extraction who has a delightfully incomprehensible accent and doubles as the British Consul), it is a most efficient system without being un-Peruvian enough to be punctual!

We climbed out of Arequipa, round the back and up the dry, arid slopes of Volcano Chachani. For five hours we went up, twisting and turning with the track visible far below us and simultaneously three or four twists away high on the hillside above. At one point—near noon—the train stopped on a flat, barren plain at a dreary, windswept station, to let the second-class passengers get out to eat lunch, already prepared for them by the trackside. Here Indians wearing brown and blue bowler hats, red shawls carrying babies, white toppers and green skirts, all brightened the dull glare of the open plain. So to the top — Crucero Alto — 14,666 feet in the thin, gasping air of the Altiplano.

Over the top and down into the afternoon we ran into a storm — the snow-capped peaks, visible all day in the distance, were now very close. Rain squalls, sleet and even snow, swept down on us in a bitter gale, and lightning raged over the mountains to the North. As it got dark we slipped down onto the dismal plain that surrounds the north end of Lake Titicaca. We reached Puno in complete blackness, howling rain and freezing cold.

Next morning under a rain-washed sky, we rose early, went to the market and down to the docks to greet the steamer from Bolivia. Three small vessels, built in Scotland as early, in one case, as 1870 — brought up here by rail in parts and reassembled at Puno — have been plying Lake Titicaca ever since, making it the highest navigable lake in the world. Puno is surrounded by hills at the west end of a bay in the lake, and on the bay we saw many balsa rafts pushing out to the fishing grounds where they catch a delicious plink-fleshed Lake Titicaca trout. So back again to the train and North again.

Llamas and Church on the Altiplano.

This time the Altiplano was a wide, flattish, plain — always ringed with distant mountains. The Andes, geologically the youngest mountains in the world, constantly surprised us by showing the veins of strata visible in the bare rock. Tilted patterns of granite "newly" scraped by the vast upheaval of their birth, stand out like fresh scars on the mountains all around. On the plain, the Indians — Aymaras — many speaking no Spanish — herd large flocks of llamas, alpacas, sheep and a few cattle. We rolled along all day, with many stops. At one of these, Pucara, we bought two splendid unglazed porcelain bulls — each over a foot high — yet they cost less than one dollar for the pair. Girl shepherds, red jacketed with black flaring skirts, constantly spun llama wool with yoyo-like spindles dropping from their busy hands. At length, late in the afternoon, we crossed another summit. Then the train spun down the swift Urubamba River — headed now into deep gorges of the Eastern Andes, later to pass Machu Picchu, so on to the Amazon and the Atlantic.

This side was all deep valleys and rich agriculture — wheat, potatoes, beans (Lima beans of course) — and a dark red soil changed the country completely from the bare, rolling Altiplano plains. The Aymara, poorest of all the Peruvian Indians, gave way to the squat, rugged Quechuas, descendents of the central tribe of the Incas.

So in the dark to Cuzco. Then, on Sunday, we took a car and driving over a hair-raising mountain road,

dropped down 4,000 feet to Pisac on the same Urubamba River, to see its famous market. This was a real 12th century scene. A square, little mud town, crouched under great, green, terraced Andean Sierras, just across the brown, roaring river. In the town square, under two high, shady Ilex trees, was the market. All reds and blacks, hundreds of villagers from all around in every known kind of Peruvian hat, with red embroidered jackets or ponchos, black knee-length breeches, or dark, hooped skirts, sitting before piles of vegetables, potatoes and dry, green coca leaves, buying and selling, chattering to each other in the liquid sounds of their native Quechua — none of them more than 4'10" tall. The few tourists looked outlandish and were completely ignored by the Indians busy trading stories and produce. At one side a female witchdoctor, complete with feather headdress, nose ornament, a dried Jaguar pelt and python skin, pattered her Quechua spiel to a circle of solemn men and boys. You guessed it—she was selling aphrodisiacs—love potions, maybe we should call them.

On the north side of the town, close under the towering green mountain and flanking the new spring field of corn, lay the tiny, white-washed church with a short, single tower and a broken balcony across the blue wooden door. Inside, dark with no windows, was a crowd of kneeling black-headed Indians. To this come each Sunday the Sayarocs — local village mayors — splendid in their red and black ponchos and knickerbockers, each carrying his black staff of office decorated with beaten silver, accompanied by an aide blowing tuneless bleats on a pink conch horn. In one case a mayor came complete with his village band, and another came with a shy shepherd boy who played sweet, piercing little tunes on his wooden pan pipes.

This was, without doubt, the most colourful scene of the whole trip. Back then to Cuzco and next day to rain-swept, misty Machu Picchu (described elsewhere by others) — and thus to the oxygen tubes in the DC-4 again high over the snowcaps of the Andes, to Lima. A memorable trip indeed.

EXCURSION TO BOLIVIA

By Ray Welch

Joe and Betty McKinsey and Ray and Carmel Welch, on Friday, December 6th, departed from Lima by Faucett Air Lines for Cuzco. On this day (we were to learn later) the Bolivian miners took four American hostages at Catavi. After the city tour and the fascinating trip to Machu-Picchu, we visited the Sunday fair at Pisac, about forty miles from Cusco by auto.

Monday, December 9th at 7:30 A.M., we left Cuzco on the Southern Railway of Peru aboard the buffet car "Juliaca" — destination Puno, the Peruvian port city on Lake Titicaca, 220 miles south-east of Cuzco. With fresh memories of the roller coaster ride to Machu-Picchu two days before, we were somewhat apprehensive about the ten and one-half hour ride. However, we found the car very comfortable with two seats on one side of the aisle and one on the other, arranged facing each other with a spacious table between for food service, writing postcards, playing cards, and serving that delicious Cuzco beer. Inspection revealed our buffet car was built in England in 1958 and with the excellent road bed, we clipped along in comfort unavailable from the Pennsylvania Railroad on the Chicago-New York leg of our journey. The food was delicious and we suspected our steward made purchases from the fresh meat displayed at the stations. As you may have guessed, we stopped every 20 kilometers for exchange of passengers and outdoors munching. Dressed in their regional costumes, Indian women sold home-made articles at the stations—ceramics at Pucara, furs and rugs at Sicuani and chocolates and fruit at all stops.

Between Cuzco and Juliaca (20 miles from Puno) most of the land is cultivated. Indian shepherds were seen with their flocks of sheep, llamas and alpacas grazing on the rolling hillsides. At one place we photographed a single herd of 300 or 400 llamas. As we approached the highest point, La Raya (half way point to Puno) 14,153 feet, there began to be some doubt that our venerable steam engine No. 85 could reach the summit, but soon we heard the steam cylinders singing out "I knew I could, I knew I could, I know I could". Now we were going down the Lake Titicaca watershed, having just left the side where the Vilcanota River water flows to the Amazon. It was dark by the time we left the train and went through the bedlam of clearing customs and boarded the SS Ollanta for the overnight sailing across Lake Titicaca. Vital statistics for interested sailors are: Length, 265 feet, beam 35 feet, tons 2000, cabin accommodations, I mean bunks for 70 persons. Built in England in 1929, she was brought in from the port of Mollendo, Peru, by train. Lucky for us the Yavari, also built in England and carried to the Lake on mule pack and shoulders of Indians in 1861, had been decommissioned. You understand of course, that these ships were disassembled before portage. My Espanol dictionary reads as follows: "Olla f. pot, kettle; mixed vegetables and meat stew". They must have derived the name "Ollanta" from this as it describes the ship, crew and assorted passengers including ourselves and fellow North American travelers—an Atomic Scientist with his wife and two children who had been in Brazil for two years on an Atomic Power Plant project and a Missionary and his wife who had lived in Bolivia for four years. The Scientist reported that two of the family had to get in the bunks before they could open the cabin door. A substantial meal, after a couple of drinks in the salon and so to bed, as everything outside the ship was total pitch black darkness, running lights excepted.

Our reward came in the morning when the dawn broke over the fringe of snow capped mountains, along the eastern horizon where some of the peaks reach a height of two miles above the Lake. I do mean four miles above sea level. What a magnificent view from our ship which was still an hours sailing from Guaqui, Bolivia. We saw only one Balsa sail-boat, but even out here the natives have been subjected to the "obsolescence" sales pitch of our friends, the sailmakers, because these sails were of canvas rather than the original totora reeds. Guess we had better clarify the topography about Lake Titicaca the highest navigable lake in the world, which is 12,500 feet above sea level; area 3,427 square miles, length 130 miles, width 37 miles, and depths ranging from 6 to 1,214 feet. With its deep blue water, peninsulas, bays and straits, Lake Titicaca is more of an interior sea. The Islands of Intikarka and Koati (which we passed during the night) lie

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in Bolivian waters just off the southeastern tip of the peninsula of Copacabana. Here, by tradition, "originated" Manco Capac and Mama Oello, the husband-wife-brother-sister pair, who founded the Inca dynasty on earth and became the first Sun and Moon Gods respectively.

Breakfast was served on the ship and we disembarked at 8:00 A. M. Bolivian time (one hour faster than New York time). We were now in the Guaqui y La Paz railroad yards where we finally located a greatly overcrowded rail-car (similar to the Cuzco to Machu Picchu vehicle) for the 200 minute trip to La Paz, the Capitol of Bolivia. Because of the over-loading and a non-scheduled stop at the Tiahuanaco ruins (it was rumored the conductor was bribed as usual) we took an hour extra for the run to La Paz.

We were fortunate to have the Missionary and the Atomic Scientist for our guides on this 35 minute tour of the ruins of palaces, temples, "Gate of the Sun" and even monoliths that are so similar to those of Easter Island. The Bolivian Archeologists are still excavating, but even now some authorities think these temples were going concerns, twenty-five centuries old when Phidias directed the building of the Parthenon. The conservative wing suggest at least 1000 B.C., as the era when this city's civilization reached its peak. We were fortunate indeed because this trip would normally be taken from La Paz and require a full day, which we did not have.

At El Alto, an unimpressive village, our car was attached to an electric power unit and in two minutes the train emerged from the dusty plateau and here we were on the rim of a huge gash in the earth's crust. Both the North and South American visitor who is witnessing this sight for the first time can only exclaim with Ohs and Ahs! Here 1500 feet below the rim sits La Paz, capitol of Bolivia and a modern city of over a third of a million inhabitants. Sightseeing in the afternoon took us to South America's largest Cathedral located on the Plaza Murillo (Bolivian Patriot) which can accommodate ten thousand worshippers at once, the Embassy section of the city, the high-rise University of La Paz building and the National Museum (closed for siesta time)

Dinners were both excellent and reasonably priced at both the Daiquiri and China restaurants. Both bistros proved to be gathering places for many of the 26 newspaper men who also arrived on Tuesday December 10th. We were, however, somewhat surprised to learn from their conversation, that their mission to La Paz was not sightseeing but a more objective business of covering the revolution that was to take place, because of the situation at the Siglo-Veinte Tin Mines at Catavi.

The altitude must have dulled our senses or else it was the Scotch ancestry which propelled us to go blithely on with our tour to the Yungas Valley the next day. We had been scheduled for a one day trip to the jungle region of Chulumani, at an altitude of a paltry 3,300 feet and offering jungle vegetation, screaming parrots, white wild orchids, etc. However, Crillon Tours suggested this was too strenuous a one day trip and offered Coroico, a village in the Yungas Valley, a bit shorter distance, but still 60 miles over a winding, narrow, precipitous caminos (roadway). Frankly, the ladies did not appreciate this trip by auto with driver and guide. We left La Paz at 12,000 feet, climbed to 16,000 feet and wound our way down to 4,000 feet on roads similar to the Machu-Picchu bus climb, but with large heavily laden trucks, with a dozen natives riding on top the load, confronting us at the most inappropriate curves in the road.

The scenery was exciting with luxurious vegetation cov-

ering whole mountains and all along the road hundreds of waterfalls dropping thousands of feet, occasionally right on the top of the car to provide us with a shower, if we were not quick with the window closing. At one precipice the drop from the edge of the road was 10,000 feet. We cannot verify or deny this as it was closed in with fog going and returning, but the spectre was awesome. We were provided with rooms at the Coroico Hotel for rest after lunch. Leaving the Hotel we met a neatly scrubbed nurse in white starched uniform. She was Miss Blanche Lonski, R. N., from North Dakota who with her partner were Peace Corps Volunteers serving the entire community's medical needs, with their meager $110.00 per month salaries. Uncle Sam furnishes nothing but an International Pick-Up Truck and even the medical supplies are available ONLY through donations. About half way back to La Paz we stopped at a village called Unduavi to revive the driver with a cup of tea. A birthday party was in progress and when we expressed our gratitude for their permission to take pictures of them doing their National dance, we were obligated to consume more "cerveza" than we had donated, in order to defend our driver. We cleared the last official "Turista" station at dusk just as they were about to send out an alarm to look for us.

Thursday morning we were apprehensive that Lloyd Aereo Boliviano Airlines might fail to show as they had the day before. We were at the La Paz air-port a couple hours before flight time; the wind-swept rainstorm seemed to preclude any flying and bury our only chance to catch the BOAC Charter Flight the next day. Soon out of the storm came our lovely DC6-B with pressurized cabin (hurrah) and we were soon racing down the run-way. I told Joe to enjoy the ride because it would undoubtedly be our longest ride on the ground in a plane. Why? The highest metropolitan air-port in the world, 13,404 feet. There was a storm center northwest of La Paz so we flew southwest between snow covered Andean peaks over the northern tip of Chile, then northwest up the Pacific coast line past the vineyards of Pisco. We arrived over Callao just as the sun was setting in the Pacific, banked to the right and landed at International Airport. We had sailed on the highest navigable lake in the world, visited the highest metropolis in the world, taken off from the highest airport in the world. I could not convince Joe he should go skiing at Chacaltaya 26 miles from La Paz, where our companion the Atomic Scientist went to have a look at the world's highest inhabited building—a laboratory for cosmic ray research.

Guess we could not see everything in Bolivia in four days with its area 700,000 square miles (larger than any nation in Europe except Russia).

Picturesque Pisac

By Alfred E. Whitehead

About 35 miles east of Cuzco, Peru, in a valley, lies the little village of Pisac. We had heard that colorful Sunday markets were held there, so we hired a taxi and headed over the mountains on narrow dirt and gravel roads to Pisac. On the way we met many Indians with their inevitable poncho on their backs containing a baby, or firewood, or skins, or vegetables, or meat or all of these. They were headed for market too. All women were barefoot; some of the men wore sandals made from auto tires. The women wore billowy skirts to their knees and a hat, the style of which designated the section from which they came. Flowers on top of a lady's hat meant she was looking for a husband. The men wore two pairs of pants, one over the other with the outer pair cut in V's down the outside of their legs. They too were knee length. Only two we saw had varicose veins and both of these were men. Most had their own teeth and clear copper-colored skin.

We crossed over a river and entered the Village Square thru the one street wide enough for a car. The Square contained about two acres and was surrounded by contiguous one-story houses. They were contiguous except where separated by narrow streets which led off the Square to more houses on side streets.

The market was in progress. In the center of the Square, in rows, were merchants, mostly women, squatting on cobblestones with their wares spread out in front of them — vegetables, beans, corn, papaya, grain, and herbs for eating and herbs for medicine. Some sold blankets, skins, rugs, household utensils, silver and gold wear. The two center rows, crudely shaded, were reserved for food sales. Baked goods and beef, lamb, pig and as a delicacy—guinea pig—all roasted on charcoal fires. Meat was sold in small pieces, hand to hand, and eaten on the spot. Folks living in the village sometimes sell in their homes on market day. They announce this by sticking a pole out their doorway on the end of which is hung a designating symbol: if baked goods are for sale a small wicker basket hangs from the pole. If chicha is for sale a purple flower dangles from the pole. Chicha is a pleasant native drink made from maize. The maize kernel is placed on a damp cloth until it develops about a ½" sprout. This is then chomped on a couple of times. The chomping probably supplies certain enzymes or agents to promote fermentation. Water is added, fermentation takes place and probably some boiling. We visited a bakery where wood was used as fuel and the oven looked like a miniature clay Quonset hut. The products from it appeared very tasty. We returned to the market. We had used up almost all our Peruvian money and a merchant was trying to sell us an alpaca skin for 120 soles. We counted out what we had and it

Pisac Market.

Pisac Church.

came to about 80 soles and he said "I'll take it." Noticing we had Travelers Checks but without knowing what denomination, he immediately held up a beautiful, well-made rug which probably took 2 months of hand work to make and said "Senor — one Traveler!"

About this time we heard there was to be a religious parade celebrating the feast of the Immaculate Conception. The parade was led by three mayors from three villages in native dress (which they wear every day). Following them were musicians with native instruments such as bamboo flutes, extremely large mandolins and bongo type drums. The music was simple — not Spanish — not Caribbean — but more like Tennessee mountain music in quality, tempo and rhythm. The musicians were followed by a Catholic priest dressed in the official dress of the Catholic church. Next came two palanquins with likenesses of the Virgin Mary. The palanquins were carried on the shoulders of natives. More natives wanted to carry than there was room. Following were many native worshippers with devout expressions on their faces. They marched around the Square several times while a small boy rang bells in a church which had no roof. Following soon was a truck whose occupants distributed pamphlets from the Party in Power. A few minutes later came another truck whose occupants distributed opposition literature (December is mayoral election time in Peru).

But none of these received attention like the merchant from the East. A woman, dressed in Amazon Indian costume with a cord extending from one ear, under her nose, and then to the other ear, was making a spiel while she rubbed the back of a bent-over villager with liniment. The crowd around her was four persons deep. She sold remedies and charms and evoked much laughter with her talk and actions.

As I stood in the Square I talked with a man from the U.S. Agricultural Extension Service. He was there to help natives with their farm problems and sanitation. I asked him how he was progressing. "Slowly," he said. I asked him if he had learned anything from the Indians. "Yes," he said. We looked up the side of the mountains from the Square, and noticed the terraced areas built by the Incas hundreds of years ago. Some were on very steep slopes while lesser slopes were not used. Could it be that the soil was aerated more on the steeper slopes than on the lesser slopes? We also noted that the terraces were not eroded but land in the valley was. We do know that the Incas were experts in irrigation and had developed the potato from the deadly nightshade plant. They were expert too in surgery and had developed a remedy for low blood pressure from Peruvian broom — a native plant with fragrant yellow flowers.

We came away from Pisac thinking we had a lot to learn and re-learn from these people.

HUANCAYO

By David Holmden

One of the things in South America that keeps to time is the Central Railway of Peru, and the time table says the train leaves Lima for Huancayo at 7 A.M.

At 6:45 A.M. Saturday, November 30th, Joan and I were frantically trying to buy three tickets to Huancayo. We spoke no Spanish, the ticket agent spoke no English. We had no Peruvian money, he took no travellers' checks, and the third person of our group, Jean Swanson, was nowhere in sight. Finally the agent sputtered something to another man who beckoned us to follow him. He led us to the huge wrought iron gates which barred all passengers from the station platform until train time. Through the gates we could see Jean and Jack Swanson slowly walking along the train searching for us. I never did find out how they got there without tickets, but they did. We were taken to the Station Master, who understood our problem although he didn't speak English either. He took me back to the ticket agent, who, after much Spanish shrugging and chatter and initialling by the Station Master of my travellers' checks, gave out with the necessary ducats. Then a dog-trot back to Jean, Jack and Joan.

Jack couldn't come with us because he had to race and I don't think he really wanted Jean to go. However, at 7:01 we were waving back from a moving train, the start of an amazing nine-hour trip.

Even statistics on this railway are interesting. At 8:30, just an hour and a half after leaving Lima, this little train had climbed 4,471 feet. By 11:57 we had reached an altitude of 15,681 feet to the highest "steam" station in the world. We had switch-backed up the Andes at a dizzy pace with the cliffs steep and close on one side of the train and 1,500 feet of nothing on the other side. We went over 59 bridges and through 66 tunnels before reaching Huancayo.

At about 12,000 feet, at a place called Chicla, a man in a long white coat came abroad. From then until we went over the hump and down again to Oroya he walked

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back and forth on the train with an oversized basketball of oxygen and if he saw someone looking green around the gills, he leaned over and gave him a few whiffs of pure oxygen. Both Jean and Joan felt altitude sickness and needed oxygen before reaching Huancayo. However, on the return trip everything went all right and we assumed our two days in Huancayo at 10,690 feet must have acclimatized us.

Huancayo, population 20,000, lies in a fertile valley and is the source of some 40% of all Peruvian wheat. After riding through the desolate high ranges it is refreshing to see the green on the slopes around the city. There are no trees native to this part of Peru, and the giant straight Eucalyptus trees that are so eye-catching are imports from Australia.

Several things strike you immediately as you leave the station.

First you notice the colors. Here almost all women wear native dress: brilliant colored shawls, multi-colored petticoats, broad-brimmed hats of white straw. And all the women carry loads, either children on their backs or loads of animals or produce to sell. We saw one woman with three small lambs knotted into her shawl, another with both a chicken and a baby.

Then you notice the buildings. This is a fairly large city yet nowhere do you see buildings made of anything but mud bricks. Even the tourist hotel, which is a fine building in the old Spanish style, with second-story shuttered balconies, was constructed of mud brick with an outside plaster of mud to dress it up. The hotel fronted on the town square, and on the other side of the square was the principal street, wide and paved, with wide sidewalks on either side. Saturday night this was a normal street, with a few cars and pedestrians, the same as in any other town the world around.

But Sunday morning what a difference! As far as the eye could see there were small booths set up in the street, one line down the center of the street and a line of booths at each curb. The Indians had come in the early morning hours and set them up with all their goods ready to sell as soon as it was light. The variety of goods they sold was endless. Foods, cooking utensils, shoes, silver jewelry, hats, blankets, fur articles—name it and somewhere on the street it was for sale. The Indians stayed at their booths all day, the women taking care of the children and feeding the family. It began to rain, and they simply spread plastic sheets over everything and waited for the rain to stop. The best bargains could be had around four o'clock, when they began to pack up their loads to carry them back home again.

On Sunday afternoon Jean and Joan took a tour with a Mr. Long, a Protestant Minister who has been living in that area for five years. He took them into native homes and showed them the actual production of the goods sold at the market. Each village has its own speciality and sales representatives are sent to the market each Sunday to handle the sale of goods, which the villagers keep on producing. One family of weavers had seven children and they all worked. The youngest, a three-year-old girl, was carding the alpaca yarn they were using. Mr. Long explained that the land was communally owned, with each family being allotted what it needed. If a family grew in size the allottment was increased.

Monday all was back to normal on the street, and the three of us were on the train back to Lima, wondering if the brakes on the train were functioning for that long drop back to sea level.

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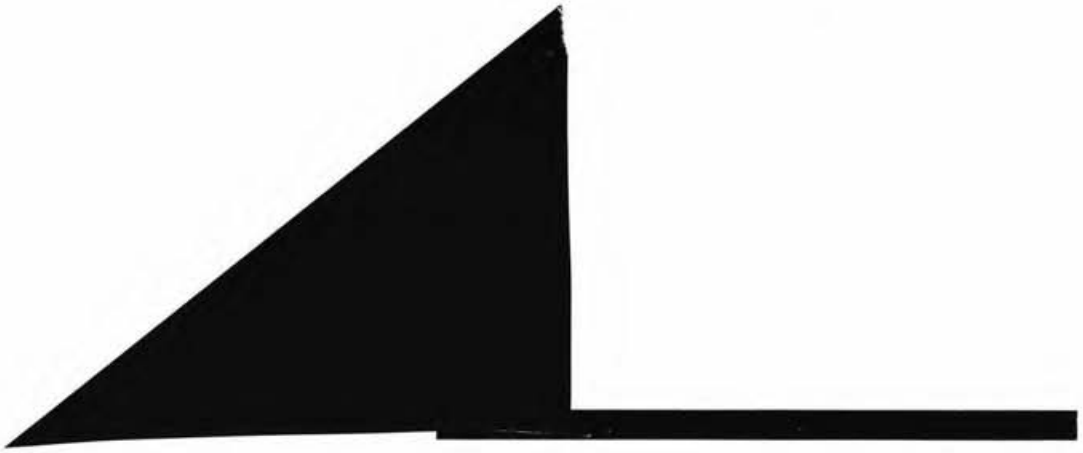

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Your achievement is further proof that Lippincott Lightnings will continue to perform outstandingly in Class boat competition. Come on, the rest of you Lightning sailors! Get in on the fun. The '64 season will see even better Lightning competition. Order your 1964 Lippincott **now**, for early spring delivery.

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THE PAN AMERICAN GAMES
Sao Paulo, Brazil – April, 1963

By Anne Allen

The first leg of our trip to Brazil was to Miami where we spent a delightful two days in the Hotel Carillon on the ocean. We were fitted for our uniforms and sent through a processing center immediately upon arrival. This took about an hour and from then on our time was our own. Set meals were provided for all the team members and the quantity of food was obviously geared for weight-lifters.

A few pounds heavier, we left for Brazil Thursday. We went by commercial jet and had as traveling companions the tennis team along with some of the sailors. We landed in Sao Paulo early Friday morning and had about a two hour bus ride to the Pan Am Village. To say that things were in a state of confusion would be the understatement of the year. However, after a solid breakfast (bread and cheese) we were fortunate enough to find another bus to ride to the Club which we would call home for the week. We were housed in private cottages on the Club grounds and all meals were served at the Club. None of the employees spoke English and our Portuguese was too far out for them, but we managed with sign language.

The parade was most impressive. We filed into the stadium before 70,000 people and awaited the moment when the pigeons were released and the flame was lighted signaling the opening of the Games. The crowd was very responsive with numerous Brazilian-type cheers for every group. Leaving the stadium the American group tossed their hats to the crowd. This proved to be a wonderful gesture and was well received by all.

U.S. Sailing Team—Pan American Games Left to Right: Bill Earl, Tom Allen, Buck Halperin, Jack Duane, Dick Stearns, Anne Allen, Pete Barrett, Steve Colgate, Pat Duane, Bud Wenzel, Bob Huggins, Ellie Huggins, Sig Nelson, Bob Chambers, Buster Curtis, Bob Smith.

The Lightning fleet, seven strong, largest of any in the Yachting segment of the Games, sailed a nine leg course —one triangle, one windward leeward, and another triangle with an extra weather leg, each leg a mile to a mile and a half. There was practically no wind in the mornings and we would have to wait for the south wind to come up in the afternoon. The "steady wind" was tricky with occasional puffs, wind slots and holes without anything.

After four races everything was a dead heat with two firsts and two seconds for both Tom and Erik Schmidt. One thing seemed true. You could be half a leg ahead and in a matter of minutes you could have no lead at all. No position was secure until you had crossed the finish line. With light winds and starting late in the day, you raced not only the other boats and the clock, but also the sun. At 6:15 P.M. every day the sun was gone. Night came fast, making it impossible to finish the race after this hour.

The fifth race was much the same as the other races with light winds and a late start. Erik went for a port tack start and Tom was right with him. We found a hole first and got free air. Coming up on the first mark, Erik tacked away hoping for a wind shift while Tom held his course and just managed to get around the mark. This gave us a good lead and by the time we started the second beat we were well ahead of Erik. Here the wind started playing tricks and we sat while Erik closed the gap to nothing. However, we got inside at the mark to hold our lead and held it to the finish.

The sixth race, after a two-hour delay, was a match race from the start with Tom on top of Erik all the way. Migone, followed by Melero, was close behind. On the second beat we covered Erik on one side of the course while everybody else went the other way. Finally, our lead on Erik considerable, Tom headed for the rest of the fleet. Argentina, Chile and Trinidad had all taken us but before the leg was over we were back to second with Migone leading. We came around the last mark a few boat lengths apart. Migone tacked and then tacked back hoping to get to weather and ahead. However, we were close behind him around the mark and the short tack by Migone enabled us to get a little free air. We worked out and covered him the rest of the leg to take the race and the series.

It was a great thrill for each of us when we received our gold medals the next night and we are proud to have been representatives from the U.S.A.

		RACES						Final
Country	Skipper	1st	2nd	3rd	4th	5th	6th	Position
U.S.A.	Thomas Allen	1	1	2	2	1	1	1
Brazil	Erik Schmidt	2	2	1	1	2	4	2
Argentina	Alberto Migone	3	3	3	3	3	2	3
Chile	Isidoro Melero	4	4	4	4	4	3	4
Trinidad	Ken Ali	5	5	5	5	6	5	5
Uruguay	Mateo Frugoni	6	6	6	6	5	6	6
Peru	Frederico Ramos	7	7	7	7	7	7	7

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INSTRUCTIONS TO MEASURERS

"Variations on a Theme By Sparkman & Stephens"

By Howard J. Mullin, Chief Measurer

First of all I would like to extend the sincere thanks of the Measurement Committee to all our hard-working and enthusiastic measurers throughout the world for the fine job done on the increasingly difficult task of measuring our boats under an ever lengthening list of tighter tolerances, rulings, and interpretations which have become necessary over the past few years to keep our Lightning a truly one-design craft. I might offer the hope that the end is in sight as it seems we have chased the rule-beaters out of the hull, up the mast, and they are now teetering on the main halyard sheave with nowhere to go but up!

There is, however, a feeling amongst many builders and owners alike that, because the measurement certificate does not list a certain measurement, this is the place to exercise freedom in design. Needless to say it would be almost impossible to have the measurement certificate form so detailed as to include every measurement of every detail of the Lightning. The certificate should be regarded as a spot-check list of the more important measurements. The myriad of other details **must** be checked by the measurer to ascertain that they are in strict accordance with the Plans and Specifications, too. These details are covered by the capitalized note on page 1 of the certificate asking the measurer to make note of any construction or detail not in accordance with the Plans and Specifications.

IT IS STRIKING TO NOTE THAT IN ALL THE HUNDREDS OF CERTIFICATES I HAVE SEEN AND CHECKED THERE HAS BEEN ONLY **ONE** WHERE THE MEASURER HAD ACTUALLY NOTED A DETAIL THAT WAS NOT AS SHOWN ON THE PLANS.

I cite as examples some of these variations used in the past and present: row-boat shaped stem, oversized deck partner hole, upper shrouds attached to jumper strut base, oversized rub-rails, undersized rub-rails, removable rear seat, boom vangs, drum down-hauls, odd-shaped mast bolsters, omission of turnbuckles on jumper struts, jibing centerboards, oversized booms, etc., etc., etc. Some of these have been covered by rulings; some are being considered, and some have not officially come to the attention of the Measurement Committee as yet.

The point I wish to make is that none of these had ever been noted on certificates by the measurers when they first appeared. It wasn't until these boats had been in competition and complaints arose from other competitors that these items were ruled on by the Measurement Committee. Often, this resulted in undue expense by the owner to change back, or by his competitors to add the gadget in order to keep up-to-date. Had these variations been noted by the measurers when executing the certificates they could have been properly judged and ruled upon prior to their appearance in competition, and all the Class members could have been appraised of the allowable change so they could also have the same advantage.

So I would like to ask our measurers to use more care in this particular phase of their job. Make note of variations you see and let the Measurement Committee exercise their duty of ruling on these oddities. **This duty is theirs alone under the Constitution.** When the measurer fails to make note of the variation he is, in reality, giving his tacit approval of the variation and in doing so is exceeding the authority granted him by the Constitution.

MEASUREMENT COMMITTEE RULINGS 1963-64

The following Rulings have been made by the Measurement Committee during the period September 1, 1963 to January 15, 1964. All measurers and builders are advised to make these a part of their measuring procedure file and to require compliance with same when measuring boats.

1. **Aluminum Fittings:**
   The use of aluminum for **essential** fittings is limited to spinnaker sheet and halyard brummel hooks and to cam-action jam cleats. All other **essential** fittings must be of metal weighing not less than 0.25 pounds per cubic inch. The use of approved reinforced plastic blocks and cleats is also permitted. (See November '63 Flashes for definition of **essential** fittings)
2. **Measurement of Bottom Arcs:**
   There has been some misunderstanding on the proper measurement of the arcs of the bottom of a Lightning. Some measurers have used segments of arc patterns shorter than the width of the bottom arc being checked. This has been ruled improper by the Measurement Committee and all measurers are hereby directed to use patterns with arc segments at least as long as the station being checked is wide.
3. **Omission of Turnbuckles on Jumper Shrouds**
   It has been ruled by the Measurement Committee that turnbuckles are not required on the jumper shrouds and that the shrouds may be attached to the top of the mast and to the spreader base as shown on the plans without any adjustable mechanisms such as turnbuckles.
4. **Point of Attachment of Upper Shroud Tang**
   It has been ruled by the Measurement Committee that the upper shrouds may be attached either to the base of the V-strut or to separate tangs fastened to the mast at a point no less than 5'—3¾" below the top of the main halyard sheave groove. The upper shrouds may not be attached to the mast below the V-strut base.
5. Shock cord, rubber, springs or other elastic devices may not be used to change the tension in any of the standing rigging during a race.
6. The use of throw levers on standing rigging is specifi-

cally in violation of the specifications and is not allowed.

7. The use of tapered wedges at the mast partners at the deck is not allowed. The mast must be blocked at the deck fore and aft and sideways with parallel blocks which cannot be adjusted during a race. All tapered wedges must be replaced with parallel blocks.

8. **Use of Tubing in Lieu of Main Halyard Sheave**

The use of tubing in place of the main halyard sheave has been temporarily disallowed. The Measurement Committee is working on this problem and will shortly publish specifications and requirements on the use of tubing. Until that time, however, the use of tubing for this purpose is not allowed.

LIGHTNING DEVELOPMENT IN AUSTRALIA

By Ken Ross

Editor's Note: We are particularly pleased in this 25th Anniversary issue of the Year Book to be able to present for the first time a report of Lightning activity "down-under". We are truly a world-wide and growing organization. Our sincere wishes for continued success to these enthusiastic and enterprising sailors!

Reading the Annual Minutes of the ILCA, September, '63, one finds that there was considerable interest in the moves to promote overseas Lightning development. So perhaps a resume of Lightning development in Australia would be of some interest and assistance to this very necessary International drive. Our experience could possibly act as a guide to others who may want to introduce Lightnings to other areas.

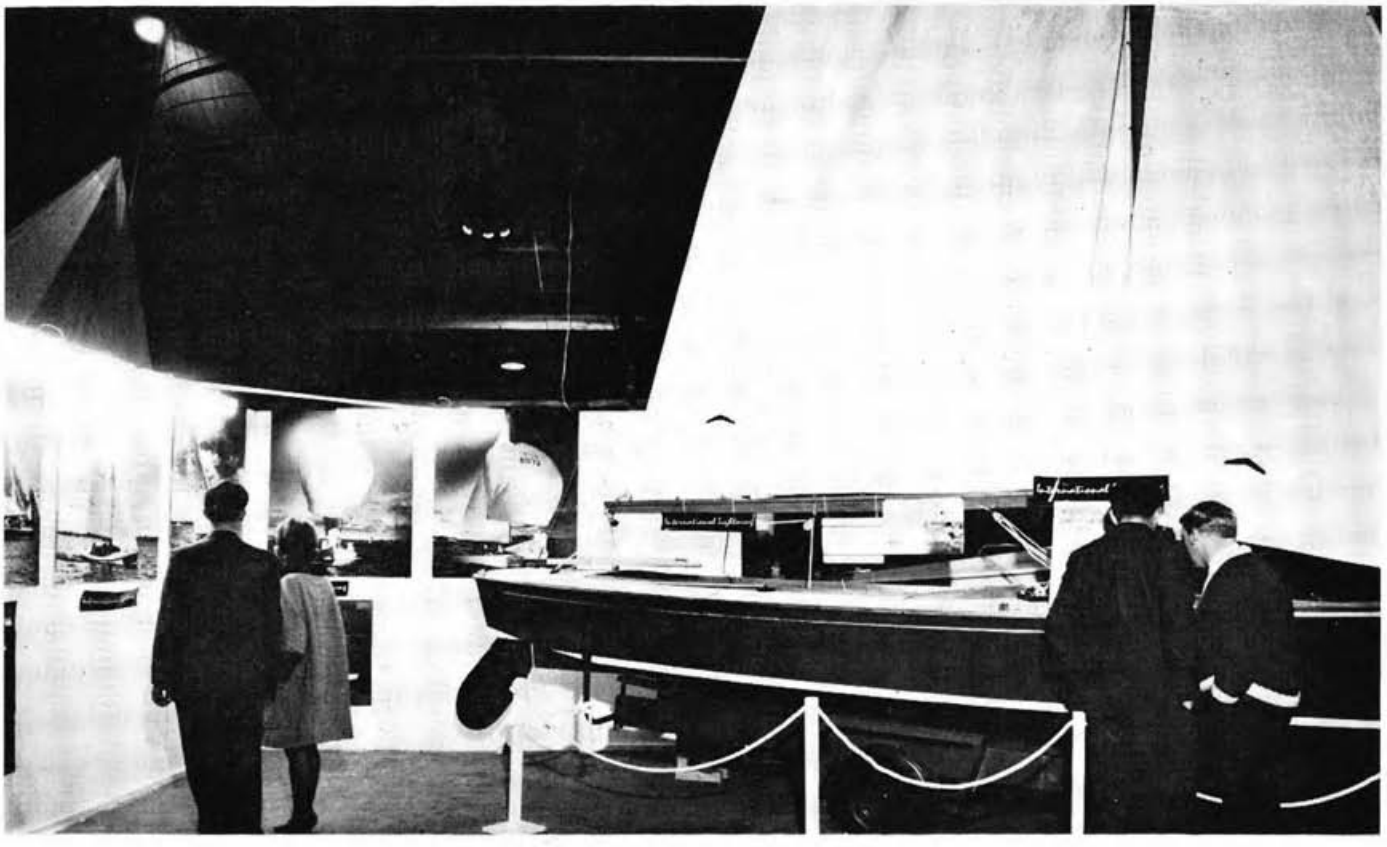
The first thing you need is an individual who believes in the Lightning cause. He can be an administrative figure, a patron of the sport, or a boat or boat-supply manufacturer. In our case it was John Linacre, Commodore of the Royal Brighton Yacht Club here in Victoria.

John commissioned a leading boat-builder to build a Lightning, with the intention that when it was finished, it would be loaned to other Yacht Clubs, or interested individuals, for trials. When the boat was finished, he arranged for his boat to go on display at the Melbourne Boat Show, where it created a great deal of interest. Three other boats were ordered almost immediately, which became the first Australian Fleet, No. 359, and many took a keen interest.

Rolly Tasker, well-known Flying Dutchman champion and a leading sailmaker, who supplied the sails for some of these boats, wrote from Perth, W. A., to Kenneth Ross who was, fortunately, a professional photographer, requesting some shots of the Lightning under sail, for his next catalogue. Photographs were made and sent over.

Ken Ross, having a number of photographs from this deal, thought about an extension of the promotional activities, and prepared an article for submission to the leading Yachting magazine, SEACRAFT which, to his astonishment, accepted it and a few months later gave the Lightning a double page spread, story and photographs.

Many enquiries were made, and this helped to launch the Lightning interstate. After a fair number of letters



Lightning Display, 1963 Boat Show, Melbourne

back and forth it was found that a Lightning was building in nearly every State. Ken Ross wrote to Margaret Teske, acquainting her with Lightning progress in Australia, and seeking more information about world-wide activities of the Class. This was welcome news to the ILCA executive.

Now this can be summarized into two main steps. First, the individual who makes the first move of having a boat built. There is no risk here, because, after all, it is Sparkman & Stevens design, it was designed for general purpose use, and it was intended at the design stage for the boat to become a National Class. Then the second step is for it to be taken from there, through publicity media, if possible with professional help.

Magazines are usually keen to get material of this type, as long as there is a good local story interest. A good photograph is eagerly sought by publishers. The ILCA may be able to help here, as the specialist marine photographers, like world-famous Rosenfeld, should have, on file, first-rate Lightning shots. Another aspect, which we intend to pursue, is to circularize all local yacht clubs, particularly those just forming, with information material.

Another most important point is to form a local Association, as we did. The four original boat owners, Simes, Linacre, Scott and Ross did create an Australian Lightning Class Association, and then sought affiliation with the parent body in South Haven, which was gladly given. This gives the local members some weight in negotiating with control bodies. We look forward to the day when an Australian crew, preferably with an Australian boat, makes the long trip, ten or twelve thousand miles to a future World Lightning Championship. Some day, not too long, we hope!

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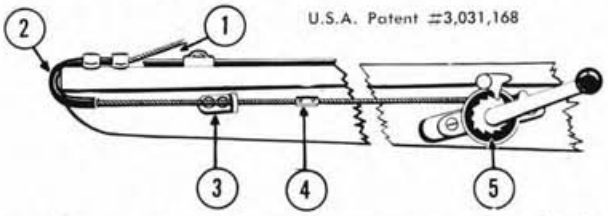

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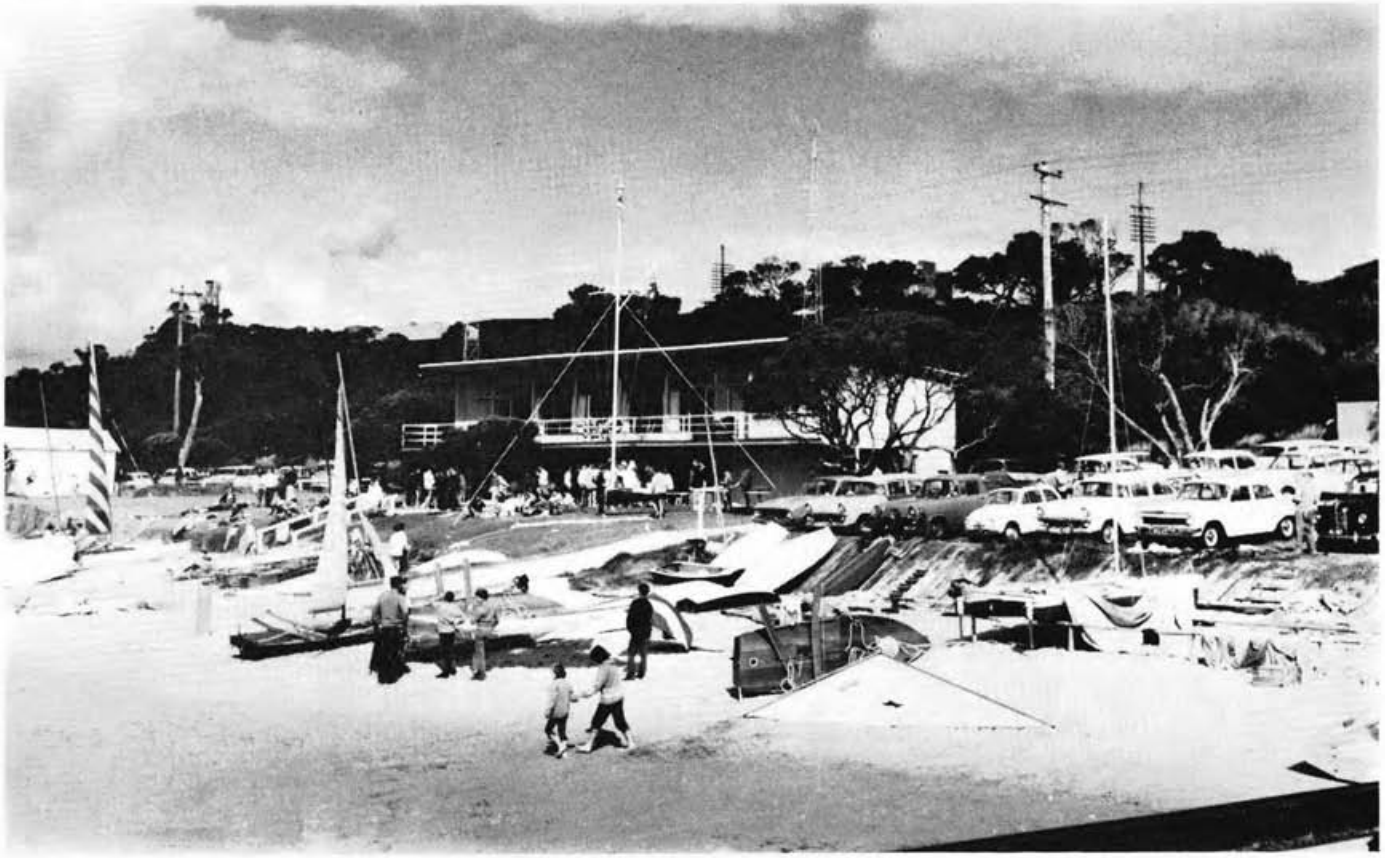

Clubhouse at Blairgowrie-built entirely by members in 1958

IX CAMPEONATO SUDAMERICANA CLASE LIGHTNING 7 AL 17 DE FEBRERO DE 1963 OLIVOS—ARGENTINA

Editor's Note: The IX South American Lightning Class Championship was reported briefly in the 1963 edition of the Year Book. The X South American Championship will be held in Salinas, Ecuador March 6-15, 1964—too late for inclusion in this edition. After considerable thought, and at the risk of some repetition, it was decided to put the Year Book on a workable timetable and properly, we think, to feature the 1963 Champions—South American, North American and European. Our thanks to Jose Barreda Moller and Alberto Migone for the information used below.

Club Nautico Olivos, which was the site of the First South American Lightning Championship in 1955, held the IX South American Lightning Championship February 7-17, 1963. Twelve boats from six countries participated. To prove that history repeats itself, Alberto Migone, who won the First Championship at Olivos, won again. He not only won the Championship but did so very convincingly, winning five races in varying conditions. Winds ranged from 5 mph in the first race to 20 mph with gusts to 30 in the third race. Except for the winner, positions in the Championship were subject to change up to the last race when Pedro Sisti, Jose Barreda Moller, Isidoro Melero and Mateo Frugoni were fighting for second place.

The South American Confederation of the Lightning Class met three times between races and several important decisions were made, some concerning the II World Championship to be held in Chorrillos near Lima, Peru in December 1963.

IX South American Champion Alberto Migone with his crew, Boris Belada and Horacio Bravo.

Start of a South American Championship Race.

IX Campeonato Sudamericano Clase Lightning

PARTICIPANTES Y RESULTADOS

			1a. Reg.		2a. Reg.			3a. Reg.			4a. Reg.			5a. Reg.			6a. Reg.		Final	
Timonel	No. de Vela	Nacion	Clasific.	Puntos	Clasific.	Puntos	Subtotal	Clasific.	Puntos	Subtotal	Clasific.	Puntos	Subtotal	Clasific.	Puntos	Subtotal	Clasific.	Puntos	TOTAL	Posicion
Federico Garcia	8140	Peru	3	10	8	5	15	10	3	18	Abandono		18	10	3	21	8	5	26	10
Marcos Brieva	8127	Chile	12	1	10	3	4	11	2	6	9	4	10	11	2	12	10	3	15	12
D. Williams Camet	8360	Argentina	4	9	2	11	20	3	10	30	Descalif.		30	7	6	36	1	12	48	4
Eugenio Lauz	7626	Uruguay	9	4	6	7	11	8	5	16	7	6	22	8	5	27	Abandono		27	9
Mateo Frugoni	7621	Uruguay	6	7	4	9	16	5	8	24	5	8	32	5	8	40	Abandono		40	5
Felix Sienra	4559	Uruguay	8	5	7	6	11	Abandono		11	Abandono		11	6	7	18	2	11	29	8
Santiago Maspons	586	Ecuador	5	8	9	4	12	7	6	18	4	9	27	12	1	28	9	4	32	7
Isadoro Melero	7392	Chile	-	6	5	8	14	6	7	21	6	7	28	2	11	39	7	6	45	6
Pedro Sisti	4351	Argentina	2	11	Abandono		11	4	9	20	2	11	31	3	10	41	3	10	51	2
Alberto Migone	8239	Argentina	1	12	1	12	24	1	12	36	1	12	48	1	12	60	5	8	68	1
Jose B. Moller	5783	Peru	10	3	3	10	13	2	11	24	3	10	34	4	9	43	4	9	52	3
Pablo Gallyas	7533	Chile	11	2	Descalif.		2	9	4	6	8	5	11	9	4	15	6	7	22	11

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MICHIGAN LCA INVITATIONAL REGATTAS

SAGINAW BAY LIGHTNING FLEET	(216)	JUNE	13, 14
CRESCENT SAIL Y.C.	(51)	JUNE	20, 21
GULL LAKE Y.C.	(137)	JUNE	27, 28
TAWAS BAY Y.C.	(152)	JULY	18, 19
GRAND TRAVERSE Y.C. MICH. DIST. CHAMPS	(326)	JULY	24, 25, 26
HIGGINS LAKE B.C.	(110)	AUG.	8, 9
PONTIAC Y.C.	(54)	SEPT.	12, 13
DEVILS LAKE Y.C.	(31)	SEPT.	19, 20

A Progress Report On Fiberglass Lightnings

By Jack Swanson, Chairman—Fiberglass Committee

During the past year, I have been asked many times by prospective Lightning owners "Should I buy a fiberglass boat? If I should, what kind should I buy?" Well, the problem that exists is that Lightning Class officers cannot advance the cause of wood versus fiberglass, nor can we assist one manufacturer in the sale of his products against another. This creates a situation wherein the prospective owner still does not know how to approach his purchase as fiberglass Lightnings are quite new. I honestly believe, however, that in the past year fiberglass construction has really come of age and during this coming winter and summer season, fiberglass boats will be seen more frequently leading the pack in major regattas.

Presently there are nine manufacturers of fiberglass Lightnings in the United States and we received active inquiries from interested fabricators in Switzerland, Australia and South America. As of December 13th, we have issued 160 registration numbers for fiberglass Lightnings to builders. There are now four basic fabricating techniques which are being used by builders and all of them seem to be satisfactory. As a matter of fact, the major future problem facing your Class officers is whether or not we should attempt some restriction on the fabrication techniques. Each day a new idea regarding the use of glass cloth and resin comes to our attention which might have merit.

It appears that the four basic methods are:

A. Sandwich—using layers of glass cloth and resin with balsa wood as a filler sandwich between the glass cloth.

B. Sandwich—using plastic foam wrapped in glass cloth as planking with additional glass cloth and resin forming a skin on the inside and outside of the hull.

C. Laminate—using various thicknesses of glass cloth as an outer skin without a filler, built up with trusses and ribs to support the skin of the boat. These ribs or trusses are spaced closely enough to avoid any deflection of the hull or wrinkling of the outer surface.

D. Sandwich—using a plastic or mastic-like filler which is light in weight, which, after being trowelled or placed in position between thicknesses of glass cloth and resin, cures and becomes hard to form almost a uniform or solid thickness of glass cloth, resin and filler for both topsides and bottom.

These techniques are not listed in any order of preference.

Depending on the thickness of the skin and the rigidity of the technique being used, we might have more or less ribs and stringers. Any prospective buyer could concern himself with the rigidity of the fabrication technique alone, as water absorption does not appear to be a problem. I honestly believe that all fiberglass boats are presently rigid enough to perform very well, but I have not seen all boats under sailing conditions and I am, therefore, not able to offer a first-hand opinion.

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including trousers

★ Solves the problem of trying to wear foul weather gear and a life jacket at the same time.
★ Bears seal of approval of Marine Board of Victoria (Australia).
★ Made of PVC filled with plastic foam.
★ Will support a man weighing over 250 pounds.
★ Will turn an inert wearer on his back.
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A survey of some fiberglass builders indicated an increasing success in regattas during the past summer. One builder reported 7 Firsts, 6 Seconds, a 6th and a 24th in major regional and national regattas. Another builder reported a First out of 24 boats, a Second out of 20, two other Club Championships and generally good finishes in other major regattas. Another builder reported 5 First places, 3 Second places and several other high places in major regattas.

After the recent North American Championship Regatta, several so-called hot sailors reported that the fiberglass boats had good boat speed as compared with some popular and fast racing makes.

The basic fact seems to be that the Lightning Class now has a tight set of tolerances covering the whole construction. Boats of wood or fiberglass can be built equally well to these tolerances; boats of wood or fiberglass can be built to the minimum weight requirements and whether a boat be of hard-glued wood construction or fiberglass, it will not absorb any appreciable weight of water through normal usage. Further, whether a boat be wood or fiberglass, in the last analysis it is still the sails, the tune, and most important of all, the skipper that makes the boat go as fast as possible and in the right direction.

In general, the future for fiberglass looks bright. Now the major problem facing the Class officers is whether or not tight specification limitations on fabricating techniques will serve any useful purpose in uniformity or will this simply limit the ability of the Class to take advantage of future engineering advances. Many present good fiberglass techniques are proprietary and future improvements most certainly will also be patented.

1963 European Lightning Championship

By Bob Bleasby

Castellammare di Stabia from September 2nd to 8th was the site of the 1963 European Championship with Castellammare Fleet #237 in association with Circolo Velico Stabia acting as hosts.

The European Championship was preceded by the Italian National Championship. Throughout this five-race series winds and racing conditions were very steady. Guido Tulli in his new boat #8621, "Lilian," and with Giacomo Fagnano and Mario Piccoli as crew, dominated this event, winning four out of five races. He thus emerged as the 1963 Italian Lightning Champion. Gaetano Pesce, with boat #7212 and crew of Franco Galante and Antonio Molfini, was the runner-up.

September 2nd then started the European Championship Regatta, with boat and sail measuring and checking being carried out in accordance with requirements as for 1963 District, North American and World Championships. On September 3rd there was the usual skippers' meeting followed by a flag raising and opening ceremony at Circolo Velico Stabia.

A tune-up race was held on September 4th and afterwards the Mayor of Castellammare held a welcoming party for all contestants and others. The annual European Lightning meeting was held that evening and the

1963 I.L.C.A. European Championship

at

Circolo Velico Stabia at Castellammare di Stabia

Boat No.	Boat Name	Skipper	Crew	Country	Total Points	Final Standing
8397	Albatros II	S. Bonas	A. Bonas A. Palcologos	Greece	89	1
8492	Vincenzina III	C. Russo	G. De Stefano A. Castellano	Italy	84	2
7212	Fandango II	G. Pesce	A. Molfini F. Galante	Italy	80	3
8621	Lilian	G. Tulli	G. Fagnano M. Piccoli	Italy	76	4
7534	Satanasso	G. Focanti	M. Focanti R. C. Irelli	Italy	74	5
8138	Proteo	G. Ucchiello	C. Postiglione E. Piscedda	Italy	69	6
5745	Turbine II	I. Merola	V. De Sole E. C. Bartoli	Italy	64	7
6689	Caramba	M. Mainini	G. Franceschetti P. Carimini	Italy	63	8
8623	Jajabeiro	J. Beck	R. Jacobi E. Guyer	Switzerland	61	9
8729	Surprise II	A. Masciocchi	C. Masciocchi M. Civita	Italy	58	10
7792	Alcione	Neri Stella	F. Lupi F. Russo	Italy	49	11
8447	Speedy Gonzales	L. Bonfiglioli	M. Mantovani G. Mazzotti	Italy	48	12
7238	Strale II	M. Di Segni	S. Di Segni R. Fiamma	Italy	48	13
8728	Veleno	V. Boccia	R. Polito A. Montuori	Italy	40	14
7177	Marina	A. Hanninen	T. Kochonen A. Keikki	Finland	35	15
6390	Posillipo II	M. Martinelli	T. Guarcia V. Postiglione	Italy	34	16
7467	Garoupa	C. Lambelet	D. Lambelet M. Lambelet	Switzerland	23	17
8192	As de Careau IV	J. P. Luthy	J. Roth R. Balzli	Switzerland	16	18
8218	Lampo	S. Haglund	T. Backman Romantschuk	Finland	16	19
6739	Fiamma	R. Fluhmann	F. Hauenstein I. Hauenstein	Switzerland	9	20

20 boats and competitors were ready for the start of the Championship next day.

But the weather on Thursday the 5th did not co-operate. During the first race that day the wind was so light that it was not possible to complete four of the nine legs of the course within the specified time limit and the race therefore had to be abandoned. Before the second race could be started the wind had shifted to the south-west and was very strong. One boat capsized and broke its mast, two others were slightly less damaged and the Race Committee was forced to cancel racing for the remainder of the day.

For the remaining three days the weather was more settled. Two races were held on September 6th and 7th and the final one on Sunday, September 8th.

After the first two races on Friday, S. Bonas in #8397, "Albatross II," from Greece, was first with G. Pesce #7212, "Fandango II," of Italy, a very close second in the point standings. In third place, having won the second race of the day, was J. Beck #8623, "Jajabeiro," from Switzerland.

By Saturday evening and the completion of two more races in good steady winds, S. Bonas was still in first place, G. Pesce still second and Catello Russo in #8492, "Vincenzina III," of Italy in third spot. All three boats were very close together in points, so much, if not all, still depended on the final race on Sunday.

In this fifth race the wind from South/Southwest was very strong. Two boats broke their masts and another boat had also to retire without finishing. An exciting struggle developed between Bonas and Russo for first place, but before the end the Greek boat pulled away and finished a very good first to win the race and the European title.

The final point standings gave Stelios Bonas of Greece a margin of five points over Catello Russo of Italy, the runner-up. The awards party was held at Terme Stabiane with a large number of prizes being handed out in addition to the Coppa Citta di Napoli to the new champion from Greece and the Runner-up Cup to the Italian C. Russo.

1964 EUROPEAN CHAMPIONSHIP

July 15-22

Lac de Neuchatel (Fleet 169)

Switzerland

Lightning sailors from all over the world are invited to compete in beautiful water of Lac de Neuchatel

Inquiries:

International Lightning Class Association
Swiss District, Du Peyrou 4
Neuchatel, Switzerland

It's What Is In The Boat That Counts

By Bob Seidelmann

For years, we have tried to evaluate the conditions which cause one boat or crew to win more than their normal share of races. In the following article, I have attempted, to the best of my ability, to study this thought and arrive at a conclusion.

Let us try to analyze the factors related to crossing the finish line, a winner or a loser. I feel the basic relationship between equipment and crew are: 20% hull shape, 45% crewing ability, racing tactics and sailing skill and 35% tuning and shaping sails.

As you leave the mooring for the starting line only 20% of your racing potential is a constant, this being the hull shape and bottom condition. The remaining 80% of the performance is dependent upon the skipper and crew. No matter how you evaluate the situation, the most important piece of equipment in the boat is the crew. These three individuals, for the next few hours of racing, must work together as a well co-ordinated team with all three minds giving undivided attention to the racing problems.

Every skipper races a boat differently and therefore organizes his crew to suit his desires. Personally, as a skipper, I prefer devoting my full efforts to making the boat go as fast through the water as possible. Sailing to windward, I use one of my crew as my eyes. He relays a running commentary to me on our position in relation to key competitors. Continually he will funnel back information as to our speed in relation to other boats close by, our heading as compared to our competitors, which side of the course is getting the advantage and any other information he considers pertinent.

In my opinion, this member of my crew is the most important member of the team going to windward, because all my decisions and strategy are directly based on the information he relays. This information must be the basic facts, not optimistically colored or distorted. It's wonderful for the informer to relay optimism to the crew, but not if there is not a sound foundation of facts behind it. On the other hand, it is impossible if he relays pessimistic information, thereby destroying the morale of those in the boat. Also in open water he is continually glancing at the compass, to check for wind shifts. I use the compass only as a last resort. If there is not a distinguishable shoreline or cloudbank on the horizon to sail by, I then resort to the compass.

The third member of the crew going to windward is used as a balance; his job is to keep the boat on the desired angle of heel for the sea and wind conditions. In light air, or a good sea with little air, I prefer the boat heeled to leeward about 20 degrees. I realize this is

against the majority of experts, who desire the boat to be sailed as flat as possible, but the boat feels much better in a heeled position and therefore, to me, it is justifiable. However, when the breeze warrants hiking, I prefer the boat sailed as nearly vertical as possible. This allows you to point a bit better and perhaps increase the efficiency of sails and centerboard.

As we near the windward mark, we hook up the spinnaker so it will be on the right side of the boat for the reaching leg. If at all possible, your last tack to the windward mark should be a starboard tack. This can eliminate many problems if you are racing in a large fleet. When we round the windward mark, the spinnaker and spinnaker pole are in position and hooked up ready for use if desired.

After rounding the windward mark, we usually have a close spinnaker reach. The decision as to when the spinnaker will be flown is dependent upon the closeness of the reach and the location of your adjacent competitors. The spinnaker is flown when we are in an advantageous position in relation to competition, or when we are forced to fly it by a boat close behind flying theirs.

When the spinnaker is flying my crew again takes over the guidance of the boat. My personal efforts are devoted to playing the puffs and waves and maintaining maximum boat speed. The middle crew devotes his entire efforts to the trim of the spinnaker. This is a very exacting job and requires one hundred percent concentration on his part. The other crew becomes the boat's eyes, relaying pertinent information continually.

The second mark of the course is usually a spinnaker jibe. I feel the key here is to allow enough room for this operation and plan ahead to avoid getting jammed into a poor position. The spinnaker jibe is perhaps the most demanding time during the race for complete crew co-ordination. If this maneuver is executed properly, the boat will spin under the spinnaker with the chute remaining full at all times. This is a team effort and a thing of great beauty when done correctly.

The third leg of the course is usually a spinnaker run, where we have the crew operate as it did during the spinnaker reach. Perhaps the one important factor here is to sail with clear air and as close to the shortest course as possible.

The final spinnaker operation is the dropping at the third mark and preparing the go to windward again. The spinnaker must be dropped at the last possible moment, yet it must be done in such a manner that it is possible to rehoist the spinnaker without repacking. You must allow time for the crew to perform this operation efficiently yet swiftly.

To me, the crew in a Lightning is extremely important, as I have stressed in this article. Without a crew that can handle their part of the job the boat is tremendously handicapped. I probably cannot stress this point enough, as in my mind it is imperative.

We have now accounted for sixty-five percent of the boat's capabilities. The remaining 35% comes from experience, for which there seems to be no bona fide substitute. The purchase of a new sail is only the beginning. The performance of a suit of sails is directly related to the ability of its owner to understand how to set them. This is a study in itself and could be discussed for pages, but when the smoke cleared there would be one answer: "You will find it very difficult to regularly beat experience in any sport." I feel this is especially true in sailboat racing as the equipment is very complex and its adjustment exacting for peak performance.

With this one thought in mind, we must all crave knowledge, which is what you can turn into experience when applied. I have never found a good devoted sailor, who when asked correctly would not take great delight in helping a fellow sailor improve his performance. Along this line the people you should turn to are your fleet champion or the sailors in your fleet who have years of experience. The personnel within any fleet should always be trying to increase the ability of the sailors within their fleet, as this in turn will improve their performance also.

Perhaps another good place to receive up-to-date information is from your boat builder or sailmaker, both of whom should be current on latest techniques being used in the class and could possibly eliminate many technical problems before they arise.

The final place to obtain information is on the race course. Every race you sail should teach you something. If you do not learn something, you are not approaching the contest with an open mind. If you can not find your own mistakes, ask another sailor, so that you do not lose another race for the same reason. This will advance your experience rapidly.

I feel there are possibly three major items which produce a good sailor, of which the most important is enthusiasm. This is a must. Without a great desire for perfection in racing, good performance is impossible. The second is skill. This will come to you as a development. If you spend the time and the effort required by the sport, you will develop a skill for it. The third is experience, which comes from exposure. Without experience you cannot maintain any degree of consistency in your racing.

If you remember the following thoughts, you cannot help but get more out of the sport:

"The good skipper has good equipment because he takes the time and the effort to have the best."
"The good skipper has a good crew because he spends the time necessary to organize a good team."
"The good skipper in the end has a fast rig because he has the desire."

Remember—You Cannot One-Design "DESIRE"

USE THE SERVICES DIRECTORY
PAGE 250

3 OUT OF FIRST 5 FINISHERS IN '63 NORTH AMERICAN CHAMPIONSHIPS USED **NORTH SAILS!**

In the 1963 Lightning North American Championship at Tawas Bay, Michigan, North Sails were used by the first, second, and fifth place boats (main, jib, and spinnaker). We are pleased to add Champion Carl Eichenlaub's name to the list of 33 national or world's champions who used North Sails in various classes during the past year.

North Sails were also used by the first and second place skippers in the Lightning Southern California District Championship and in the Pacific Coast Championship. They were also used by Albert Migone in winning the South American Championship in '63.

Better control over our materials and new production processes make it possible for us now to build sails that are exactly alike. Even so, we still check every sail on our rooftop testing spar. Not only will you find our new sails faster, but you will find them smoother and more wrinkle-free than any Lightning sails you have seen before.

EICHENLAUB WINS 1964 LIGHTNING MID-WINTER CHAMPIONSHIP! Using a new North main, jib, and spinnaker, Carl Eichenlaub captured 2 firsts, a second and a fourth at St. Petersburg against 61 other boats. This is just the latest testimony to the speed of our new Lightning sails.

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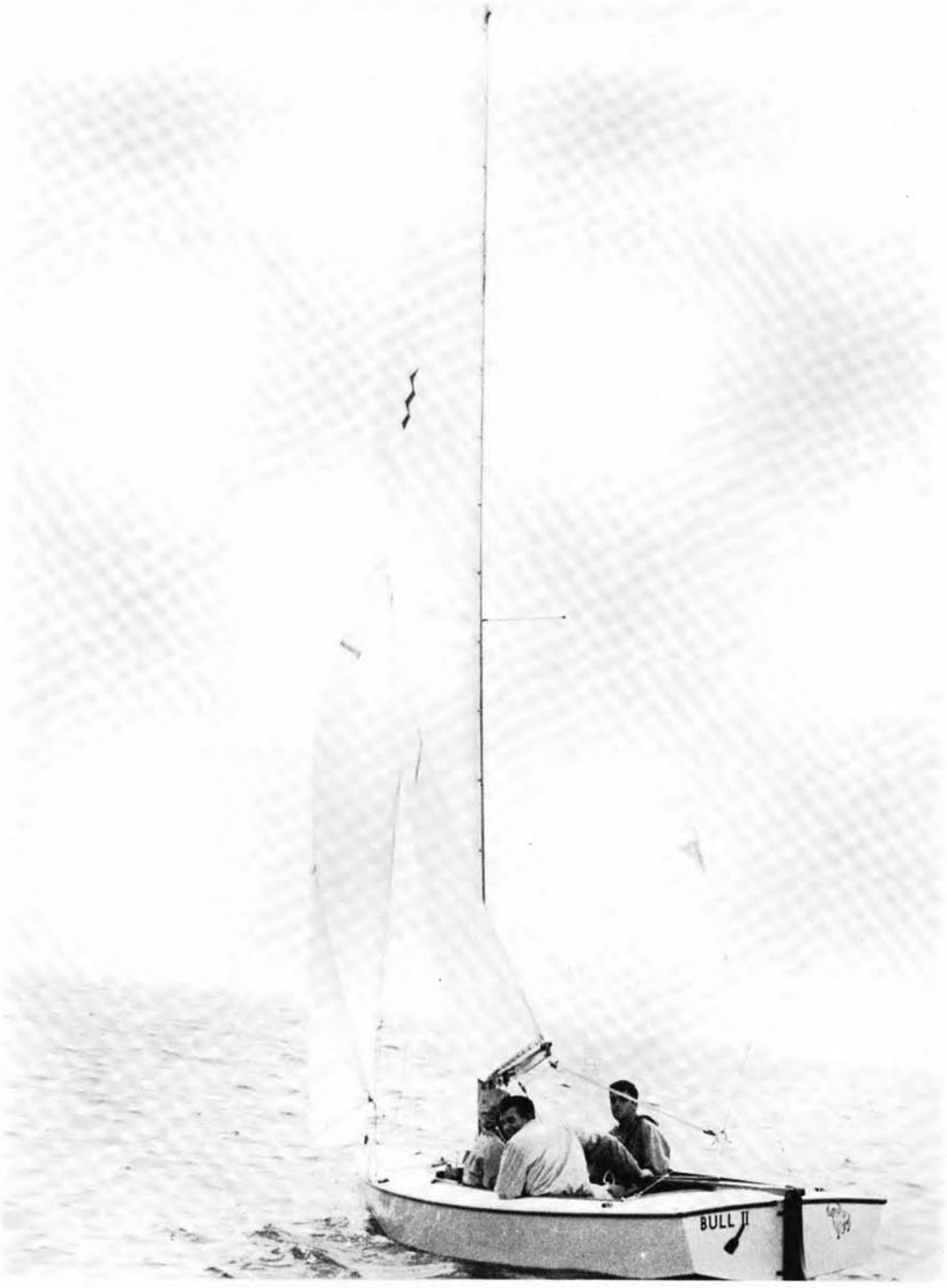


1963 North American Champion Carl Eichenlaub, Jr. in Bull II #8390.
His Crew, Dennis Connor and Michael O'Bryan

North American Championship—Qualifying Races

By Stu Anderson

Over 90 skippers arrived at Tawas intent on winning one of the coveted 29 positions in the North American Championship races. This could only result in a hotly contested qualifying series.

California trailed seven boats across the country for their magnificent effort to regain the Championship.

All three races featured difficult conditions which were a real challenge. Monday's light winds were accompanied by sloppy seas. Tuesday was overcast with 10 to 20 mph northerly winds. These were the windiest races of the week with right and wrong sides to the windward legs and areas that seemed to have light spots and different slants. Some skippers failed to solve these conditions while others lost their chance by capsizing on the jibe in Tuesday's races.

The top ten qualifiers were: Carl Eichenlaub, Jay Doty, Harry Sindle, Hank Cawthra, Bill Campbell, Davie Peterson, Cary Long, Manning Barber, Hugh Dietz and Jim Carson.

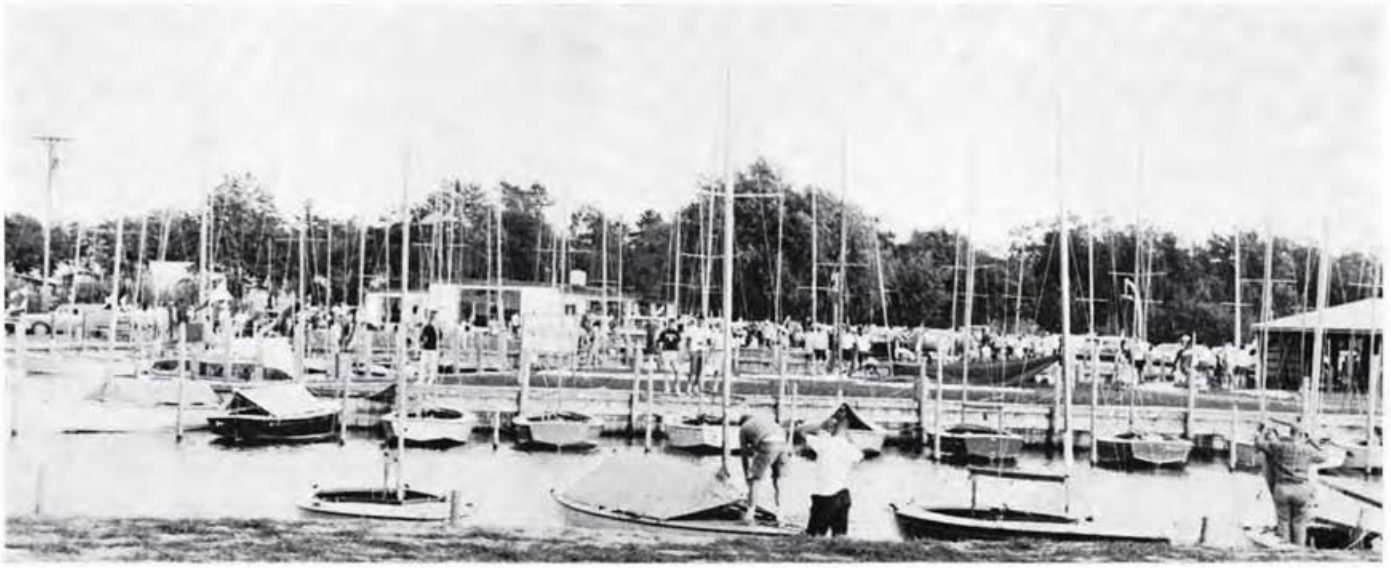
NORTH AMERICAN CHAMPIONSHIP WON BY EICHENLAUB

By Jim Carson

Three years ago, under a spacious tent at the Tawas Bay Yacht Club, the Lightning Class Association took a tremendous step forward in the establishment of a truly International Class by voting the establishment of a Lightning Class World Championship. The year was 1960, and in that year of the last "International Championship", Tawas Bay's fair winds and sunny skies smiled on the whole Lightning Class and the warmth and hospitality of the host Club and the entire community left a lasting impression upon those of us who were fortunate enough to be there. It was also the year in which Carl M. Eichenlaub, Jr., West Coast boat builder and sailor extraordinary, astonished no one by carefully and systematically winning the Championship. Carl had traveled thousands and thousands of miles throughout North America to major Lightning Class events many times previously, but this time was different. From the very moment he arrived there was an air of expectancy and confidence which was not to be denied. And so, three years later, accompanied by a host of lesser-known "California Bears", Carl once again rode into Tawas, doubtless with fond memories of yesteryear.

Since this great victory three years ago, Carl had lived in the shadow of the peerless Thomas Allen, greatest winner in Class history who had not allowed anyone else to win a World or North American Championship in that time. But this year Carl was ready once again. With the strains of "California, Here We Come" humming through the rigging virtually from the opening gun, "Ike" put on a brilliant display of consistent sailing to win by a margin uncommon to regattas of this nature. Such was the nature of his lead that a game try by many brilliant challengers for the crown wound up only in a mad scramble for the runner-up position.

Defending Champion Allen, fresh from a magnificent win in the Pan American Games in Sao Paulo, Brazil, and sailing a brand new boat in lieu of his world famous #7811, sailed three tremendous races but was lacking in the consistency which has been the Allen trademark and which earned him a victory over Eichenlaub at the Buffalo



Clubhouse and Mooring Area at Tawas.

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A Fiberglass Lightning with a Racing Record

A couple of years ago, we heard some scuttlebutt about fiberglass Lightnings not being competitive with wooden ones. Having heard (and subsequently disproved) this kind of talk in several other classes, such as Jet 14s, Comets, Flying Dutchmen, etc., we made up our minds to do something about it. Now we have. And you can benefit by it.

Everybody knows that a fiberglass boat requires less maintenance than a wooden boat, and can be left in the water without the danger of splitting planks, or picking up weight (unless improper core materials are used). Everybody knows, too, that fiberglass is a lot stronger than the cedar used in today's light weight wooden racing Lightnings. But fiberglass has its own problems, such as its high specific gravity and lack of stiffness which have to be eliminated to make a good fiberglass Lightning. With our Syncore process (Patent Pending), plus the experience of combining strength and stiffness with light weight, we have produced a fiberglass Lightning hull which combined the advantages of the material without its disadvantages. Our marine design knowledge, rigging know how and Lightning racing experience (since 1945), completes the necessary background to produce a Lightning which will "go."

Proof of this was shown during the first season's racing with the new Syncore Lightnings. Dave Siddons, using a Syncore hull, won the Cotton Carnival and the New Jersey State Championships, plus several other important individual races. Harry Sindle won the Annapolis regatta, the Dixie Districts, and later, the Atlantic Coast Championships, and was 3rd in the North American elimination series, among 90 boats. Another event of interest was an elimination series for the Mallory Cup where a fleet of six good Lightnings was used. Despite rotation of skippers and crews, the Mobjack Syncore Lightning was the outstanding boat of the series, with finishes of 2-2-3-1-1-1 in the fleet of six top flight boats. Considering that the number of Syncore Lightnings being raced last year could be counted on the fingers of one hand, we think this record is exceptional—and proof that, as a racing machine, the Syncore Lightnings can "go" with the best of them.

Here are some reasons why you should consider the Mobjack built Fiberglass-Syncore Lightning for your new racing Lightning:

1. Fiberglass construction—low maintenance, great strength.
2. Syncore construction provides good stiffness for high performance.
3. No measurable weight pickup due to water absorption—even if wet sailed, or if hull should be holed. Stays competitively light indefinitely.
4. Syncore construction proven since 1954 in sailboat use.
5. Guaranteed minimum weight of 700 pounds.
6. Minimum weight usually made with between 35 and 40 pounds of teak floorboards.
7. Molded in colors — separate molded bottom and topsides color, if desired.
8. As low a center of gravity as the best wooden racing Lightnings.
9. A smooth, extremely fair hull for least resistance.
10. High gloss hull, semi-gloss deck.
11. Strength engineered where you need it. No wracking, twisting, or detrimental hull deformation under sailing stresses.
12. Styrofoam for positive flotation and safety.
13. No polyurethane foam or Balsa wood used, which could pick up weight due to moisture.
14. Fast hull lines, designed within I.Y.R.U. tolerances for maximum all around speed.
15. Complete racing equipment, including jib downhaul, spinnaker gear with under deck sheet leads, drum operated boom vang, longitudinal hiking straps, self-bailer, cam cleats all around, adjustable outhaul and downhauls, stainless halyards and stays, braided sheets, etc. Much of the hardware is especially made of stainless steel to our specifications. All of it is either stainless, plastic, or other top quality material.
16. Trim of traditional teak—will take varnish beautifully, or can be left to weather without deterioration.
17. Measurement certificate furnished.
18. Fiberglass construction at competitive costs permits more sailing time, less upkeep time and costs, yields higher value.

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Light Weight Crew?

Canoe Club in the 1962 North American Championship.

Tawas Bay Yacht Club and indeed the whole community again did a bang-up job and as we arrived, weighed, measured, registered, and sailed through the elimination races we again began to feel the warmth and friendship that prevailed on our last trip there. Not that the weather was warm, it wasn't. Someone jokingly renamed the regatta the North American Lightning Frostbite Championship. A raw chill prevailed in the air and the sun was hesitant about appearing from behind grey clouds most of the week.

With the qualifying races over, Wednesday morning's picture at the Tawas Bay Yacht Club is one of a flurry of activity as new hope is reborn in each skipper's heart. Now, no matter what fleet he is in he can start anew with the hope of attaining victory in one of the three fine flights. Victory, of course, in the first flight means a year's reign as the North American Champion of the International Lightning Class.

The Bay is calm as we head out for the first race of the Championship and are finally under way. This is what we have waited for all year. Wind NE 8-15, windward end of the line favored. Nice air but shifty. As we approach the first mark it is apparent the east side was favored. Eichenlaub leads with Bill Campbell second, Dave Siddons third, followed hotly by Lou Pocharski and George Fisher. Eichenlaub loses lead to Campbell on spinnaker run but soon regains it again and is never headed. By the finish, Campbell has slipped to fifth, Jim Kohls has rocketed from mid-fleet to second, Stu Anderson to third, followed over the line by Jay Doty. The rest of the fleet trails in, spread apart all over Tawas Bay by the light and flukey going. Eyebrows raise as Tom Allen glides across in the dying air, a startling 25th.

Thursday: One race down, two today should separate the fleet. Wind light northerly, course set, unequal legs, good start as the fleet splits half to the east and half to the west. Boats to the west seem to hold better air. Allen

ducks, weaves, and tacks, threading his way to a commanding lead at the windward mark only to lose it on the third leg as the wind quits, scrambles the fleet, and makes a finish within the two hour and ten minutes allotted for four legs impossible. It is just as well too because as the wind prevails from astern the yellow fleet bears down on the green, the green on the blue, and there would have been one grand and glorious 100 boat finish, all at once!

The easterly wind, coming off the Lake, arrives just as we head in for lunch and still holds as Committee Chairman Ladd McKaye sights the line for the afternoon race. Wind about 10-12 at the start, windward end clearly favored and oops—Eichenlaub jumped the gun. Wild scramble off the windward end of the line finally settles down to a boat race. Left side boats slightly lifted part way up the windward leg, but at the mark everyone is close. Manning Barber rounds first closely pursued by Goldsmith, Allen, Campbell and Ranft. As the wind tails off Allen vaults ahead and Jim Kohls, again rocketing from deep in the fleet, displaces Campbell from fourth. Meanwhile, Eichenlaub is in deep trouble fighting his way around the middle of the fleet, finally clawing past five boats on the last leg to salvage a respectable tenth.

The scramble is on! As the post race "resails" begin Thursday evening a surprising Jim Kohls looks tough to beat with a five point lead over Californians Eichenlaub and Barber. St. Joseph's Bill Campbell is only six back. Chicago's Jay Doty rounds out the first five, eleven back. In the shifty airs that have prevailed in the tuneup, qualifying, and first two races of the series, it is obvious that consistency will be important.

Friday has dawned clear and calm and the talk around the Club is all about the flukey air—nothing like three years ago. Committee schedules two races but wisely waits 'til noon for better air which has been predicted. It arrives! Clarence Everett and Barney Crittenden, siren wailing, speed to windward with the first mark and off we go in 10 knot air. We finally have a trace of the good southerlies which made Tawas famous three years ago. Allen, in typical fashion, threads his way to a lead over Fisher and Eichenlaub at the first mark—Kohls is in mid-fleet but everything is close. Wind has hauled somewhat SW as we finish a blister-provoking tight spinnaker reach and start again to windward. Fisher and Eichenlaub swap position, then swap back, to finish as at the first mark trailed by Hank Cawthra and Dave Peterson.

No time to figure positions between back-to-back races but Eichenlaub must figure well and Allen? With two firsts he must be coming up. Can he do the impossible and recover from his 25th?

We're off again, marks shifted, wind now about 15 knots. It feels good to hike a little after so many races sitting in the boat. It's another wild scramble, close racing, everyone bunched. George Fisher likes it and rounds the windward mark first, comfortably ahead and opening the gap, he leads all the way to win in good style. Peterson, Eichenlaub, 16 year old Billy Bergantz and Howie Macken round out the first five. Kohls hasn't been seen these two races and apparently likes the lighter going better—and Allen? Well, he won't win it this year! He's in the high 20's and protested besides.

As we stand in line for the fish-fry, it's obvious Eichenlaub likes Tawas. He was a winner here three years ago, he's 14 ahead now, and unless he has a tremendous reversal of form or a weird race, he's in. The scramble for second is the topic of conversation as Fisher, Bergantz,

Charlie Schreck and Ladd McKay watching them leave for the race course—no tension here!

Barber, Campbell, Peterson, and Macken are all within six points of one another. Race Committee predicts rain and squalls for the final race. Sounds interesting and certainly a fitting conclusion to a week of calms, flukes, and ghosting.

Saturday is chilly, foggy and calm but as Ladd McKaye walks out with the postponement flag a hint of air comes across the water and out we go into a prediction of southwesterly squalls shifting to NW and storm warnings flying. Sailing out, the SW wind does go NW, but then back to SW as the Committee sensibly waits for a definite trend. Finally Howard Boston heads his luxurious TEA PARTY 220 degrees into the fog. There goes Barney with the windward mark, SARAH JANE III throwing spray as she disappears into the gloom. Anyone bring their radar? Leeward end favored, off we go sailing into a glorious 15 knot southerly until—hold on—we've sailed four minutes and there's the TEA PARTY and

C. S. Everett—Past Commodore T.B.Y.C.—Race Committee Boat to Establish Marks, 1960 and 1963—Great Job!

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Carl Eichenlaub, Jr. and His Crew Michael O'Bryan and Dennis Conner Receiving North American Championship Trophies from President Marty O'Meara.

the windward mark. Everybody is there at once and—oh no—there's the next mark not a quarter mile to port. Log jam at the second, run to the third causes a worse log jam as we finally realize Buzz Morley's stubby DUTCHESS III has the "N" flag flying, no race, improper course. As we unscramble and prepare for a new start, the southerly fades.

Finally, we're off again in a light westerly, touch and go. Boats are strewn all over Tawas Bay 10 minutes after the start. One minute one group looks good, then another on the other side of the Bay as the wind oscillates between southerly and westerly. It is a real drifter! If you're lucky you're in the right place. If you're unlucky you can hardly see the lead boat even though the fog has now lifted. Anyway, at the windward mark it is the incomparable Allen, followed by Clark, Goldsmith, Campbell and Ranft. Eichenlaub is 8th and, with the bulge in points going into the race, safe enough at the moment. However, in a drifter one is never sure. At the second mark Ranft has slipped, the first four command a big bulge and Eichenlaub leads the remainder of the fleet. It's a long race, perhaps too long, but wisely enough Ladd McKaye and his fine Committee do not wish to jeopardize anyone's chances with a shortened course. And so, seven legs we drift, just beating the time limit. Allen is the winner of his third race in five having led from the first mark. Bill Campbell has worked to second, dropping Goldsmith to third and Clark to fourth and to a two gun and multi-whistled salute Champion Eichenlaub comes home a very safe fifth. Carl still likes Tawas and the rest of us will have the fun of another trip to the West Coast next year.

With dispatch a group of weary, cold sailors pull their way to the hoist as the scorekeepers untangle the assorted scrambles presented by the day's drifter. The scores posted, it is clear that for this regatta, Mr. Eichenlaub was in a class by himself, winning by 34 points over Bill Campbell, who in the light and flukey air which predominated throughout the series also came up with a fine measure of consistency. Dave Peterson, George Fisher and Manning Barber round out the first five, a fine group of sailors all. And so, 1963's event complete, we all return to our separate points of hibernation to reflect upon how we can do better next year. It's a long ride home for most of us, but to the guy who has the longest ride, Carl Eichenlaub, it must be a cheerful trip. Congratulations, CHAMP!

FINAL RESULTS – NORTH AMERICAN CHAMPIONSHIP

Position	Boat	Name	Skipper	Home	Race Results 1	2	3	4	5	Points
1	8390	Bull II	Carl M. Eichenlaub, Jr.	San Diego, Cal	1	10	3	3	5	133
2	7979	Zamboanga	Bill Campbell	St. Joseph, Mich.	5	6	13	10	2	119
3	8240	Tension	David M. Peterson	Old Saybrook, Conn.	8	20	5	2	10	110
4	8345	Mauya	George V. Fisher	Columbus, Ohio	12	16	2	1	17	107
5	8528	China Clipper	Manning Barber	San Diego, Cal.	9	2	7	16	16	105
6	7606	Panique	Howard W. Macken	San Diego, Cal.	11	9	12	5	14	104
7	8510	Swag	William Bergantz	Buffalo, N. Y.	13	5	11	4	19	103
8	8298	Snoopy	Bruce Goldsmith	Chicago, Ill.	20	3	19	7	3	103
9	6849	Charlie Brown	Bill Healy	West Hartford, Conn.	10	9	15	9	12	97
10	8830	Atom	Thomas G. Allen, III	Buffalo, N. Y.	25	1	1	DSQ	1	96
11	7795	Oops	Jim Kohls	Detroit, Mich.	2	4	14	DNF	13	91
12	7275	Shelby	Jay Doty	Chicago, Ill.	4	13	16	8	23	91
13	8315	Vagrant	John Ranft	Columbus, Ohio	17	7	6	15	22	88
14	8507	Syncorpation	Harry R. Sindle	Ware Neck, Va.	6	22	10	6	24	87
15	8503	Glockenspiel	Stu Anderson	Buffalo, N. Y.	3	15	24	21	6	86
16	6066	XL	Hank Cawthra	Grosse Pointe, Mich.	16	11	4	DSQ	8	85
17	7000	Thermis—7	Karl Smither	Buffalo, N. Y.	21	19	8	14	11	82
18	8714	Kinsman	Cary Long	Stevensville, Mich.	26	14	18	17	9	71
19	8193	John Brown	David L. Brown	Trumbull, Conn.	18	8	28	12	21	68
20	8755		Herm Nickels	Fenton, Mich.	19	17	20	23	20	56
21	8739	Fantastic	David M. Siddons	Island Heights, N. J.	7	28	27	11	27	55
22	7875	Song Bird	Al Field	Manhasset, N. Y.	24	29	9	20	18	55
23	8484	Trident II	Jim Carson	Philadelphia, Pa.	15	26	17	18	25	54
24	8497	Moonshine	Bob Clark	Seattle, Wash.	27	DNF	21	19	4	53
25	7299	Spook—3	Louis Pocharski	Marblehead, Mass.	23	25	23	22	15	47
26	8511	Padalin	Bud Olsen	Stratford, Conn.	14	21	25	25	26	44
27	6161	Itch	Jim Schudel	Cincinnati, Ohio	30	18	29	DSQ	7	40
28	2070	My Gal	Tony Baroni	East Rockaway, N. Y.	28	24	26	13	28	36
29	8143	Mayday	Elton Ballas	San Diego, Cal.	22	23	22	DNF	DNS	26
30	1905	Fiji	Hugh H. Dietz	Syracuse, N. Y.	29	27	30	24	DNF	14

Steve Bachman in "Havoc" — Winner of 1963 President's Cup Series

THE 1963 PRESIDENT'S CUP REGATTA

By Howard J. Mullin

Spinnaker Action — President's Cup Race.

Steve Bachman sailing his brand new Lightning "Havoc" #8710 sailed away with top honors in the President's Cup Regatta with the best score of any boat in the three series. Wind and sea conditions varied widely throughout the five races giving a wide range of sailing conditions. Bachman proved his skill under all conditions.

1st RACE

Wind 10-15 miles per hour, sea choppy, weather cool and cloudy. Jim Crane sailing #8666 jumps to an early lead rounding the weather mark first, never to be headed. Not too far astern follows Hopkins sailing #8644 pressed by Tom Davis and Bachman. Two close spinnaker reaches and another long beat to windward find Crane first at the weather mark but now closely pressed by Bachman, Davis, Dailledouze and Marge Alexander in that order. Two more reaches with little change in position among the leaders and then the third beat to the finish line with Jim Crane getting the big gun followed by Bachman, Tom Davis, Marge and Hopkins in that order.

2nd RACE

Wind 6-10 miles per hour, sea smooth. Many of the boats are luffing along at either end of the line watching the championship flight on their start and their first few hundred yards up the first leg. Then our warning gun and all hustle back of the line ready for the start. At the gun Russell Jones, Al Bernel, Jay Limbaugh, Ed Perry and Jose Barreda-Moller open up from the pack and proceed around the first mark in that order. The next two legs under spinnakers scramble the leaders a bit and at the end of the second windward leg Al Bernel rounds first with Jay Limbaugh hard astern. Russ Jones follows in third ahead of Marcy Lippincott, Ed Perry and Howard Mullin. Up go the spinnakers with a few tangles here and there and the usual accompanying loud talk from the backs of boats. On the final leg to the finish Jay Limbaugh squeaks past Al Bernel to win followed by Bernel, Bachman (where did he come from?), Mullin and Jones.

3rd RACE

Lacking wind, the Race Committee wisely postpones Friday morning and so, after a good lunch, not too much appreciated by some nervous stomachs, the third race gets under way in a nice breeze of 10-15 miles per hour. Mullin takes the lead half way up the first leg and rounds the windward mark first followed by Marge Alexander, Carl Benz, Bob Goodwin, Steve Bachman and Marcy Lippincott. Two spinnaker reaches see Mullin and Alexander open up their lead but now here comes Steve Bachman taking a boat here and there. At the end of the second windward leg Mullin still leads the way with Marge and Steve right behind. McKinley has moved up to fourth leading Carl Benz and Lippincott in fifth and sixth, respectively. Again the two spinnaker reaches calling for some good hiking as the wind has picked up to a steady 15 miles per hour. Around they go on the last

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leg home with Mullin still in the lead pressed by Alexander and Bachman. Whom to cover? Naturally, they split and Mullin tries to ride the middle and cover both. Bachman seems to be moving better so Mullin abandons Marge and converges on Bachman. Bachman crosses his bow on port tack safely, flops to weather on Mullin who draws through his lee to catch the winner's gun by a scant few feet. Marge Alexander crosses a few seconds later in third followed by McKinley, Lippincott, Benz and Tom Davis.

4th RACE

After a few minutes of respite to repack spinnakers, dry out and untangle gear and smooth some ruffled feathers, the warning gun assembles the gang once again. The sea has picked up and is full of crazy lumps with no apparent pattern. The starting gun finds Bachman up near the Committee boat and Mullin down near the leeward end, but about even on the wind line a few minutes later. Tom Davis leads at the first mark followed by Cully Cobb, Mullin, Hopkins, Bachman and Barney Mead. Some rough calculations in Mullin's boat on the next two legs indicate that Bachman has a lead of about eighteen points over Mullin who is tied with Bernel for second place. Bernel is way back so Mullin tries to get away from Bachman in hopes for a break. Bachman stays pretty close and at the second windward mark Mullin rounds first but there is Steve right behind. Down wind they go with Mullin holding the lead followed by Bachman, Hopkins, Tom Davis, Cully Cobb, Ed Perry and Al Bernel. Around the leeward mark and head for home. Mullin now covers Bachman closely for the winners gun honors which he gets about three boat lengths in front of Steve with Hopkins, Cobb, Davis, Limbaugh and Bernel finishing behind Bachman in that order. Mary Kay Mullin on Howard Boston's stake boat informs three grinning guys on Tackless that they are in second place pretty solid. Oliver Filippi, spectating from one of Jerry's fine craft even takes their picture. Barney Mead hops aboard on the pleasant and pleasurable ride home to look at the engines.

Soon After Start — President's Cup Race.

5th RACE

Not too early next morning the Race Committee sets up the line in a foggy light breeze and away they go only to have the race cancelled for lack of a proper course. A short delay while stake boats and marks are relocated and the starting gun echoes damply down the line in next to no wind on a rather lumpy sea. At the first mark, Tom Davis leads the pack with Judy Waterman, Howard Mullin, Jay Limbaugh, Barney Mead, Jose Barreda-Moller and Arnold Schwartz following not too far astern. Damp spinnakers hang limp down the next leg.Where's Bachman? Mullin's crew turns and counts . . . 1, 2, 3, 4, . . . 20, 21! What's the point spread? Eighteen points! Come on, wind, blow just on us! Around the leeward mark and the slow downwind run Mullin has moved into the lead but Bachman has crept up to twelfth at the fourth mark. By now the first fifteen boats are mixed up with the tail end of the championship flight. Mullin tacks down wind trying desperately to keep his wind clear. Bachman sails right down through the middle of the fleets, passes twelve of his competitors along with ten or fifteen of the tail enders and rounds the last mark in first place! Davis, Mead, Limbaugh, Marge Alexander, Mullin and Bob Adams follow, well jammed up with the other flight. The last leg is a long starboard tack, hard on the wind. Steve Bachman crosses first followed by Tom Davis, Howard Mullin, Barney Mead, John Orelup, Marge Alexander, John Mueller and Bill Hughes in that order.

So Steve Bachman by his consistent skill and brilliant tactical ability was able to avoid that "one bad race" that plagued everyone else and that is what wins trophies. Congratulations Steve!

FINAL RESULTS – President's Cup

Fleet No.	Skipper	City	Boat Number	1st Race Pos.	2nd Race Pos.	3rd Race Pos.	4th Race Pos.	5th Race Pos.	Pts. Total	Pos.
153	Steve Bachman	Southport, Conn.	8710	2	3	2	2	1	145	1
75	Howard Mullin	Saddle River, N.J.	7511	21	4	1	1	3	125	2
12	Al Bernel	Buffalo, N.Y.	8498	7	2	17	7	13	109	3
262	Cully Cobb	Nashville, Tenn.	7499	6	16	12	4	10	107	4
3	Marge Alexander	Philadelphia, Penna.	8016	3	14	3	23	6	106	5
43	Jay Limbaugh	Worthington, Ohio	7940	19	1	11	6	14	104	6
87	Barney Mead	Towson, Md.	8622	9	12	21	9	4	100	7
31	Carl Benz	Adrian, Mich.	8381	16	10	6	15	9	99	8
43	Tom Davis	Columbus, Ohio	8100	DSQ	11	7	5	2	99	9
228	Marcy Lippincott	Riverton, N.J.	8684	14	6	5	11	22	97	10
98	Ed Perry	Huntington, N.Y.	7203	11	7	22	8	12	95	11
12	Bill Hughes	Buffalo, N.Y.	8546	10	17	15	12	8	93	12
43	Bob Mann	Columbus, Ohio	8700	13	8	18	17	11	88	13
134	Jim Crane	Darien, Conn.	8666	1	DNF	8	16	16	83	14
3	Jack Orclup	Short Hills, N.J.	8608	22	20	9	20	5	80	15
58	Henry Dailledonzc	East Rockaway, N.Y.	8581	5	DNF	23	10	15	71	16
261	Jose Barreda-Moller	Lima, Peru	5783	24	9	14	19	20	69	17
3	Bob Adams	Glenside, Pa.	8181	17	19	10	24	18	67	18
12	Tom Fallon	Buffalo, N.Y.	7822	8	22	16	14	DNF	64	19
152	Bill McKinley	Saginaw, Mich.	8455	15	25	4	22	25	64	20
112	Jim Hopkins	Green Bay, Wis.	8644	4	23	30	3	DNF	63	21
17	Russell Jones	Fairfield, Conn.	8270	18	5	26	18	DNF	57	22
194	Alan Raffee	San Diego, Calif.	8529	26	15	13	DNF	19	55	23
71	John Mueller	Rocky River, Ohio	7865	23	13	28	13	7	47	24
133	Bob Goodwin	Pt. Washington, N.Y.	7543	29	18	20	25	21	42	25
43	Tim Fisher	Reynoldsburg, Ohio	8121	27	21	27	21	23	36	26
329	Jim Gilbert	Alexandria, Va.	7611	20	27	19	DNF	24	34	27
133	Mike Grinnell	Pt. Washington, N.Y.	8627	12	24	29	DNF	DNF	28	28
7	Judy Waterman	Greenwich, Conn.	5988	28	DNF	25	27	17	25	29
70	Arnold Schwartz	Lincroft, N.J.	8301	DSQ	26	24	26	26	22	30
87	Ben Derrickson	Timonium, Md.	8516	25	DNF	DNS	DNF	DNF	7	31

SUPPORT OUR ADVERTISERS

Winner of 1963 Governor's Cup Series—Dave Chanoux in Tattle Tale with Priscilla Bonney and Ted Chanoux

1963 GOVERNOR'S CUP

By Bernard Gross

Tawas Bay was a new experience for most of our Governor's Cup sailors. In the tune-ups and eliminations we found a strange variety of wind shifts.

Greetings were exchanged by skippers and crews while the three flights assembled near the starting line for a week of racing. Sailors in the Yellow Flight had the opportunity of observing the Blue and Green Flights start, their beat to the weather mark and the spinnaker parade that followed.

The first race of the Yellow Flight was started in a light breeze with Dick Carrel in Black Mariah in the lead. Dick opened his lead considerably by the time he arrived at the weather mark with Dave Chanoux in Tattle Tale on his stern. Both boats maintained their relative positions but they increased their distance from the rest of the fleet before they went over the finish line.

In the second race Tattle Tale went over the starting line first with Harrison James in Yankee close behind. The fleet reached the weather mark in a light uncertain breeze, fairly close behind the lead boats. The chutes went up as drifter conditions set in. The skippers and crews demonstrated their sense of humor during this "tip toe" sailing by witty remarks and blowing of whistles with the call "everybody out of the pool" heard thru the becalmed air of Tawas Bay. The blasting of horns completed the ceremonies and ushered in enough wind to complete the race. The lead boats kept their positions in a shortened course but many skippers changed their position with skirmishes at the finish line.

The third race started in a mild wind with port tack favored. Burt Keenan in Mystery arrived at the weather mark first followed by Phil Hart in Argo and Warren Gross in Blixten. The fleet proceeded downwind slowly but there were demonstrations of hot competition on a brisk reach with most skippers giving it the old college try 'til gun time, with Mystery leading followed by Dave Ashton in Baby Doll and Stan Brander in Kay Jee IV.

A brisk wind with choppy water heralded the fourth race. Bob Knop in Gringo was first at the weather mark with Bob Dallas in Dusty and Dave Chanoux in Tattle Tale close behind. Some skippers changed their places in the broad reaches of the downwind run and there were some fine displays of skill in the close reaches which paid dividends for those who knew how. Knop finished first, followed by Dave Chanoux who increased his position by one after he rounded the weather mark and Stan Brander, third, who came up from tenth.

Light air was the order of the day for the fifth and

Looking Over The Results.

final race. Warren Gross went over the line first on the leeward end of the line with Dave Chanoux alongside. Dave managed to get to the weather mark first with Warren on his stern and Burt Keenan some distance behind. The chutes were flown in drifter conditions. On the fourth leg Dave Chanoux overtook boats of the Green Flight. Warren Gross duplicated this performance on the fifth leg. As was the case in all five races, the skipper who reached the weather mark first finished as winner.

Dave Chanoux in Tattle Tale won the Governor's Cup by consistent good sailing demonstrated by a pair of firsts, a pair of seconds and a recovery from 24th to 15th in another race. Warren Gross in Blixten was runner-up. At age 17, it was his first time in the Big League.

The ingredients of this successful regatta were—good fellowship, keen competition for all skippers and crews and a well managed regatta. The wit and fellowship at the Banquet were enjoyable. Beautiful trophies were awarded with appropriate remarks by Marty O'Meara. As a finale to the evening activities everyone broke out with "California, Here We Come"!

When the wheels of the last trailered Lightning rolled out of Tawas the next morning, hundreds of happy sailors were heading for homes in many different parts of the country—richer by a most pleasant experience.

FINAL RESULTS—Governor's Cup

Fleet No.	Skipper	City	Boat Number	1st Race Pos.	2nd Race Pos.	3rd Race Pos.	4th Race Pos.	5th Race Pos.	Pts. Total	Pos.
6	Dave Chanoux	Trumbull, Conn.	7914	2	1	14	2	1	140	1
114	Warren Gross	San Diego, Calif.	7833	11	11	4	5	2	127	2
137	Jim Harrison	Richland, Mich	7655	4	2	15	12	4	123	3
113	Joe Stueland	St. Joseph, Mich.	7966	3	3	9	9	15	121	4
51	Bob Knop	Detroit, Mich.	7388	17	9	13	1	10	120	5
62	Burt Keenan	Harvey, Louisiana	8822	20	13	1	4	3	119	6
262	Bob Llovet	Nashville, Tenn.	7498	10	21	6	7	7	109	7
69	Dave Ashton	Milwaukee, Wis.	4999	DNF	8	2	6	6	106	8
205	Stan Brander	Tulsa, Okla.	8373	16	14	8	3	14	105	9
137	Don Coggan	Richland, Mich.	7911	6	15	11	17	8	103	10
242	Tom Brizendine	Greenville, Ky.	8185	9	5	13	15	16	102	11
266	Mitch Bohnenkamp	St. Louis, Mo.	7821	8	17	12	8	18	97	12
59	Dick Carrel	Buffalo, N.Y.	7398	1	4	DSQ	14	13	96	13
133	Elliott Oldak	Port Washington, N.Y.	8170	7	10	22	13	17	91	14
133	Fred Poor	Manhasset, N.Y.	8613	22	16	10	11	11	90	15
189	Willard Johnson	Beverley, Mass.	8741	13	7	21	10	DNF	77	16
102	Bob Dallas	Los Angeles, Calif.	7716	5	12	5	DSQ	DNF	74	17
70	June Methot	Lincroft, N.J.	5380	18	26	19	18	5	74	18
62	Tommy Allen	New Orleans, La.	7282	21	6	18	16	DNS	67	19
1	Dave White	Syracuse, N.Y.	8555	24	24	17	20	19	66	20
16	Henry Fretz	Edison, Pa.	7930	12	22	23	19	21	63	21
196	Richard Del Castillo	Riverton, N.J.	6327	19	20	20	DNF	12	57	22
27	Ralph Powless	Westerville, Ohio	8522	14	23	16	21	DNF	54	23
77	John McIntosh	Rochester, N.Y.	8479	23	19	25	22	19	52	24
164	Philip Hart	Cazenovia, N.Y.	5893	25	25	7	27	DNS	44	25
329	Frank Walter	Falls Creek, Va.	8375	29	27	24	23	20	37	26
54	A. J. Roualet	Fraser, Mich.	7577	15	18	DNF	DNS	DNS	31	27
284	Gaines Houston	Little Rock, Ark.	7655	27	30	26	24	DNS	21	28
296	Dean Arnold	Kansas City, Mo.	8428	26	29	27	26	DNS	20	29
296	Gordon Reabe	Kansas City, Mo.	7551	28	28	28	25	DNS	19	30
56	Ronnie Blair	Chicago, Ill.	8715	DNS	DNS	DNS	DNS	DNS	0	31

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ALAS, THE COMPASS (or Who Said There Was a Wind Shift?)

By Tom Allen

Before the race, sail on the wind and take the best compass reading for each tack. The higher the reading on the starboard, and the lower on port, the better. You should try this many times before the start so it's best to get out early, at least ½ hour before the start. The more times the better. It gives you a better idea of the amount of change in direction, the time interval between changes, whether or not the change is regular, and if there is a general shift in one direction.

Next check the starting line to see which end is favored. As only one boat can get the best start, you are in more trouble if you gamble for it than if you just try for a good start. Keep in mind that if the port tack is favored, you should start in a location where you can quickly tack to port. If the wind is in a continual shift, start near the end toward which it is shifting, then sail in that direction (you will get headed). This should put the boats behind you and behind you to windward heading for your transom. Now don't be too greedy for under our scoring system consistency pays off more than occasional brilliance.

If neither end is favored and the wind is steady (a very rare occurrence), it is best to get clear air, then tack to that side which is directly to leeward of the first mark. Generally the first mark is not square to the starting line. The idea of this is not to get to the rhumb line before you are close to the mark. This will enable you to make use of a favorable shift in either direction.

During the race the jib man (on my boat) reads the compass very often so that you know your heading as compared to your best heading on that tack. A boat ahead or behind can be, at times, a more acute method of determining shifts. For example, if you start heading to windward or leeward then you know you are lifted or headed respectively. Another good way to tell shifts is your heading relative to a fixed object such as land, an anchored boat, or even a slow moving distant cloud or perhaps the sun.

Now comes the hard part of knowing on which side of the course to go, when to tack, and on what shift. In the absence of knowledge of local conditions or information gained before the start, it is best to go on the port tack first in the Northern Hemisphere or on the starboard tack first in the Southern Hemisphere. The reason is that the wind generally shifts clockwise in the North and counterclockwise in the South, particularly late in the afternoon.

Next let's consider a heading shift. If you know it is consistently back and forth, tack at once with each shift as you are headed. If not, hold on a bit to see if it is just a short temporary thing (in which case you're wasting your time to tack) or if it is a steady shift (in which case you should tack) or if it is a continuing shift (in which case you should hold on as long as you can stand it). Again I warn you, don't be greedy. It might shift back. Perhaps the best advice is to tack before you get to the rhumb line as you will probably get a continuing lift after your tack which will let you up to the mark. This might be termed a "sailor's dream".

Now, if you get a lift, always continue, unless it is a continuous shift and you feel there won't be enough lift to get you to the mark. In this case, if you continue you will sail the great circle route and never get to the mark.

Of course this sounds easy. Just watch your compass! But it is complicated by trying to cover an opponent, keeping clear air, staying between the mark and your competition, etc. This all adds up to the fact that no one can tell you exactly what to do during a race. Most decisions must be made on the spur of the moment drawing upon some of the above rules and the information gained before and during the race. The best you can get from the sum is a calculated guess.

From this and the problems of tuning, sail trim, crew coordination, etc. you can see why I believe racing is a combination of many many changing variables which are impossible for anyone to conquer completely. This seems to me to be the reason racing gets in your blood and keeps you forever trying to master the impossible.

There's A Long, Long Trail – But Here's How

By Carl Eichenlaub, Jr.

I was given a choice of suggested subjects to write on for this year's book and I have chosen one that is dear to my heart: traveling to the regatta. I hope that after reading this you will realize what fun it is to trail cross-country and come out to visit us at Mission Bay for the 1964 North Americans. To get here just copy down the highway numbers that I give in the article and you will arrive safely.

We are all set to go to Tawas Bay. Bull II has qualified and we have spent almost two full weeks rebuilding her for our assault on the North American Championship. The crew and I have completely sanded, varnished, painted and groomed the hull. We have pulled and renewed every bolt and screw in the mast and rigging and we are now packed up with trailing cover and ready to roll.

This year there will be seven California boats making the trip so we will have lots of company. My crew, Michael O'Bryan and Dennis Conner, will tow the Barber twins' boat for them so they can fly.

The plan of attack is for Mike and Dennis to leave at midnight from San Diego, the Sailing Capital of the World, and get a room at Las Cruces, New Mexico. They will sleep in the room all day. My wife, Dimi, and daughter, Betty Sue, and I will rendezvous with them at 7:00 the next evening and sleep in the room all night. Then the two groups will caravan to Tawas.

So the next day at 5 a.m. we commence to climb up over the "Rock Pile" on U.S. 80 headed East. At midmorning we are driving along 80 toward Gila Bend, Arizona where we must take the fork to the right on State 84 to Tucson. Parked at a service station is a black Thunder-

bird full of tourists. As we stop for gas they roll down their windows and ask, "Where are we?" So I told them: "You are in Gila Bend". This seemed to confuse them as I guess they hadn't figured out that Gila Bend is pronounced "Heela Bend" in Spanish, and their map showed Gila Bend so they were lost.

After this crisis on navigation we headed for Tucson, then Benson, where we picked up State 86 to Lordsburg, New Mexico. At Lordsburg we are on U.S. 80 again and at 7:00 p.m. we arrived at Las Cruces. Not a bad day's run . . . 700 miles.

After dinner with Mike and Dennis, who swam and slept all day, we all flaked out early to get an early start the next day. As dawn broke, we were cruising on the desert floor at 70 m.p.h. on highway 70 headed through the missile range at White Sands, New Mexico. At Alamagordo, a town just outside of White Sands, we pick up U.S. 54 to Santa Rosa, where in mid-morning we connect with U.S. 66, the main East-West artery. The morning was uneventful and we changed cars and drivers back and forth to keep each other company. That night we made Oklahoma City where we got a room in the Holiday Inn. Mike and Dennis decided to economize and sleep in our station wagon.

At daybreak I am walking down the corridor when I happen to pass an open room with the radio blaring and there, flaked out on the bed, is Mike. He explains that the bugs had eaten him up in the car so he rented a room. He says that Dennis wouldn't chip in so he kicked him out. Therefore, Dennis had to rent his own room; and an adjoining one at that. This was too much for me to believe, so I wormed the truth out of Mike. It seems that they were peacefully sleeping, swatting bugs, etc. when they were awakened at 3:00 a.m. by some people warming up a big white Cadillac. It turned out to be 2 families headed for the Freedom March in Washington. When they left, Mike and Dennis moved into their rooms bag and baggage.

The next day as we headed down the Turner and Will Rogers' Turnpike for Missouri, we had fun with the boys talking about our experiences of the night before.

Just outside of Springfield, Missouri, we burned out a generator so we pulled into a Ford Agency and had a new generator and voltage regulator installed and 1½ hours later we took off. Thirty-one miles down the road the generator burned up again so we came about and went back to get it repaired at the same agency. We sat around for another hour or so and were all getting fidgety when Dennis finally broke the tension by saying that he was going to get his dark glasses and cigar and talk business with the proprietor. This did the job and we were again ready to roll but the boys had become so jumpy with this loss of girl-chasing time that I told them to go on and we would meet them in Tawas.

We stayed in St. Louis overnight and at lunch time next day Dimi, Betty Sue and I stopped at a restaurant in a place near Springfield, Illinois and were met by our friend, and fellow competitor, Mitch Bohnenkamp, from St. Louis. Mitch passed the time of day with us and gave us some helpful highway hints on how to get from U.S. 66 to Michigan Interstate 94. (I might add that the next time I saw Mitch was at the 10-minute gun for one of his qualifying races and it took me 5 minutes to catch up to him to return the favor by telling him that the main sail usually looks better with the battens in, which his didn't have.)

Mitch's tips worked, and that afternoon we were successfully traveling Interstate 94 to Battle Creek where we decided to have dinner and the end of our journey was in sight. We sat down to have dinner and my wife ordered Beef Strogonoff. I ordered a Chef's Salad since I wasn't too hungry. The waitress said that they didn't call it a Chef's Salad, they called it a Holiday Salad, but it was the same thing. I didn't care what she called it, so long as it was nice and big with lots of ham and turkey. She then brought my wife's dinner salad and me one also. I thought this was a nice gesture, so I gave mine to Betty Sue. As it turned out this was my Chef's Salad, so we all 3 shared the Beef Strogonoff while the waitresses gave us sideways glances. At the conclusion of the meal we thought we would shake them up by ordering one parfait and 3 glasses but we didn't have the nerve.

Being weak from hunger, I decided rather than drive in to Tawas we should spend the night at Battle Creek.

The next day at 10:00 a.m. we were greeted at TBYC by Russ Meyer and our trip was complete. No strain . . . 4 and 1/3 days, a minimum of night driving which to us was a good thing. (Long ago we discovered that we were lousy night drivers. I see tunnels that aren't there, Dimi goes through mountain passes that don't exist and my perennial Southern Circuit crew, Al Ziegenfuss, chases jack rabbits in the desert that really are there.)

Mike and Dennis were there doing the town and in the next few days all the California boats arrived without mishap.

In conclusion, I will say that if you haven't tried a cross-country hop with your boat, pack up and come to San Diego. There is never a dull moment!

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Next step, then, was to try out our new mold-cut, tapered panel sails in competition and off we went South—to New Orleans, Miami, Palm Beach — where we personally compared them with other sails in brush race after brush race in Lightnings and other classes. Brush races, incidentally, because racing tactics are not involved and sailing is controlled at all times.

Results were good. The molded sails proved fast in these trials and had a high pointing angle. What's more, both in other Southern racing and in frostbiting up North, the many skippers who were asked to test the new sails for us were enthusiastic.

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Ready to go—11th Annual Frostbite Regatta—Quantico *U.S. Marine Corps Photo*

TOM ALLEN DEFEATS 82 OTHER BOATS TO WIN 11th ANNUAL QUANTICO REGATTA ON OCTOBER 19 AND 20, 1963

By Barney E. Mead III

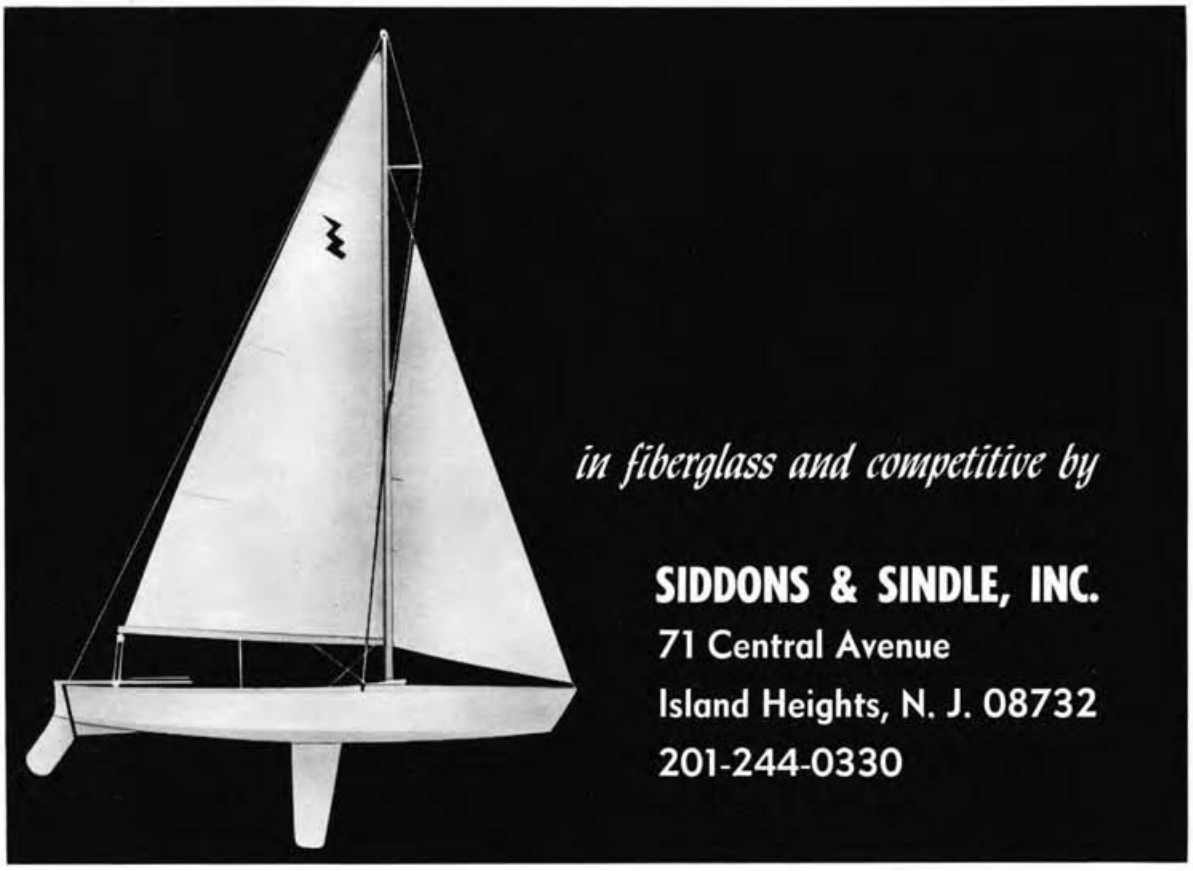
In defeating 82 other Lightning skippers, Tom Allen sailing Atom II, 7811, for the first time in a large fleet in the United States in 1963 demonstrated that other sailors competing in the World Championship in Peru may find it difficult, if not impossible, to take the World Lightning Championship away from Tom Allen.

Before going into the details of this regatta, I think it is of interest to review the activities of Tom Allen in the Land of Pleasant Living (Chesapeake Bay area) on three consecutive weekends. In these three regattas on the East coast Tom Allen was either skippering or crewing on the winning boat. This, I believe, is a remarkable achievement in fleets of 17, 83 and 34 respectively. How much better can you do?

His victory at Quantico was one of the most impressive demonstrations of light air sailing that this Lightning sailor has ever seen. Perhaps you will agree by the end of this article, but let's get back to the first race and what happened.

The turnout this year was not quite as large as last year, but just about everybody East of the Mississippi was there.

The first race was started in very, very light air, less than 5 mph. The wind was blowing from the North. The Potomac River runs from North to South and the tide was ebbing. This meant that it was almost impossible to cross the starting line against the tide and river current. Not one single boat was over at the start. It appeared that the weather end of the line was definitely favored and only Tom Allen, Barney Mead, Harry Sindle and Dick Hallagan were able to get to this end of the line because of the light air and current. Harry Sindle tacked for the Virginia shore soon after the start and died in no wind. The weather mark was across the river on the Maryland shore and to weather. About three-fourths of the way up the weather leg, it looked like Allen, Hallagan and Mead would round with a big lead on the rest of the fleet. However, there was a gradual shift in the wind and all the boats that started at the leeward end of the mark, instead of having to tack for the mark, got lifted to the mark without tacking and had the advantage of the whole length of the starting line, approximately 500 yards. Instead of rounding first, Tom Allen rounded 24 to 25 and the wind was getting lighter (3 mph) and the tide stronger. The first six boats around the weather mark were 7940, Jay Limbaugh, our President,

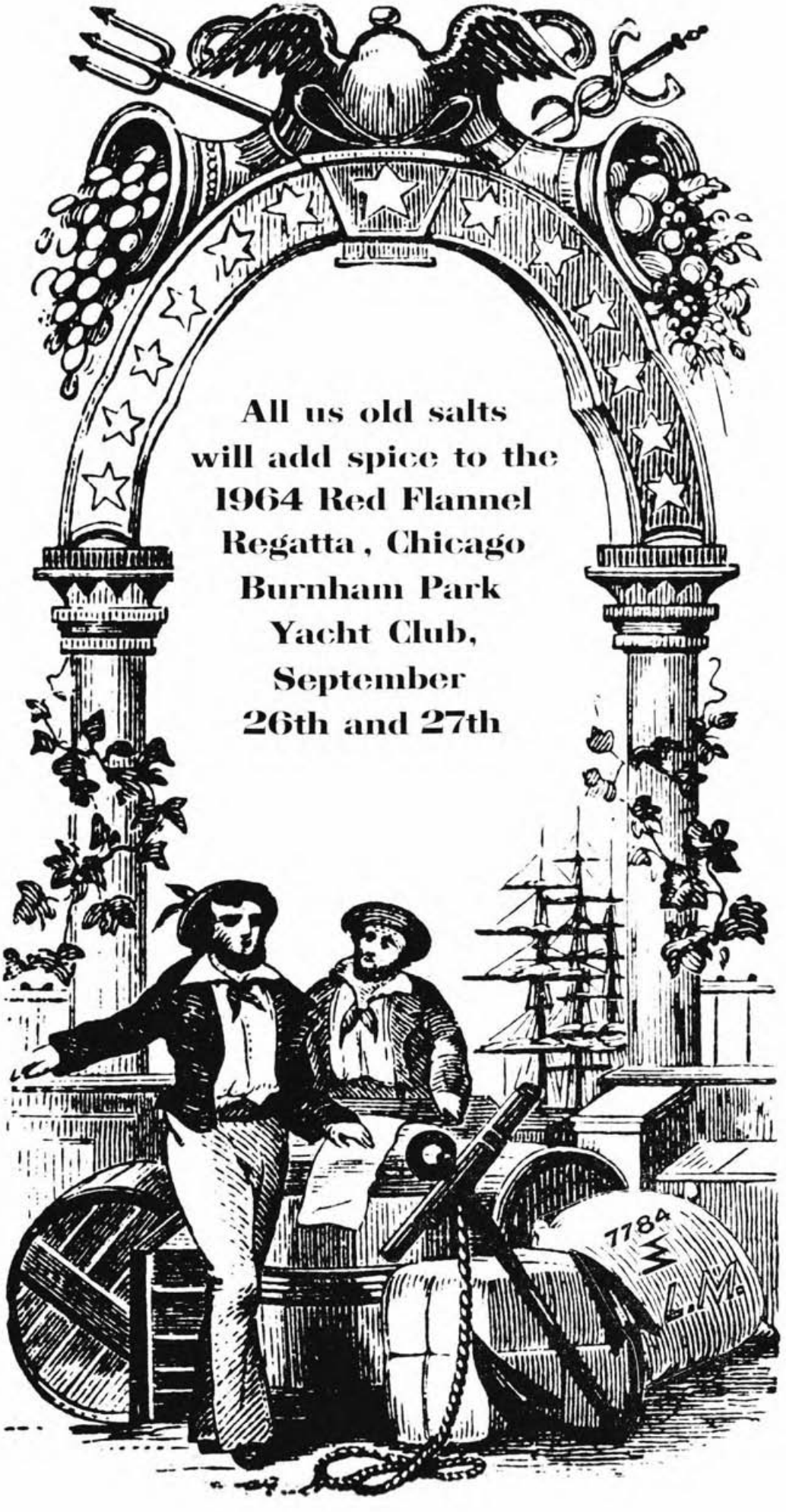


8559, J. Schneider, 8480, Fred Hamblet from Keene, New York, 7085, Allan Crew from Philadelphia, Pa. and Bob Adams from New Jersey followed by Marge Alexander, his sister. It is important to say at this point that some of the boats had not yet been able to cross the starting line because of the light air and adverse current. If the first leg of this race was tricky, the second leg was worse as the boats sailed, in air that was getting lighter and lighter, towards the Virginia shore on a leg that was a reach. Many of the lead boats discovered much too late that they should be beating instead of reaching because the current was taking them down the river and they could not lay the next mark. Tom Allen tacked early and picked up 20 boats. At the second mark, the order of rounding was 8016, Marge Alexander, 8480, Fred Hamblet, 7989, Nelson Hoffman from Lansdale, Pa., 7811, Tom Allen, 7020, Ralph Messersmith from New Jersey, 8688, P. Canevarri and Barney Mead in 8622. At this mark, some of the boats had still not crossed the starting line and the winds were getting progressively lighter, 1-2 mph. The race was shortened to one lap at this point. The third leg was a spinnaker leg without enough wind to fill the spinnaker. Many boats had difficulty getting around this mark and had to anchor because of light air.

As the boats approached the finish line, Marge Alexander in 8016 had a big lead. She crossed what was the apparent finish line, got no gun and then found out that the committee boat could not move because some of the boats had not started. She had to go back against the tide and rethread the needle. As a result, Tom Allen finished first, 7989, Nelson Hoffman was second, 7020, Ralph Messersmith was third, 7087, Dick Hallagan from Newark, N. Y., fourth, 8016, Marge Alexander was fifth. Some of the boats still had not crossed the starting line as the first boats finished. So much for the first race and the racing for the day. The committee headed by Walter Collier decided to wait for Sunday and hope for more air. Oh yes, the temperature for the first frostbite race was about 78° F.

Since we did not have to sail Saturday afternoon, the party started early and lasted just as long as ever. At 6:30, the official cocktail party started followed by the most wonderful dinner you ever ate. Roast beef, turkey, ham, shrimp, salmon, etc., etc. After dinner, Jay Limbaugh, the President of the Lightning Class, awarded a life membership card to Walter Collier for his wonderful work in helping the Lightning Class and in particular, being the perennial race committee chairman for the biggest regatta in the Lightning Class. Walter was deeply touched as were all of us ole timers at Quantico. The presentation was followed by a fine dance.

On Sunday, the weather was still warm and the wind still light. The wind was blowing about 7 mph from the North the same as Saturday and the tide and current were going South. The leeward end of the line was definitely favored, but this end of the line was in the maximum amount of current. Again no boats were over because of the adverse tide and current. However, it was not at this time nearly as strong as the day before. Howard Mullen was the most leeward boat with Tom Allen close beside him. Howard got his bow past the leeward starting mark at which point the tide started to carry him into the mark. In trying to avoid the starting mark, he hit Tom Allen while on a port tack and was disqualified. This was very sad because if Howard had


All us old salts
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not been disqualified, he would have been second in the regatta.

Shortly after the start, Tom Allen broke his tiller off about ten inches from the rudder and sailed the entire race with a ten inch tiller.

Half the fleet sailed out into the middle of the river into the stronger wind and adverse current. The other half sailed for the Maryland shore to get out of the current. This was the turning point in the regatta. Most all of the boats that sailed for the Maryland shore finished way back in this race. It was once around a short triangle and the Maryland shore was just not the place to go. At the first mark, the order of rounding was first 1726, Garner Cox, second 7914, D. Chanoux, third 4669, J. A. Pfister, fourth 8507, Harry Sindle, fifth 7865, J. Mueller, Jr.; Tom Allen did not round in the first ten. The second leg was a close reach. The boats that used their spinnakers gained on the boats that did not. At the second mark, the order of rounding was first 7914, Dave Chanoux from Connecticut, second 4669, Dr. J. A. Pfister from Philadelphia, third 8507, Harry Sindle from Virginia, fourth 1726, Gardner Cox from Philadelphia, fifth 7865, John Mueller, Jr. from Rocky River, Ohio. Tom Allen in Atom II had moved up to seventh. The next leg was a dead down wind spinnaker leg. The order of rounding this mark was—first 7914, Dave Chanoux, second 4669, Dr. J. A. Pfister, third 7865 John Mueller, fourth 7811, Tom Allen, fifth 5683, Sterling Mikell from York, Pa. At the finish it was the same order as the third mark except 8507, Harry Sindle, moved into fifth place. Sterling Mikell finished sixth.

Between races Tom Allen put a jury-rig on his rudder and was ready for the third and final race. The wind and tide both increased on this race with the wind being the dominant factor. Again no boats were over. The wind in this race was the strongest in all three races and blew about 8 mph—again from the North. This race was a triangle twice around. At the end of the first lap, the positions were—first 8559, J. Schneider, second 8480, F. Hamblet, third 7811, Tom Allen, fourth 7511, Howard Mullin, fifth 8484, Jim Carson. In this race, the first four boats rounded each mark in the order listed above the first time around. On the beat, the second time around, Howard Mullin sailed into the lead and rounded the next mark first followed by 7865, J. Mueller, Jr., third 7811, Tom Allen, fourth 8559, J. Schneider, fifth 8507, Harry Sindle. The first four boats maintained their positions around the whole second lap. The finish was first 7511, Howard Mullin from Saddle River, N. J., and second 7811, Tom Allen, the World Champion from Buffalo, third 8559, John Schneider from Columbus, Ohio, fourth 7865, John Mueller from Rocky River, Ohio, fifth 8484, Jim Carson from Philadelphia, Pa.

After the third race, the protests were heard and beautiful trophies were awarded to Tom Allen first, John Mueller second, Dick Hallagan third, John Schneider fourth and Jim Carson fifth.

The final results were as follows based on low points:

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Position	Boat No.	Skipper	First Race	Second Race	Third Race	Low Point
1	7811	Tom Allen	¾	4	2	6¾
2	7865	J. Mueller	21	2	4	27
3	7087	R. Hallagan	4	16	7	27
4	8559	J. Schneider	19	7	3	29
5	8484	J. Carson	14	13	5	32
6	8480	F. Hamblet	8	17	8	33
7	7914	D. Chanoux	16	¾	17	33¾
8	8507	H. Sindle	27	5	6	38
9	8016	M. Alexander	5	21	16	42
10	7203	E. Perry	26	9	11	46
11	1726	G. Cox	20	8	22	50
12	8608	J. Orelup	12	18	23	53
13	8344	N. Wattis	22	14	18	54
14	7603	D. Dallmeyer	30	19	12	61
15	7611	J. Gilbert	7	20	35	62
16	7140	F. Slovak	9	32	24	65
17	8622	B. Mead	11	39	15	65
18	7940	J. Limbaugh	15	22	28	65

Position	Boat No.	Skipper	First Race	Second Race	Third Race	Low Point
19	8181	R. Adams	32	15	19	66
20	4669	J. A. Pfister	42	3	27	72
21	8545	W. Van Arsdale	24	24	25	73
22	8800	P. Smith	18	30	26	74
23	5409	D. Bruce	49	12	14	75
24	8301	A. Schwartz	23	43	10	76
25	2070	T. Baroni	36	25	13	84
26	8688	P. Canevari	13	27	44	84
27	8695	W. Stevens	29	40	20	89
28	7511	H. Mullin	6	DSQ	¾	90¾
29	8597	D. Snider	10	29	57	96
30	7020	R. Messersmith	3	45	51	99
31	8004	J. Emens	DNF	10	9	103
32	7844	G. Sommers	25	47	31	103
33	7989	N. Hoffman	2	DSQ	21	107
34	6868	W. Galvin	55	26	30	111
35	6428	J. Dillard	28	56	29	113
36	8375	F. Walter	41	33	41	115
37	8499	M. Lippincott	31	46	39	116
38	7585	T. Hastings	50	31	38	119
39	8420	R. McNeil	52	34	33	119
40	7880	K. Lawyer	40	25	55	120
41	5693	S. H. Mikell	DNF	6	42	132
42	8101	P. Huntsman	60	23	50	133
43	8849	G. Marshall	35	54	49	138
44	8664	M. Wilkinson	65	42	32	139
45	7902	E. Schwoebli	46	48	48	142
46	8232	D. Crittenden	57	51	34	142
47	7085	A. Crew	34	66	47	147
48	6005	W. Tripp	DNF	38	36	148
49	5424	J. Tiegland	DNF	11	54	149
50	7617	R. Dallmeyer	53	37	63	153
51	6401	M. Ware	17	DSQ	53	154
52	8202	S. Huegenin	62	52	43	157
53	8263	R. Clark	63	60	40	163
54	8178	J. Bacsik	48	59	58	165
55	6003	P. Zecher	45	36	DNF	165
56	527	R. Purnell	54	50	61	165
57	7444	M. Diepeveen	33	49	DNF	166
58	6840	R. Fiala	58	71	45	174
59	6729	S. Hoffstein	44	62	69	175
60	7564	J. Parker	61	57	60	178
61	5432	T. Hyland	59	DSQ	37	180
62	5553	R. Dutton	47	69	65	181
63	7638	W. Knapp	43	55	DNF	182
64	7324	C. Marshall	38	61	DNF	183
65	7220	D. Johnson	56	44	DNF	184
66	6946	J. Owen	39	DSQ	62	185
67	8518	J. Zimmerman	DNF	28	DNF	196
68	1616	M. Bryant	64	63	71	198
69	6789	R. Hauxwell	DSQ	53	64	201
70	5079	M. Ringenbach	DNF	72	52	208
71	5825	F. X. Colleton	DNF	70	56	210
72	8501	R. Freidrick	DNF	58	70	212
73	5075	W. A. Wappus	DNF	65	67	216
74	5558	P. Williams	DNF	67	66	217
75	5442	D. Jones	51	DSQ	DSQ	219
76	6349	J. Hannon	DNF	DSQ	59	227
77	5046	C. Clasen	DNF	64	84	232
78	5025	H. Cooper	DNF	DSQ	84	252
79	860	V. Vaughan	DNS	DNS	84	252
80	732	J. Kelly	DNF	DNS	DNS	252
81	5816	P. Brannin	DNF	DNS	DSQ	252
82	7438	W. Bunney	DNF	DNS	DSQ	252
83	8515	C. Singler	DNS	DNS	DNS	252

Heading in after the race—Quantico **U.S. Marine Corps Photo**

JEFF BERNEL WINS 1963 CANADIAN OPEN LIGHTNING CHAMPIONSHIP

By Pete Sulman

Friday, July 26, the day dawns bright and the weather office is calling for a clear week-end. Fleet 146 Race Committee Chairman Gord Russell, gingerly pulls back the drapes on his bedroom window and peers out. His drawn face springs into a smile. Six months of planning and only twenty-four hours to the start of the first race, in this the 12th Annual Canadian Lightning Championship.

The first boats to arrive had ghosted in during the night under tarps and sat sparkling with dew ready for launching. It was boat 8199, W. G. Harris of Fleet 277, Clearwater Bay, Lake of the Woods, Ont., and Dr. David Burnford, 6324, of Fleet 279, Thunder Bay, Ont. It was the old story all over again, "Those who travel the farthest arrive the earliest."

Soon many boats were arriving at National Yacht Club for launching. N.Y.C. provided sail measuring, boat weighing and launching facilities. The boats were then towed to the Royal Canadian Yacht Club, on the island. R.C.Y.C. acted as hosts and provided moorings and general partying facilities.

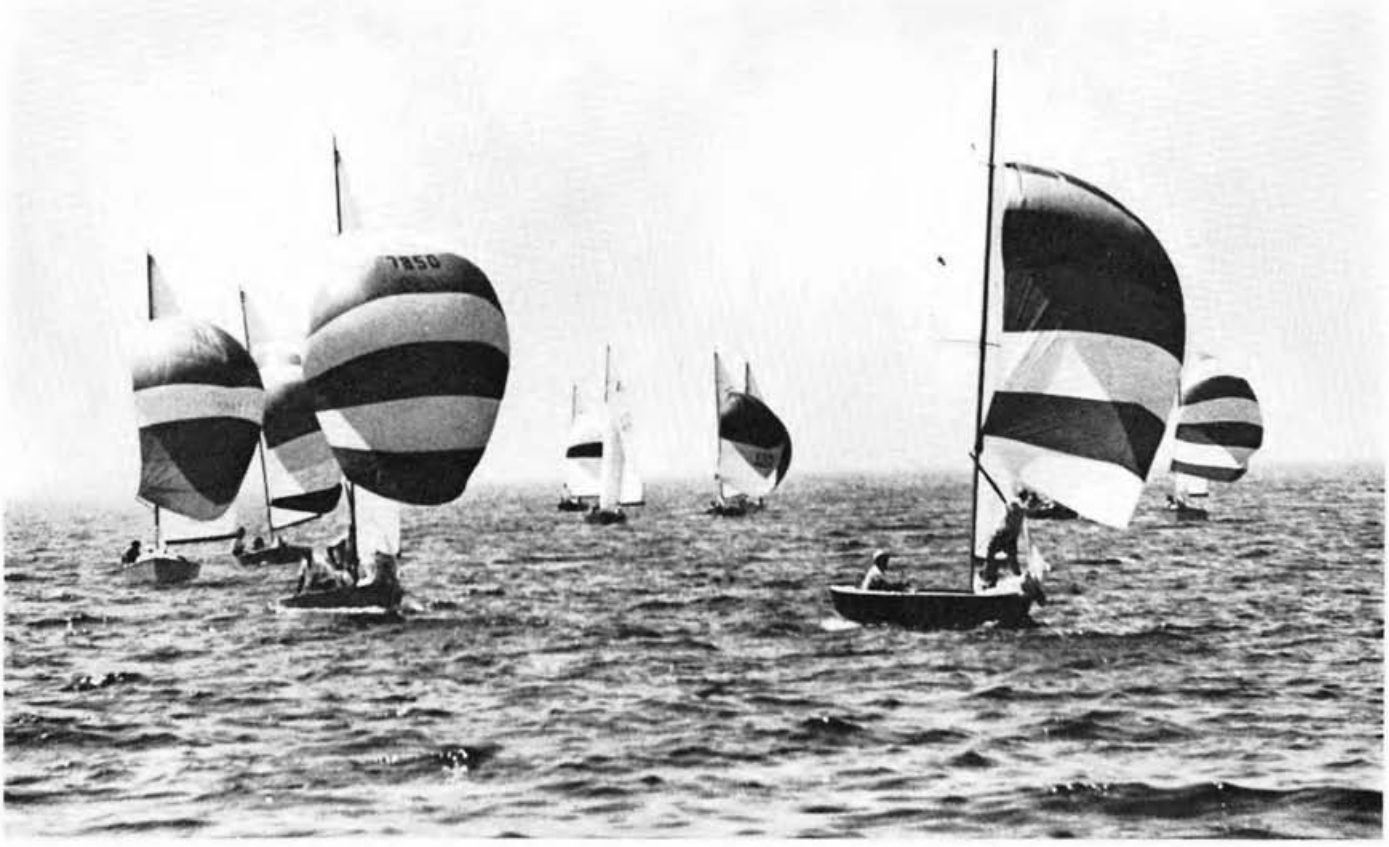
The first American boat to arrive was 7548, Paul Stievater of Buffalo Canoe Club. He was soon followed by other Canoe clubbers, as well as entries from Fleets 1, 59, 77, 108, 118, 188, 215. The oldest boat was 329, Vern Booth, and the newest, 8633, Don Allen.

The pace quickens as Friday night draws near. Les Crocker, in charge of sail measuring, holding a hamburg in one hand and a measuring tape in the other, calmly rejected an over-size spinnaker. Quick, check, whose was it, advise him immediately. Oh my goodness! It belongs to boat 7850!

Meanwhile Ken Inglis and his launching crew were weighing in the entries and storing trailers. Two boats under-weight, 7100, Wally Cohen and 8248, Hartley Robins. More panic as the boys add precious pounds.

Inside, a weary pair of girls, Pat Hurrell and Pat Jones, record the entries and give out with cheery talk.

Saturday morning, the sky is overcast with light winds out of the south. A quick skippers' meeting and then out to the starting line. The line is set true and the time ticks away. Ten minute gun and there goes Geo. Hurrell to set the first mark. Time drags. I'm sure my watch has stopped. Everyone jockeying for position and the line starts to bulge. There's the start and 39 boats, gunwale to gunwale, plunge over the line. Bang—Bang, too many, too soon, and we do it again. This time it's fair and we are off. The press boat swings into position and the cameras grind. It's a good start with weather end favorable and Anderson, Bernel, Fallon, Bleasby and Allen move out fast. Young Jeff Bernel works out a nice lead in increasing winds. The pack shuffles many times but at the finish it's Bernel, Anderson, Fallon, Smither, Bleasby and D. Allen.



Preparing to Jibe at the Mark

Lunch time but we are too far from the club to go back. What's this, curb service? Sure enough, it's "Storm King," with Geo. Hurrell at the helm, passing out box lunches, apple pie and cartons of milk.

It's now mid-afternoon, the day has brightened and the winds are steady at 15 mph. out of the southwest. Another false start, and then we are off again. Anderson covers Bernel like a blanket and Bleasby closes. The shuffle starts again as each skipper tries to play the winds just right. Bernel zigs when he should have zagged and Anderson takes the gun with Bleasby 2nd. Smither is again 4th., but Stievater moves up to 5th. Fallon drops to 10th and Allen to 8th.

Now it is back to the club, shower, dress, and then the long awaited punch bowl and banquet. Some received a shower they didn't plan on, for a black cloud passed over drenching the tailenders.

Nearly 150 people attended the banquet and the punch bowl emptied fast. At the dinner, Chairman Gord Russell welcomed all competitors and paid tribute to his committee members.

After the dinner it was the annual general meeting of the Canadian Lightning Association. Secretary Ted Wilson of Montreal acted as chairman in the absence of President Jack Evans of Ottawa.

After general business was concluded the new 1963-64 officers were elected. The President's chair went to Ted Wilson of Montreal, secretary to Pete Sulman of Toronto and Treasurer to Dave Millyard of Toronto.

By this time everybody was dancing out on the terrace under a beautiful, cloudless, starlit sky. For most, the party broke up early, as the following day was the final test for the Championship.

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Another beautiful day dawned with winds a little lighter, 8 to 10 out of the southwest. Lake Ontario was behaving well as the waves swelled even and long, making ideal racing conditions.

It was a morning start but again everyone was overanxious and two re-calls were necessary before the fleet got away.

Anderson was leading the series by a scant one point over Bernel with Bleasby in third, 3¼ points back. Bernel sailed a brilliant final race to finish first and capture the coveted "Star" trophy. Bergantz moved up into second with Anderson third. Smither was again fourth but Bleasby had dropped to seventh, to finish fourth in the series.

It was a wonderful series under ideal conditions, and the presentations on the lawn by the flag pole saw a beaming young trio from the Buffalo Canoe Club, Jeff Bernel, Carol Wistler and Stev Sprole, all under 21, accept the Star trophy from the Star's promotion manager Gordon Kennedy and R.C.Y.C. Vice-Commodore Walter Windeier.

A terrific week-end! I'm glad I was there, were you? Where is the Canadian Open next year? Hamilton, I think. Watch for it.

FINAL STANDINGS

1st	8498	Bernel	Buffalo Canoe Club
2nd	8503	Anderson	Niagara Sailing Club
3	7000	Smither	B. C. C.
4	7650	Bleasby	Royal Canadian Yacht Club
5	8510	B. Bergantz	B. C. C.
6	8633	D. Allen	Royal Hamilton Yacht Club
7	7822	Fallon	B. C. C.
8	7548	Stievater	B. C. C.
9	8546	Hughes	B. C. C.
10	7087	Hallagan	Sodus Bay Yacht Club
11 tie	7070	Swann	Queen City Yacht Club
	8536	Woolman	Rochester Yacht Club
13	1905	Dietz	Skaneateles
14	5234	Millyard	R. C. Y. C.
15	7815	Roseberry	B. C. C.
16	7850	Crocker	National Yacht Club
17	5303	Russell	R. C. Y. C.
18	7780	Sulman	N. Y. C.
19	8479	McIntosh	R. Y. C.
20	5100	J. Bergantz	B. C. C.
21	2327	Ann Wilson	Royal St. Lawrence Yacht Club
22	8630	Wootten	R. C. Y. C.
23	4629	Inglis	N. Y. C.
24	8579	Olson	R. C. Y. C.
25	7470	Whiting	Britannia Yacht Club
26	6324	Burnford	Temple Reef Sailing Club
27	6168	Foot	R. C. Y. C.
28	8199	Harris	Clearwater Bay Yacht Club
29	5223	Hearn	N. Y. C.
30	8248	Robins	Island Yacht Club
31	8297	Scrim	Royal St. Lawrence Yacht Club
32	5277	Clark	R. St. L. Y. C.
33	7286	Ross	R. C. Y. C.
34	329	Booth	R. C. Y. C.
35	5927	Styan	N. Y. C.
36	7951	Klein	R. C. Y. C.
37	7100	Cohen	I. Y. C.
38 tie	7390	Lowe	R. C. Y. C.
	6270	Secor	B. C. C.

ALL PART OF THE GAME

Ride 'em!

Welcoming Committee — Niagara River Lightning Championship.

What's that in your mouth?

Camaraderie

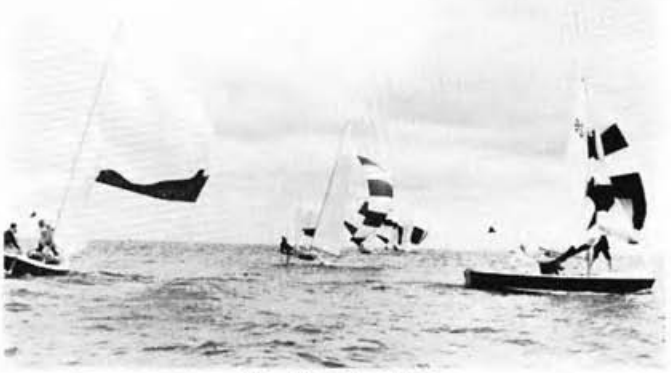
Plenty of Spectators.

Oops!! No, it didn't . . . from Argentina.

ALL PART OF THE GAME

Thirsty in Italy too! Fleet 271.

Experiment?



Trouble! Trouble!

Hardware . . . Fleet 273.

Loading up . . . . . .

How come the skipper never hikes?

DEEP SOUTH REGATTA 1964

By John McIntosh

The eighth annual Deep South Regatta, sometimes referred to as the "Skidaway Follies", was held at the Savannah Yacht & Country Club on February 15, 16, and 17th.

Forty-three Lightnings braved the unpredictable weather and the unusual club facilities to put on a really great show. The weather was windy and at times cold, but provided good racing. The Savannah Club provided housing for normal entertainment, food service, etc., by using a conglomeration of cottages, pool showers, and sail-lofts, as the main club building had been completely razed to make way for an entirely new building which will be completed late this Spring.

Saturday, the 15th, saw about twenty-five of the early entries take to the river in a practice race. This was handily won by Carl Eichenlaub, a two-time past winner of the event. Conditions were good with steady East winds of about 15 mph and the thermometer in the mid-60's. By late Saturday evening, practically all entries were in and most arrived in time to enjoy a cocktail party. By bedtime—if you stayed up late enough—you got caught in the rain which arrived late in the evening on the leading edge of a cold front.

Sunday morning dawned bright, clear, cold, and windy. Everyone arrived and a few hardy souls put their boats in the water. That "balmy" Southern breeze was really whistling by 10:00 A. M., scheduled start of the practice race, and was being clocked at the weather station up to 38 knots. Needless to say, John Baker, the Regatta Chairman, wisely cancelled that race. Nobody seemed to mind too much and the morning went by inspecting the numerous new Lightnings displayed in the big field behind the Sail-Loft. Somebody remarked that it was like a real boat show.

Sunday afternoon the weather remained about the same—just too much wind. A meeting was called and all hands agreed to postpone until Monday. The weather promised to be improved and so the plan was made to start early and sail all three races in one day. This allowed everybody an opportunity to socialize and get ready for the annual Oyster Roast, which proved to be quite an affair. Mountains of hot roasted oysters were consumed, with the old time champions like Jim Gilbert and Karl Smithers showing the way. A few newcomers abstained at first but fell in with the crowd before it was all over and acquired the habit. When Charley Anderson, dock-master and chief oyster cooker, and his gang hauled in the 239th wheel-barrow load of the steaming bi-valves, everybody said "enough" and called it a night.

Monday morning was clear and warmer with a gusty north wind of 12 to 15 mph. Boats were launched promptly and rigged. The RC boat chugged away from the dock and the fleet followed to the starting area in the Skidaway River. The starting gun cracked and off like a shot was Stu Anderson's "Glockenspiel". Starting at the extreme weather end of the line, Stu picked his way along the windward shore to take a commanding lead at the first mark. The rest of the leaders were bunched a short way back with Carl Eichenlaub finally breaking clear in the second spot. Marcy Lippincott and Harry Sindle battled away for third with Sindle finally taking it. After two complete rounds, with some really sporty reaches due to the gusty conditions, they crossed the finish line with Anderson first, Eichenlaub second, Sindle third, and Marcy Lippincott fourth. Otherwise the first race was uneventful except for Ed Lampman and his crew taking the plunge on a spinnaker reach. They stated later that the 51° water was most invigorating.

The second race was sailed "back-to-back" and again Stu Anderson started smartly to grab an early lead. Eichenlaub's "Porcelain Bull" repeated in second place, with Cobb, the "Nashville Flash," copping third place. The air held its northerly direction but dropped off some in velocity during this heat. The thermometer climbed a little and the troops were in good spirits as they docked and took on a little lunch before going back out for the finale. Most guessed conditions would be lighter, warmer, and less hectic, which was wrong.

By the starting time of the third race, the tide was almost dead low, always an interesting condition in the rivers. The wind came back with a roar, up to about 22 mph and still gusty, which prevails in a Norther. The strong ebb tide forced the fleet down on the starting line, requiring three premature starts as so many boats were over each time before a fair start was made. Again that green belled "Glockenspiel" was off and running to lead the fleet at the first windward mark. At this point on a tight reaching leg a few spinnakers broke out and a really wild ride was under way. The spectators on the Yacht Club dock got an "eye full" of the action at the turning mark a short distance away. In fact, Bud Olsen and his crew joined the "swim team" right at that point when their beautiful black and orange chute put on an unscheduled display of acrobatics. The race progressed with rapidity and numerous "bombing" runs were made as the spinnakers provided the horsepower and the northerly blasts kept coming on strong. Jim Daniell and his crew on the "Yes Dear" rounded out the aquatic activities for the day, succumbing to the Skidaway on the final spinnaker run.

Meanwhile, back at the races, the first five boats were engaged in a furious battle right down to the wire with the gun going to Anderson, followed by Marcy Lippincott and Karl Smithers in #9000, "Thermis IX," Bob Seidelmann and Bruce Goldsmith rounded out the first five finishers in the last race.

Phil Graham

Ike rounding behind Seidelmann

The usual "organized confusion" ensued with everyone managing to get out of the water, pack the boats, and get warmed up at the trophy presentation.

Stu Anderson had won all three races in convincing fashion to sail away with first place. Marcy Lippincott, always up close and sailing consistently, took second overall. Carl Eichenlaub was third in his new glass creation, not withstanding a call-back for an early start in the last race. Bob Seidelmann, the defending champ, never found the winning touch, but managed to stay in sight of the front runners to lock up fourth place. Fifth place went to Harry Sindle, who was welcomed back to the Lightning wars after a long absence. The winners received, and deserved, many congratulations for their performance in a tough regatta.

It had been quite a regatta, this "tune-up" of the Southern Circuit, and as the fleet heads South we are already thinking ahead to next year and with a brand new club, we are hoping it can be bigger and better in 1965—but hardly any more exciting.

DEEP SOUTH REGATTA 1964

Place	Name	Boat No.	Total Points
1	Anderson	8503	125
2	M. Lippincott	8958	118
3	Eichenlaub	8975	111
4	Seidelmann	8959	111
5	Sindle	8950	106
6	Cobb	7499	105
7	Smithers	9000	104
8	McIntosh, Sr.	8475	104
9	Goldsmith	8298	101
10	Hughes	8977	98
11	Raffee	8529	95
12	Fletcher	9015	86
13	Mullin	7511	85
14	Carson	8484	84
15	Kilpatrick	7642	82
16	B. Lippincott	8924	80
17	Mueller	7865	73
18	DeLorme	9007	73
19	McIntosh, Jr.	4872	71
20	Baroni	2070	61
21	Fallon	7822	58
22	Lutes	8147	56
23	Gilbert	7611	52
24	Wooten	8630	50
25	Hastings	9003	49
26	Olsen	9022	47
27	Holman	8778	46
28	Bennett	4947	46
29	Gordon	7530	44
30	Smith	8800	42
31	Grant	8932	35
32	Whalley	5570	32
33	Walter	8375	29
34	Snider	8980	27
35	Daniell	3515	27
36	Klemann	2381	26
37	Kelker	2619	23
38	Weeks	6612	21
39	Maner	8970	18
40	Hare	6570	16
41	Annis	3250	15
42	Kaye	5410	13
43	Lampman	8530	0

Bobby Llovet

Tom Allen, John & Barbara McIntosh pondering.

Bobby Llovet

World Champ Tom Allen is just another working crew for Karl Smither (at the backstay). Doc Delorme assists.

Bobby Llovet

Affable Wilson Fly tells Ross Bryan & Bob Llovet about "silver linings".

Phil Graham

"All talk—no drink". Proxy Limbaugh and Bob "Angry Pigeon" Llovet.

A NEW CHAMPION
ST. PETERSBURG – FEBRUARY 21-23

By Bob Llovet

Carl Eichenlaub, Jr. of San Diego won this 17th Annual Mid Winter Championship Regatta. He did it convincingly, with stunning skill and superb control. On the scoreboard he never came from behind. He didn't have to. It was Eichenlaub all the way and for him a proud and well deserved victory. He proved himself and he proved his boat as did his crew Pete Bennett and Mike O'Brien. But something else was proven during this somewhat erratic and blustery three days on Tampa Bay —something that really does not need proving yet continues to delight and amaze us.

This Lightning Class of ours is truly wonderful. It never ceases to surpass itself, not only because it produces great sailors but because it produces courageous ones. The spirit of clean sportsmanship and conviviality was never more evident than at St. Pete this year when 62 boats ran like thoroughbreds—those out front —and those who followed.

What could demonstrate this more than a gentleman from Buffalo, Mathew Bryant, who began sailing only last July and in August purchased his first Lightning #1616. He sailed in just one other regatta before this. His crew at St. Pete were two daughters; Betty Lou 15 and Marianne 13. They sailed all four races creditably and say they'll be back again. We can be sure of that because they so obviously had a grand time.

The winds on Tampa Bay this year were not for the timid. They ranged from 5 to 20 MPH during the various races with gusts substantially stronger. Under these conditions things happen in a fleet of 62 boats. It is remarkable that there were no capsizes. Drama did strike though—during the second race Sunday morning.

Bob Lippincott with crew of Tay and Bob Adams rounded the weather mark in third position. About half way down the spinnaker reach in winds of 18-20 there came a sudden gust. Lippincott heaved outboard to hike, his feet missing the hiking strap and in an instant he was in the icy cold water. The boat broached and it was only the skill of Tay and Bob that prevented a capsize as they dropped the spinnaker and jibed to retrieve Lippincott. In the meantime Harry Sindle with crew Charles Dore and John Newcomb deftly scooped Bob out of the water. They did it so quickly that he was in the water less than thirty seconds and ironically, hardly anyone witnessed the swift rescue including Bob and Tay, who were desperately searching and hailing other boats. Frantically, they kept calling and looking without success, finally hailing a nearby Press boat. A message was radioed to the Coast Guard and within minutes an aircraft and helicopter were scrambled aloft. By now Bob was busily engaged as fourth crew member for Harry Sindle. He was finally restored to his own boat as Sindle rounded the course for his second lap.

It is difficult to describe the warmth and appreciation that every member of the fleet holds for Harry Sindle. He acted quickly and without self interest, assisting a sailor in distress at considerable loss of position in the race. The ovation was loud and long Sunday night at the awards dinner when he was given a Good Sportsmanship trophy. Bob Lippincott and John Baroni who also swam briefly with the fishes that day were

Phil Graham—St. Pete

"The Champ". I.L.C.A. Godfather Wally Bishop, Crew Pete Bennett, Skipper Carl Eichenlaub and Crew Mike O'Brien.

Bobby Llovet

After dunking, Bob Lippincott prepares to leap back aboard his own boat.

presented Catfish Association badges. Bob proved himself the excellent man he is by snapping back in the next race (back to back) with a fine sixth place performance.

This was a year of breakthroughs and surprises. Of the first four winners, two of the boats were fiberglas. Eichenlaub's PORCELAIN BULL and Sindle's SYNCOPATION II conclusively demonstrated that this material has definitely come of age. In all there were five makes of fiberglas boats going well.

Cully Cobb, with crew Jim Green and George Passano proved sailors from southern inland lakes can place in the money at a major salt water regatta. His new Mississippi Valley District is proud of him and his fine crew. He did it with a broken rudder—in the fourth race—salvaging 12th position without a lower pintle and sailing mostly by sail trim.

One of the first early arrivals was Helen Limbaugh who trailed President Jay Limbaugh's boat down from Ohio by herself. Even before then however, Wilson and Ruth Fly of Memphis had been enjoying Florida hospitality for a week and winning popularity among the St. Petersburg Yacht Club Officers which was officially recognized at the awards dinner. Wilson's feat is somehow obscure but his obvious social abilities undoubtedly led to the success of an informal Hillbilly Cocktail Party given by the Mississippi Valley District on Wednesday evening which boasted just about the corniest singing band ever to rock the walls of the Edgewater Beach Motel. Chief musical hillbilly was Helen Cobb.

Most of the fleet who raced at the Deep South Regatta in Savannah arrived by Wednesday, wet soaked by a rainswept drive south. Dockside action, stepping masts, sail measuring and mysterious adjustments were all taking place at this time while Mr. Eichenlaub and crew set up a neat array of HO gauge electric trains at their motel. While this was thought a curious way to prepare for a regatta, Carl's resulting performance will undoubtedly tempt others to investigate the merits and effects of this odd activity to racing sailboats.

Thursday morning dawned bright and clear with temperatures in the high sixties. Two practice races were held that afternoon in about 15 MPH wind from the NW. A sort of dedicated informality prevailed which is to say that although everyone tried to win, sailing rules were regarded with something less than rapt regard. Tom Brizendine, for instance, decided to give himself a 100 yard head start in the first race just to see if he could stay there, but it was Bob Seidelmann who took the first race followed by Eichenlaub and Anderson while Harry Sindle led Blair Fletcher, and Marcy Lippincott in the second heat.

FIRST RACE

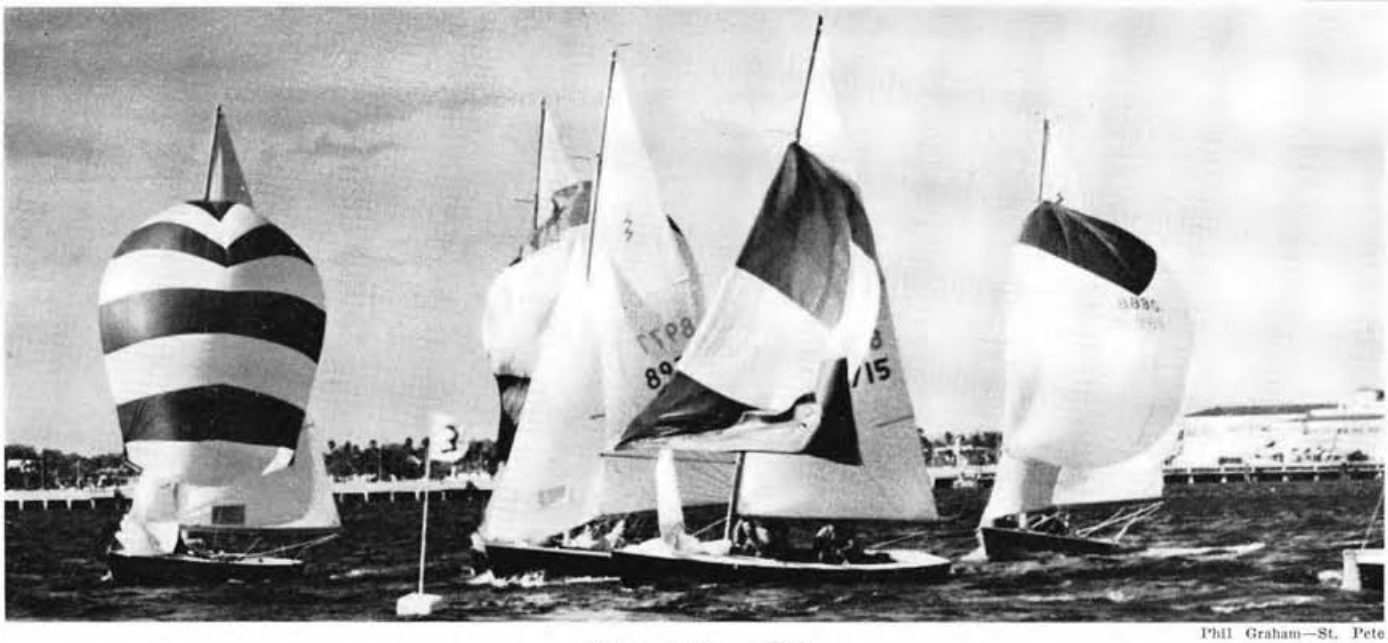
The temperature had dropped Thursday night and by Friday morning it was in the cool lower fifties, although the sun shone. The first gun fired promptly at 9:30 with winds from the NE varying from 10-15. But this start was not to be. Nor was the second. Nor was the third. A combination of factors; aggressive starters, favored lee line and an incoming tide from the South kept pushing large segments of the fleet over early. Race Committee Chairman George Dewar was a patient man though, so after three attempts he raised the postponement flag and sipped a warm drink to the chagrin and envy of 62 skippers and 124 crewmen. He cheerfully advised Joe Bonness, crew for Ross Bryan and the skipper of his own 65 ft. sloop MARIA that, "A Milwaukee skipper should know better—we'll keep you out here 'till you die of thirst". We didn't like the sound of that so the fleet finally got started on the fourth attempt with only a few boats over early including Bob Lippincott who restarted and Tom Fallon who didn't. The weather end was favored and boats holding the longer starboard tack were able to play shifts better. At the weather mark it was Howard Mullin in the lead, followed by Nickels, Eichenlaub and Bob Lippincott. Nickels had spinnaker trouble on the reach and was passed by Eichenlaub and Lippincott with Marcy Lippincott, who rounded in 15th place, closing fast although the leaders held position. By the second weather leg the wind had dropped to 5 MPH with sloppy sea and in certain areas the wind simply had holes in it. Eichenlaub, still trailing Mullin, tacked to weather and behind, found things to his liking so that on his next tack was in the lead. Mullin, Bob Lippincott and Marcy followed around the second weather mark in that order. From there on in they pretty much held these positions except that Bob Lippincott passed Mullin and Stu Anderson worked up to fifth.

At the finish it was:

1	Eichenlaub	6	Goldsmith
2	Bob Lippincott	7	DeLorme
3	Mullin	8	Orelup
4	Marcy Lippincott	9	Cobb
5	Anderson	10	Nickels

Bobby Llovet

Second member of Catfish Assn. John (White Feet) Baroni being hauled aboard brother Tony's boat by Russ Davison.



Phil Graham—St. Pete

"Room at the mark!"

THE SECOND RACE THAT WASN'T

Friday afternoon was warmer, almost like Florida, but with it came light variable deminishing winds—a last gasp from the NW. The fleet was in a good mood. First act jitters were gone and they were ready to race—except the wind laughed. The start was all clear as a cheer rose from the Committee boat. (After his morning headaches Race Chairman Dewar had threatened to use live ammunition and count holes in sails rather than numbers.) The fleet was off and walking from the lee favored line. It was Herm Nickels who got the start at that end and held a starboard tack. In fact with the wind continually veering to the East, his starboard tack provided him with a great circle route directly to the weather mark followed by Bud Olsen, Goldsmith, McIntosh, Schreck, Gilbert and Carson. Just about everyone else in the fleet was confused but not amused. It was only some two hours later when about fifty boats attempted to round the weather mark together that the amusement began, particularly in view of the fact that only a miracle could get Herm around four legs in the allotted two hours and ten minutes—and there were no miracles that day. Fifty boats rounding a weather mark together can be quite an experience. Only a cockeyed optimist would call for buoy room (which the writer did) and only a fool would expect to get it. Soon it became clear who amongst us had a sense of humor because the wind had virtually dropped and it was evident that these boats were not going to round that mark. One philosopher then decided that if the boats could not round the mark, the mark should be made to pass the boats. The idea quickly took hold and the mark was passed from boat to boat. Unfortunately my crew made a poor handoff and the anchor line caught under Ronnie Blair's centerboard which he didn't find quite as amusing as Carl Eichenlaub, who was buried with the rest of us. At the abandon signal Carl was reported to have walked upon the waters back to his motel and his electric trains.

Bobby Llovet

Tennessee sailors on Saturday afternoon joyride.

Bobby Llovet

Marty O'Meara and Stan Brander seem to approve George Dewar's (in cap) decision to abandon Saturday's races.

SATURDAY

After Friday afternoon's fiasco the fleet was up early and eager to race on Saturday morning only to be greeted by a miserable, cold misty rain carried by high winds from the North. Like the proverbial groundhogs, our Race Committee raised sleepy heads, cocked a weather eye and crawled back into bed. All races were cancelled for the day with a promise for a better day Sunday. The most welcome sound came from the loudspeaker at nine thirty announcing that the bar would be open in twenty minutes. Such a day, while obviously not fulfilling our sailors instinct, nevertheless provided quite a setting for the Hobo Beatnick Party to be held that night. Only in the afternoon did three Mississippi Valley boats venture out on blustering Tampa Bay for a joy ride. One was the indomitable Wilson Fly. The other was Ross Bryan and the third shall be nameless. (By now you may have guessed that the writer is from the Mississippi Valley District.) The purpose of this was to prove to the world — but mostly ourselves — that Tennessee sailors are not sissies, also to give Ruth Hagstrom and Shirley Waddell, wives of my crew, a taste of salt.

By nightfall everyone was in proper Hobo or Beatnick mood and costume. Some were a weird combination of both and some were pure enigmas, but man they were the coolest and the most, like mad mad mad if you heed me, Dad. Prizes for best costumes were awarded to Mack and Wilson Scott dressed as seafaring beatnicks, also Bonnie and Vic Maitland, two delightfully dressed

Phil Graham—St. Pete

"Winners"—Hobo's Vic & Bonnie Maitland & Beatnick's Doc & Mac Scott.

hobos. Everyone had a fine time and particularly enjoyed the gay Beatnick Jamboree Show staged by the St. Petersburg Yacht Club's talented group. It was quite late when the fleet finally crawled back to their pads.

THE SECOND RACE THAT WAS

There comes a time when fun and foolishness must end and the business at hand on Sunday morning was to race three races if at all possible. It looked promising. The day was sunny but cold with wind from the North at 18-20 dropping to 10 during the race. The start was held promptly at nine. The weather end of the line was slightly favored and all boats, determined to do their best, were away and clear. Once again the longer starboard tack gave best results although waves produced more pounding on starboard. Stu Anderson with a good start jumped to the lead followed by Eichenlaub and Bob Lippincott. Rounding the uphill mark it was these three followed by Cobb, Smither, Seidelmann, M. Lippincott, Sindle, Goldsmith and Holman. It was important not to overstand the starboard layline as the tide lifted boats to the mark. The second leg was a close spinnaker reach with some boats gaining distance to weather before popping their chutes. It was on this leg that Bob Lippincott went overboard as described earlier. The third leg was a broad reach. Anderson and Eichenlaub fought to hold their positions. The second beat again favored the starboard tack with Anderson, Eichenlaub, Cobb, Smither, M. Lippincott, Seidelmann and Sindle in that order. Off wind the leaders again held position and there was little change in the last beat to finish. The first ten were:

1 Anderson	6 M. Lippincott
2 Eichenlaub	7 Sindle
3 Cobb	8 Goldsmith
4 Smither	9 Nickels
5 Seidelmann	10 Limbaugh

Bobby Llovet

Eichenlaub discusses fiberglas with the author. Dick Waddell & Greer George listen with interest.

THIRD RACE

The fleet stayed out for another race before lunch. The wind varied in velocity between 5-15 but seemed to be holding. Eichenlaub now leads Anderson with Marcy Lippincott seven points back. A clear start was made with an even line. Most boats chose the weather end. If the wind changed it would probably shift to the West. It did — so the long starboard boats tacked on the knock, practically fetching the weather mark. Eichenlaub was watching Anderson about ten boats back, unwilling to take a chance on the long tack. The leaders rounding the first mark were Sindle, Hastings, Baker and Nickels. The reach started on the tight side and became tighter as it progressed. Those flying spinnakers who did not work up in the beginning couldn't fetch the second mark without working sails. The next leg was downhill and McIntosh, Eichenlaub and Smither began to close with the leaders. The second beat turned into a close port reach leading to the next mark. By this time Sindle still held the lead nicely with McIntosh second, followed by Nickels, Eichenlaub, Smither and Blair. Wind direction held for a close reach, then downwind and finally another close port reach to the finish. These last three legs were pretty much of a parade with the first ten holding position except for Bob Lippincott and Cully Cobb who passed Blair. The result was:

1 Sindle	6 B. Lippincott
2 McIntosh	7 Cobb
3 Nickels	8 Blair
4 Eichenlaub	9 Anderson
5 Smither	10 Seidelmann

Phil Graham—St. Pete

"What a motley crew". John "Walrus" Schneider, SPYC's Ted Tolson, & John "Baldy" Skotch.

Ernst's

This is Bobby who took the pictures for Bob who wrote the article —Llovet that is.

FOURTH RACE

A quick lunch — then back for our last race of the series. The shift that turned the last morning race into a reaching contest held firm from the NW. A steady offshore breeze of 8-12 reduced the chop and the course seemed ideal. By now Eichenlaub had a comfortable 8 point lead over Anderson with Sindle and Cobb tied at 12 points back of the leader. The line was square as the fleet got off to another good start with Carson breaking out ahead. There seemed to be no favored tack in the beginning, but as matters progressed, those to the left were first lifted on starboard tack and then knocked so that a port tack brought them quickly to the layline. Carson and McIntosh played it perfect, followed by Nickels, Eichenlaub, Smither, Raffee and Limbaugh. On the reach Carson was slow with the chute and was quickly passed by McIntosh and Nickels. The second beat saw Eichenlaub take the lead while Goldsmith and Anderson took second and third places at the mark, Nickels dropping to fourth. Anderson passed Goldsmith on the reach and the leaders jibed the fifth turn in that order followed by Fletcher, McIntosh, W. Ross, Carson, Smither and Sindle who led Cobb by two boats in the fight for overall third. On the sixth leg, a port spinnaker reach, both Anderson and Goldsmith closed on Eichenlaub who managed to hold the lead. On the last beat Eichenlaub covered Anderson, knowing that so long as he stayed within several boats and didn't get clobbered, his win was assured. Wiley Stu proceeded to tack erratically, sometimes on what Eichenlaub thought were lifts, and he didn't like this at all, so Carl decided to cover Goldsmith and Nickels instead, who had been closing. The finish of this race thrilled and delighted the spectators. Nickels was already on the starboard layline to finish as Eichenlaub approached him on port with a quick decision at hand. Should he tack for a safe leeward? Or should he cross and tack just to weather of Nickels? He chose the latter which proved right because Nickels, in disturbed air, just couldn't lay the near side of the finish line. Herm then pulled a brilliant maneuver which almost worked. At the last moment, with yards to go, he shot to weather under Eichenlaub's stern, urging his boat to coast across the finish — just a few inches would do it. But Eichenlaub did the same thing and his position was better. Both boats lay practically dead in the water, a foot over the finish line. It was Carl by inches. But this was not all! Goldsmith had also been coming in fast just a bit below these two and finished about a foot behind Nickels. In the meantime, Anderson had slightly overstood and came roaring down on a plane, just a brummel hook behind Bruce. So it was four boats in practically a photo finish. A fit ending for a wonderful regatta. The top five overall winners and crews were:

1 Eichenlaub, Pete Bennett, Mike O'Brien
2 Anderson, Billy Neal, Bob Dallas
3 Nickels, George Nickels, Dave Shepperd
4 Sindle, Charles Dore, John Newcomb
5 Cobb, Jim Green, George Passano

So there it is! Eichenlaub at the last moment sailing just as relentlessly as he did the whole series and winning his first Mid Winter Championship. But in another sense there were 62 winners this year. Their trophies were a renewed spirit in our class, new friends, gay times and fine sailing.

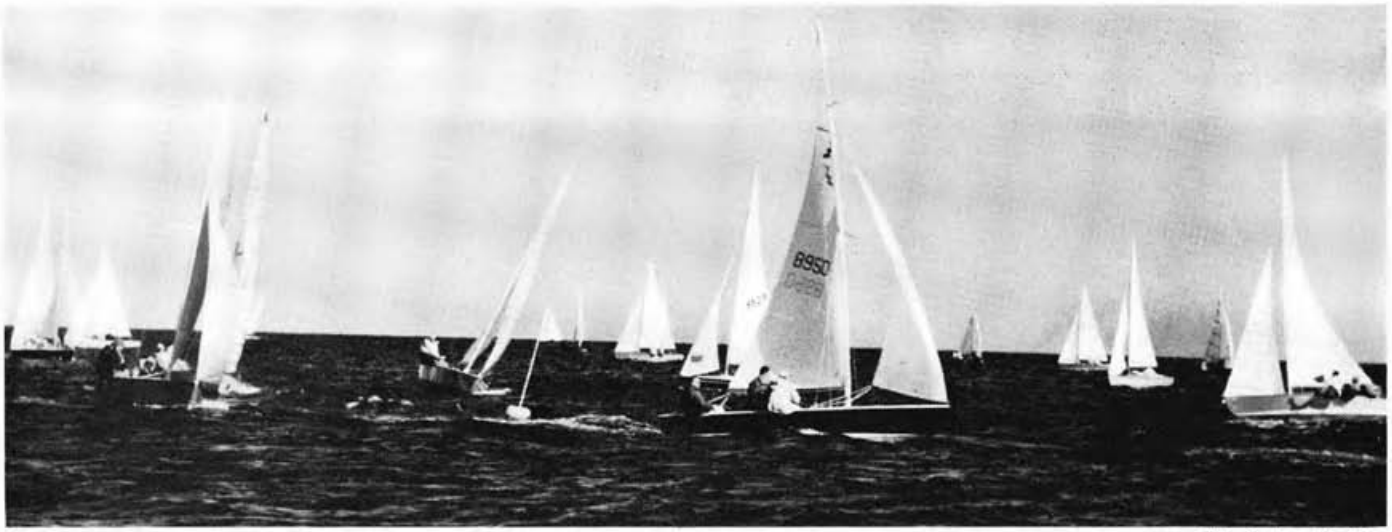
Our deep thanks and appreciation go to Byron Harvey of Host Fleet 109 and all the Officers and dedicated Regatta Committees of this wonderfully hospitable St. Petersburg Yacht Club.

Phil Graham

"The Brass". General Chairman Pete Luckham, SPYC Commodore Oscar Gower awarding trophy to Herm Nickels & Crew Dave Shepperd & George Nickels.

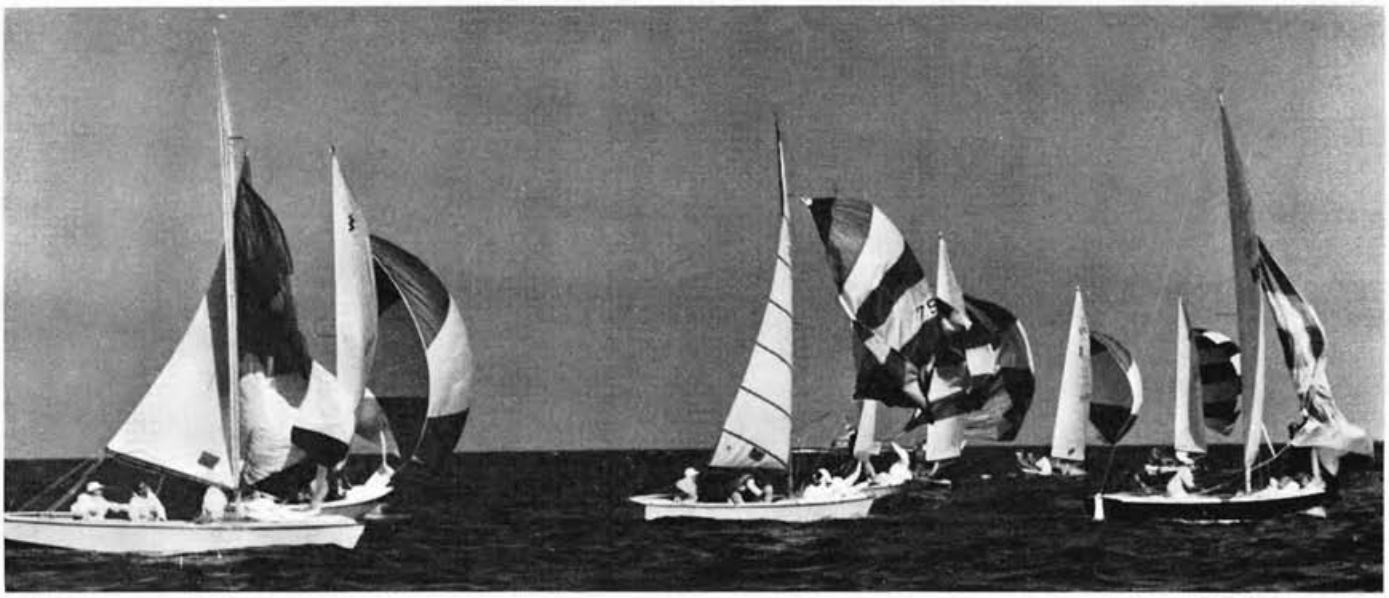
Winter Lightning Championship — St. Petersburg

FINAL POS.	SKIPPER AND CREW	BOAT NO. CLUB AND FLEET	1ST RACE		2ND RACE			3RD RACE			4TH RACE		
			Pos.	Pts.	Pos.	Pts.	Acc. Pts.	Pos.	Pts.	Acc. Pts.	Pos.	Pts.	Acc. Pts.
1	Carl Eichenlaub Pete Bennett, Mike O'Brien	8975 MBYC—194	1	62	2	61	123	4	59	182	1	62	244
2	Stu Anderson Billy Neal, Bob Dallas	8503 NSC—59	5	58	1	62	120	9	54	174	4	59	233
3	Herm Nickels George Nickels, Dave Shepperd	8755 LFYC—53	10	53	9	54	107	3	60	167	2	61	228
4	Harry Sindle Charles Dore, John Newcomb	8950 FBYC—50	11	52	7	56	108	1	62	170	6	57	227
5	Cully Cobb George Passano, Jim Green	7499 HIYC—262	9	54	3	60	114	7	56	170	12	51	221
6	Karl Smither Tom Allen, Anne Allen	9000 BCC—12	17	46	4	59	105	5	58	163	9	54	217
7	Bruce Goldsmith Pam Goldsmith, John Goldsmith	8298 CCYC—5	6	57	8	55	112	19	44	156	3	60	216
8	John Mc Intosh John Mc Intosh, Jr., David Johnson	8475 SYCC—127	19	44	13	50	94	2	61	155	7	56	211
9	Bob Seidelman Newt Wattis, Mary Huntsman	8959 LEHYC—27	27	36	5	58	94	10	53	147	11	52	199
10	Blair Fletcher Jim Greenfield, Bud Nelson	9015 OCYC—99	23	40	14	49	89	11	52	141	5	58	199
11	Howard Mullin Mary Kay Mullin, Richard Grull	7511 NBC—75	3	60	20	43	103	21	42	145	19	44	189
12	Ronald Blair	8715	14	49	21	42	91	8	55	146	20	43	189
13	Jay Limbaugh Helen Limbaugh, John Schneider	7940 BLYC—43	21	42	11	52	94	20	43	137	23	40	177
14	Robert Lippincott Bob Adams, Tay Adams	8924 RYC—228	2	61	DNF	0	61	6	57	118	13	50	168
15	A. Marcy Lippincott Chuck Highsmith, Brent Morrow	8958 RYC—228	4	59	6	57	116	15	48	164	DNF	0	164
16	John Mueller Janice Mueller, John Skotch	7865 CYC—71	31	32	23	40	72	14	49	121	21	42	163
17	Dr. D. P. Delorme Wanda Delorme, Loretta Mann	9007 BYC—87	7	56	28	35	91	24	39	130	32	31	161
18	Earl Ross Don La Cross, Len Gardinier	8143 CCYC—5	15	48	22	41	89	16	47	136	38	25	161
19	Ross Bryan Joe Bonness, Craig Riddle	8064 HIYC—262	28	35	32	31	66	18	45	111	16	47	158
20	Bob Llovett Dick Waddell, Bob Hagstrom	7498 HIYC—262	42	21	16	47	68	13	50	118	26	37	155
21	Jim Carson Dave Newman, Dick Ball	8484 MRYC—34	DNS	0	18	45	45	12	51	96	10	53	149
22	Jon Ruhlman Max Lekson, E. A. Capadona	8520 PYC—36	22	41	29	34	75	34	29	104	18	45	149
23	Don Snider Mike Thompson, Howard Boston	8980 BYC—83	29	34	19	44	78	45	18	96	14	49	145
24	Paul Schreck Bob Crongeyer, Chuck Miller	8890 PYC—324	38	25	24	39	64	30	33	97	17	46	143
25	Ed Olson Frank Healing, George Pooley	9022 HYC—6	13	50	30	33	83	41	22	105	30	33	138
26	Wallace Ross Ed Laviano, Martin O'Meara	8325 GSB—178	52	11	17	46	57	39	24	81	8	55	136
27	William Hughes Mic Griffin, Bucky Powless	8977 BCC—12	DNF	0	15	48	48	17	46	94	27	36	130
28	Clarence Holman, Jr. Betty Holman	8778 PYC—54	44	19	12	51	70	35	28	98	33	30	128
29	George Marshall Robert Purnell, James Mumford	8849 IRYC	25	38	39	24	62	27	36	98	35	28	126
30	John Orelup Dil Kusma, Sandy Huntsman	8608 BHYC—3	8	55	DNS	0	55	32	31	86	24	39	125
31	Philip Smith George Berry, Bert Trombley	8800 PYC—54	26	37	40	23	60	25	38	98	36	27	125
32	Tony Baroni Russ Davison, John Baroni	2070 HBYC—58	36	27	31	32	59	33	30	89	28	35	124
33	Tom Brizendine W. R. Scott, Mary Lou Scott	8185 KLSC—242	33	30	27	36	66	29	34	103	43	20	120
34	Edward Grant Jim Jeffreys, John Bush	8932 CSYC—51	16	47	DNS	0	47	31	32	79	22	41	120
35	Tom Fallon David White, Arnold Schwartz	8390 BCC—12	DNS	0	10	53	53	22	41	94	40	23	117
36	Turner Hastings Jacob Zimmerman, Sarah Hastings	9003 IRYC—72	41	22	37	26	48	23	40	88	37	26	114
37	Alan Raffee Elton Ballas, Tom Mc Laughlin	8529 MBYC—194	DNF	0	26	37	37	36	27	64	15	48	112
38	John Baker, Jr. Carl Houck, Dick Lynas	8544 NYC—324	18	45	38	25	70	DSQ	0	70	25	38	108
39	J. Edward Lampman Len Mygatt, Don Brown	8530 LEHYC—26	39	24	36	27	51	38	25	76	31	32	108
40	James Gilbert John Owens, Reed Dickerson	7611 NYC—50	40	23	25	38	61	47	16	77	34	29	106
41	George Wootten Hartley Robins, Dennis Smith	8630 RCYC—146	32	31	33	30	61	37	26	87	44	19	106
42	Charles Lutes Les Young, Bernie Nealcomb	8147 ILYC—23	47	16	35	28	44	43	20	64	29	34	98
43	Vic Maitland Bonnie Maitland, Art Phillips	8499 CLYC—19	35	28	41	22	50	48	15	65	39	24	89
44	Chester Franz, Jr. Ernie Mc Bryde, Bob Audt	4939 DIYC—168	37	26	46	17	43	44	19	62	41	22	84
45	Claude Bennett Dean Arnold, Mark Arnold	4947 PYC—54	45	18	DNS	0	18	26	37	55	45	18	73
46	Bob Tilleman Jim Ford, Margaret Ford	8644 GBSC—112	30	33	DNS	0	33	28	35	68	DNS	0	68
47	Neal Diepeveen Jack Moulton, Phil Keenan	7444 BYC—55	24	39	DNF	0	39	40	23	62	DNS	0	62
48	Wilson Fly Greer George, Ed Landt	8080 DSC—274	50	13	45	18	31	50	13	44	48	15	59
49	Leonard Vidal Rick Sexton, Harold Balcomb	7057 DIYC—168	34	29	49	14	43	DNS	0	43	49	14	57
50	Franklin Walter Russell Brostedt, Wm. Marshall	8375 SSA—329	43	20	44	19	39	DSQ	0	39	46	17	56
51	E. K. Limpus Leon Striegel, Scott Limpuss	8011 COLYC—330	49	14	43	20	34	DNS	0	34	42	21	55
52	M. Bryant Betty Lou Bryant, Marianne Bryant	1616 SLYC—47	53	10	48	15	25	51	12	37	47	16	53
53	Dr. J. R. Lundquist Eric Lundquist, Wm. Troendle	9013 PYC	12	51	DNS	0	51	DNS	0	51	DNS	0	51
54	F. D. Maner Dr. Robt. Howdlor, Bill Whalley	8970 SYCC—127	DSQ	0	34	29	29	42	21	50	DNS	0	50
55	Lewis Hill	7117 DIYC—168	51	12	42	21	33	49	14	47	DNS	0	47
56	William Cudahy Larry Gereve, Charles Case	8063 SFC—333	20	43	DNS	0	43	DNF	0	43	DNS	0	43
57	C. G. Sell Dr. James Merrill, Wm. Hapke	7209 NTYC—262	DNF	0	47	16	16	46	17	33	DNS	0	33
58	Crit Currie Eleanor Currie, Charles Cash	7208 DSC—274	46	17	DNS	0	17	DNS	0	17	DNS	0	17
59	Robert Clark F. S. Fischer, J. P. Ward	8263 CLYC—19	48	15	DNF	0	15	DNF	0	15	DNS	0	15
60	Richard Murray Dick Murray, Coleman Oswart	7748 MBYC—135	DNF	0	DNF	0	0	DNF	0	0	DNS	0	0
61	Alex Kaye Edith Kaye, Dr. Robt. Gill	5410 ILYC—23	DNF	0	DNF	0	0	DNS	0	0	DNS	0	0
62	John Connor (Registered only)	8509	DNS	0	DNS	0	0	DNS	0	0	DNS	0	0



Phil Graham—St. Pete

8950, Harry Sindle, around and on his way with free air.



Phil Graham—St. Pete

"Ready on the jibe"

1964 MIAMI WINTER LIGHTNING REGATTA

By: Bud Olsen #9022

The third section of the Lightning Southern Circuit Regatta was held at Coral Reef Yacht Club, Miami, under ideal sailing and sunning conditions February 26 and 27. We all especially appreciated the real sunny days and 70° to 88° temperature, courtesy of the Miami Chamber of Commerce.

Lightning Fleet 226, Captain Charlie Beedle acting coordinator of this final Regatta greeted arriving sailors and with his able Committee had registration, coffee and doughnuts underway.

Race Chairman, Charles DeCardenas, former World's Star Class Champion set up three perfect starts and triangle race courses in breezes 5 to 10 mph. The third race course had to be moved South 3 miles, almost out of Biscayne Bay per order of the Coast Guard as they had scheduled practice parachute drops for that time and area. (We moved).

Ding Schoonmaker, the new Bacardi Cup Star Class Champion of two weeks, ran the lead boat to each mark as we had no stake boats available. These races came on Wednesday and Thursday making it difficult to get qualified owners and operators of stake boats. We had ample patrol boats run by former Lightning owners Howard Foht and Oscar Nelson who now have the urge to get new Lightnings and get back into competition.

While this Regatta was in progress the Coral Reef Yacht Club Commodore, Daly Highleyman made an emergency visit Wednesday p.m. to the hospital where the Vice Commodore Dr. Matt Larkin removed his appendix so he had to miss the final day of racing and the trophy presentation. Dr. Larkin took over for him and did the honors presenting Karl Smither (Father Lightning), Harry Sindle, and Dr. Don LeLorme trophies for first place in each race respectively.

Then Miami Mid Winter Champion, Karl Smither, FIRST, Marcy Lippincott SECOND and Harry Sindle THIRD. Harry Sindle was sailing his new glass Lightning and did a wonderful job.

Bob Seidelmann, previous 1963 Champion and 1963 Southern Circuit Champion said the Race Committee was going to protest him for blocking the race course, he felt he was going so slow.

The Alex Carlin Trophy for the best showing combining St. Pete and Miami (7 races this year) went to Karl Smither and second to Harry Sindle. Alex was racing in this Regatta and enjoyed watching the **hot** sailors up front as most of us did. Alex is a wonderful host and helped many have a real fine time while in Miami.

Chief Measurer, Howard Mullin presented the 1964 Southern Circuit Trophies, combining the points from Savannah, St. Pete and Miami (10 races). Stuart Anderson FIRST, Harry Sindle SECOND and Karl Smither THIRD, winding up the presentations with cheers and salutes to these wonderful sailors for their well earned prizes for consistent fine sailing. Much credit, and rightly so, was given by each skipper to his crew for their keen performances and support for we all know without these sailors we'd be pushing from the stern.

Carl Eichenlaub who had been SECOND in Savannah and had won in St. Pete needed 2 boats between him and Stu Anderson in the last race to win the Southern Circuit Trophy. Coming in to the finish line after 7 legs of racing, 3 boats were making it on the starboard tack and Carl came in on port, tacked too close aboard under Dr. LeLorme to finish FIRST and later was disqualified. We all felt sorry for Carl for losing out and tribute was paid to him by Stu Anderson in acknowledging his superior performance working his way up to fighting for first place in the last race.

Miami TV Station, Channel 10 took movies of some of the fine action and showed it at 7 p.m. Thursday and the Miami newspapers covered the Regatta well with pictures and copy for good publicity for our fine Class.

INTERESTING OBSERVATIONS—Carl Eichenlaub, California, was sailing a new idea in Fiberglas construction.

Blair Fletcher from New Jersey was sailing a Nelson Fiberglas Lightning.

Don Snyder and Ed Grant, Michigan were sailing two blue Snyder Fiberglas boats and Harry Sindle, Virginia was sailing one of his Mobjack Fiberglas boats.

For the purpose of comparison, it will be interesting to check the records of these glass boats elsewhere in this book. Can it be that the Lightning Fiberglas has now come into its own? Good sailors can make the boats go. A tribute should be paid to the fair sex. More girls were seen in the boats this year. Dorothea Long crewed for Claude Bennett. Edith Kaye for her husband along with Mary Willett. Dr. DeLorme won the last race with two girls crewing. Mary Huntsman was on board with Seidelmann. Ethel Carlin crewed with her husband Alex.

Betty Beedle had an all girl crew and finished well up in the first race. Father Karl had Anne as crew.

Tay Adams crewed with her husband for Bob Lippincott. Two Past Commodores, Marty O'Meara and John McIntosh, with wife Barbara Ann crewing, finished in the top ten. Special awards were presented to Cathy Mullin, ten year old daughter of Howard Mullin, New Jersey, who helped with registration, and to Betty Lou and Marianne Bryant 13 and 15 year old daughters of M. Bryant from Buffalo who crewed with their father.

All of our sailors are deeply indebted to the Coral Reef Yacht Club, and our genial hosts, for our warmest Regatta yet.

We look forward to another year for we enjoy the cordial hospitality extended by our Miami friends.

Written by hand, enroute North on Route 17 out of Charleston, S. C. by—Bud Olsen.

Frank Zagarino—Miami

At Miami Eichenlaub, first around the windward mark, holds the guy as Mike sets down the pole & Pete trims the sheet. Smither in hot pursuit.

MIAMI WINTER LIGHTNING REGATTA

SKIPPER & CREW	NO.	HOME TOWN	1ST RACE PLC	1ST RACE PTS	2ND RACE PLC	2ND RACE PTS	TOT PTS	3RD RACE PLC	3RD RACE PTS	TOT PTS	FINAL POSITION
K. Smither Anne & Tom Allen	9000	Buffalo, N. Y.	1	33	3	31	64	3	31	95	1
A. Lippincott C. Highsmith	8958	Riverton, N. J.	5	29	2	32	61	4	30	91	2
H. Sindle J. Newcomb & D. Vail	8950	Ware Neck, Va.	11	23	1	33	56	7	27	83	3
S. Anderson B. Dallas & B. Neal	8503	Buffalo, N. Y.	9	25	6	28	53	5	29	82	4
J. Carson D. Newman & R. Bell	8484	Phila., Pa.	3	31	13	21	52	8	26	78	5
J. McIntosh M. O'Meara & Barbara Mc.	8475	Savannah, Ga.	8	26	8	26	52	9	25	77	6
B. Seidelmann N. Wattis & M. Huntsman	8959	Westmont, N. J.	14	20	9	25	45	2	32	77	7
T. Fallon D. White & A. Schwartz	8390	Buffalo, N. Y.	15	19	4	30	49	11	23	72	8
E. "Bud" Olsen F. Healing & G. Pooley	9022	Stamford, Conn.	4	30	16	18	48	14	20	68	9
D. Snider M. Thompson & F. Pfefferle	8980	St. Clair Shores, Mich.	10	24	11	23	47	16	18	65	10
R. Lippincott Tay & Bob Adams	8924	Riverton, N. J.	12	22	17	17	39	10	24	63	11
H. Mullin D. Grull & B. Smith	7511	Saddle River, N. J.	18	16	5	29	45	18	16	61	12
A. B. Fletcher J. Greenfield & B. Nelson	9015	Collingswood, N. J.	2	32	DSQ	0	32	6	28	60	13
C. Eichenlaub P. Bennett & M. O'Bryan	8975	San Diego, Cal.	7	27	7	27	54	DSQ	0	54	14
P. Smith B. Trombley & G. Bery	8800	Birmingham, Mich.	19	15	14	20	35	15	19	54	15
R. Blair D. Cole & B. Udell	8715	Wilmette, Ill.	13	21	26	8	29	12	22	51	16
B. Beedle C. VanDeventer & E. Andre	8038	Miami, Fla.	6	28	23	11	39	23	11	50	17
A. Carlin B. Snodgrass & E. Carlin	7550	Miami, Fla.	22	12	12	22	34	19	15	49	18
E. Ross D. Schultz & L. Gardenier	8143	Ft. Lauderdale, Fla.	DNF	0	10	24	24	13	21	45	19
E. Lampman B. Ward & D. Brown	8530	Haddonfield, N. J.	20	14	19	15	29	20	14	43	20
T. Baroni R. Davison & J. Baroni	2070	East Rockaway, L.I., N.Y.	24	10	21	13	23	17	17	40	21
V. Maitland A. Phillips & T. McLaughlin	8499	Pittsburgh, Pa.	28	6	15	19	25	21	13	38	22
D. Delorme L. Mann & W. Delorme	9007	Baltimore, Md.	DNF	0	DNF	0	0	1	33	33	23
T. Hastings J. Zimmerman & Sarah H.	9003	Dover, Dela.	17	17	27	7	24	25	9	33	24
E. Grant J. Bush & J. Jeffrey	8932	Grosse Pointe, Mich.	21	13	25	9	22	24	10	32	25
C. Bennett W. Norris & D. Long	4947	Orchard Lake, Minn.	23	11	18	16	27	29	5	32	26
J. Orelup S. Huntsman & D. Kusma	8608	Short Hills, N. J.	16	18	DNF	0	18	22	12	30	27
G. Marshall B. Purnell & J. Mumford	8849	Milford, Dela.	25	9	20	14	23	27	7	30	28
G. Wooten H. Robins & D. Smith	8630	Toronto, Can.	26	8	22	12	20	26	8	28	29
C. Lutes L. Young & B. Malcomb	8147	Piqua, Ohio	27	7	24	10	17	30	4	21	30
J. Gilbert J. Davis & J. Zitney	8960	Alexandria, Va.	29	5	28	6	11	28	6	17	31
A. Kaye E. Kaye & M. Willett	5410	Miami, Fla.	30	4	29	5	9	31	3	12	32
M. Bryant Betty Lou & Marianne	1616	Buffalo, N. Y.	DNF	0	31	3	3	32	2	5	33

SOUTHERN CIRCUIT SUMMARY

Editor's comment: Your editor listened in on the conversation between tuning expert Al Bernel, who was not in the Circuit this year and Tom Fallon, who was an also ran. This is a synopsis of the conversation.

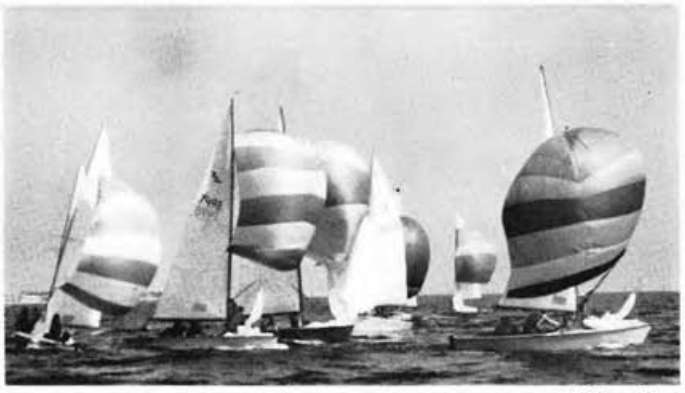
Al: Tom, tell me all about the Circuit. I hear that Anderson, Eichenlaub and Smither won the three regattas. What happened to Seidelmann? Tell me all about it. **Tom:** Al, I'm not going to tell you everything, because you can read all about it in the ILCA Year Book. But I'll certainly give you the highlights. **Al:** Yeah, give me the word! Why was Stu so good in Savannah? Was he over the line most of the time? **Tom:** No, I don't think he was over the line at all. He sailed like a genius and actually I think he was just a little bit lucky. **Al:** What do you mean lucky? **Tom:** All the races were in a north wind with the windward leg up the Skidaway. The windward end of the line was closer to the turn into the Wilmington River, but the windward end was also nearest a tree-lined shore. Most of the 43 skippers shied away from the windward end because of this, but Stu had the guts to make all three windward starts and was never over the line because he started right in front of the very eyes of the committee. Almost immediately after every start, Stu broke free and was first around every mark of the entire regatta. **Al:** Holy smokes! He must really have been moving. Who did he have for crew? **Tom:** Bob Dallas, who is now a sales executive in Los Angeles and Billy Neal, a high school student. Billy is Pete Bone's regular crew at Silver Lake. **Al:** Stu then had a 100% amateur crew. **Tom:** Yep! and so did John McIntosh who finished 5th in the Circuit and Karl Smither who finished 3rd in the Circuit and had only one so called pro aboard. **Al:** Boy, I'm glad the amateurs are starting to win things. You know Tom, we ought to do something about all these pros in the Class. **Tom:** What do you mean—"do something"? Personally, I think we're lucky as the deuce to have them. I think it is an honor that the good sailors sail with us. I think that all the so-called pros in the Lightning Class started out as good sailors who would rather build sails or boats than work at a regular job the way you and I do. But once they got into the business they found out they had to work harder than ever. But, when they go to a regatta they can never relax the way you and I can either. They must be continuously on their guard to avoid offending a potential customer. Also landlubbers, including me, are always bothering them for equipment and advice. All of these guys seem not only to have great natural ability, but also a sincere dedication to the sport itself. The Southern Circuit is Paradise for these so-called pros and this year we were lucky—I think, to pick up two new ones, Harry Sindle and Blair Fletcher. **Al:** I know Sindle's record in Lightnings and Flying Dutchmen, but who is Fletcher? **Tom:** He's a real good sailor. He finished 3rd in the Star Class World's Championship in 1963, with 67 entries. He is now a dealer for Bud Nelson's fiberglas Lightnings. **Al:** I hear the fiberglas Lightnings did very well. **Tom:** Darn right! Eichenlaub was outstanding in his new Porcelain Bull. Take a look at this score sheet. The second, fourth and eighth boats in the Southern Circuit were fiberglas boats all by different manufacturers. **Al:** Which boats and sails did the best? **Tom:** Boy, you've got me, Al. Out of the first ten boats at St. Pete, eight were by different builders and they used working sails from five different makers. **Al:** What was the weather like this year? **Tom:** The winds were good. Saturday was a very nice day at Savannah and they had a swell practice race which Eichenlaub won easily. Sunday it blew like stink out of the Northwest and all racing was off for the day. It was very clear on Monday at Savannah and the winds were excellent. 10 to 18. Three good races were completed easily. **Al:** How was the weather at St. Pete? **Tom:** On the cool side. Those darn old cold fronts kept passing through. But, we had plenty of wind except for one race which was cancelled. **Al:** Give me a quick run down on the highlights at Savannah. **Tom:** Marcy Lippincott had two 4ths in the first two races and Eichenlaub two 2nds. In the last race Anderson forced Eichenlaub over the line at the weather end so Carl had to sail around the committee boat and start last. He passed about 30 boats to finish 13th. Marcy Lippincott had two 4ths and finished second in the last race to finish a good strong second in the series. Seidelmann was 4th, Sindle 5th. **Al:** How did Smither go in his new boat? **Tom:** Better and better as the races wore on. **Al:** Tom, if you were buying another new boat, what kind would you get? **Tom:** Darned if I know. The boat I have now cleaned up last year when Eichenlaub was sailing it. I think the nut on the helm is the most important consideration. But, let's not get into that. I guess I'm over the hill. As you know, I gave up cigarettes and carousing. I think I better go back to my old habits. **Al:** I got a good run down on the St. Pete regatta from Bill Hughes. What happened when Bob Lippincott fell overboard? **Tom:** Midway through the first spinnaker leg he missed a hiking strap and fell over backwards. Sindle was only a couple of boat lengths behind and scooped him up. Bob and Tay Adams did a good job of getting the spinnaker off Bob's boat but Sindle went by so fast they didn't even know that Harry had picked up Bob. They thought good old "Pear" had sunk to the bottom. This was terrible for them. Sindle completed 2½ more legs before he delivered "Pear" to a stake boat. **Al:** What happened at Miami? **Tom:** After St. Pete it was apparent that the Southern Circuit champion would be Anderson or Eichenlaub. They matched raced each other for all three races. In the first race Eichenlaub picked up two on Stu and in the second race Stu picked up one on Eichenlaub. So Stu entered the last race at Miami leading Carl by 2½ points. **Al:** I heard that that last race was sensational. Tell me about it. **Tom:** O.K. Here's the blow by blow account. Coming up to the first mark, Dr. Delorme of Baltimore had a two boat length lead on Anderson with Eichenlaub three boat lengths farther back. As the race progressed, Delorme maintained his lead but ending the second weather leg Stu could not lay the weather mark on the starboard tack and had to gybe away from it. Starting the last weather leg, Delorme was first, Eichenlaub second, Smither third, Anderson fourth, Seidelmann fifth and Marcy Lippincott sixth. This was probably the most exciting weather leg ever sailed in the Lightning Class. There were different slants. On one slant Stu sailed almost into first place. Seidelmann really got his boat moving in this race and was coming along very fast. After much tacking the first six boats approached the finish line. Dr. Delorme was still ahead. He was laying the leeward end on the starboard tack, Eichenlaub was converging on the port tack. If Eichenlaub laid off to go under Delorme, he would have to go under Smither too and lose the Southern Circuit Championship to Anderson. **Al:** Do you mean to tell me that after ten races that Southern Circuit Championship was decided by less than a boat length? **Tom:** Almost hard to believe, isn't it? If Eichenlaub had been five feet farther along the course, or got a 10° lift he would have been able to clear Delorme. As you know, Eichenlaub is a very consistent, conservative sailor. He said that he would never take this chance except on the finish line in the last race. **Al:** Gee, that's too bad, were there any hard feelings? **Tom:** No. Naturally Eichenlaub and his crew hoped they could win the case, but they knew that the burden of proof rested with them. Stu paid Eichenlaub a wonderful tribute when he accepted the trophy. **Al:** How was the weather in Miami? **Tom:** Superb. The usual cold front passed through the night before the races were to start. The first race started out with a north wind but half-way through, the wind shifted to the east. This created quite a scramble with Smither coming out on top. The other two races in Miami were sailed in their prevailing SE winds under perfect conditions. **Al:** Do you think everyone had a good time? **Tom:** If they didn't, it's their own fault. If a person really likes to sail and have fun with small boats, the Lightning Class Southern Circuit is the best concentrated program of racing and good fellowship that I think exists in the world. The racing is getting keener every year. **Al:** Honestly, Tom, wasn't it sort of cold this year? **Tom:** Sure, but there was good wind and that's what we're looking for. **Al:** If I go South, I want it to be warm. **Tom:** Al, there was some discussion of moving the entire Circuit back two weeks starting about March 1 instead of about February 15. Savannah and Miami are both willing to move their regattas back. **Al:** What

about St. Pete? **Tom:** I don't know. As you know, St. Pete is the focal point around which the whole program revolves. Perhaps Jay Limbaugh, Marty O'Meara, and John McIntosh can work something out with St. Pete. But, as you know, the Lightning Class will be forever grateful to the St. Petersburg Yacht Club for initially sponsoring the Mid-Winter Championship. We must be sure that we always cooperate one hundred per cent with all the fine yacht clubs that have contributed so much to our good times and to the welfare of the Lightning Class. It certainly would be nice if we could move the regattas back two weeks though, wouldn't it? **Al:** Sure would. Thanks, Tom, for giving me the word. You better get back on the ball.

SOUTHERN CIRCUIT CHAMPIONSHIP

	Savannah	St. Pete	Miami	Total
Stu Anderson, Buffalo, N.Y.	125	233	82	441
Harry Sindle, Ware Neck, Va.	106	227	83	416
Karl Smither, Buffalo, N.Y.	104	217	95	416
Carl Eichenlaub, San Diego, Calif.	111	245	54	410
John McIntosh, Savannah, Ga.	104	211	77	392
Bob Seidelmann, Westmont, N.J.	111	199	77	387
Marcy Lippincott, Riverton, N.J.	118	164	91	373
Blair Fletcher, Collingswood, N.J.	86	199	60	345
Howard Mullin, Saddle River, N.J.	85	189	61	335
Cully Cobb, Nashville, Tenn.	105	221	....	326
Bruce Goldsmith, Chicago, Ill.	101	214	....	315
Jim Carson, Philadelphia, Pa.	84	150	78	312
Bob Lippincott, Riverton, N.J.	80	168	63	311
Don Delorme, Baltimore, Md.	73	161	33	267
Bud Olson, Stratford, Conn.	47	138	68	253
Tom Fallon, Buffalo, N.Y.	58	117	72	247
Ronnie Blair, Chicago, Ill.	.....	189	51	240
Don Snider, St. Clair Shores, Mich.	27	145	65	237
John Mueller, Cleveland, Ohio	73	159	....	232
Tony Baroni, Long Island, N.Y.	61	124	40	225
Bill Hughes, Buffalo, N.Y.	98	127	....	225
Phil Smith, Birmingham, Mich.	42	125	54	221
Alan Raffee, San Diego, Cal.	95	112	....	207
Earl Ross, Chicago, Ill.	.....	161	45	206
Turner Hastings, Dover, Del.	49	114	33	196
Ed Grant, Detroit, Mich.	35	120	32	187
George Wooten, Toronto, Ontario	50	106	28	184
Chas. Lutes, Piqua, Ohio	56	98	21	175
Jim Gilbert, Alexandria, Va.	52	106	17	175
Clarence Holman, Fenton, Mich.	46	124	....	170
John Orelup, Jr., Short Hills, N.J.	.....	125	30	155
George Marshall, Milford, Del.	.....	122	30	152
Claude Bennett, Orchard Lake, Mich.	46	73	32	151
Ed Lampman, Haddonfield, N.J.	.....	108	43	151
Vic Maitland, Pittsburgh, Pa.	.....	89	30	119
Frank Walter, Falls Church, Va.	29	58	....	87
F. D. Maner, Savannah, Ga.	18	50	....	68
M. Bryant, Buffalo, N.Y.	.....	53	5	58
Alex Kaye, Dayton, Ohio	13	.....	12	25

25 in all 3 Regattas; 43 in Savannah; 61 in St. Pete; 33 in Miami



Bobby Llovet

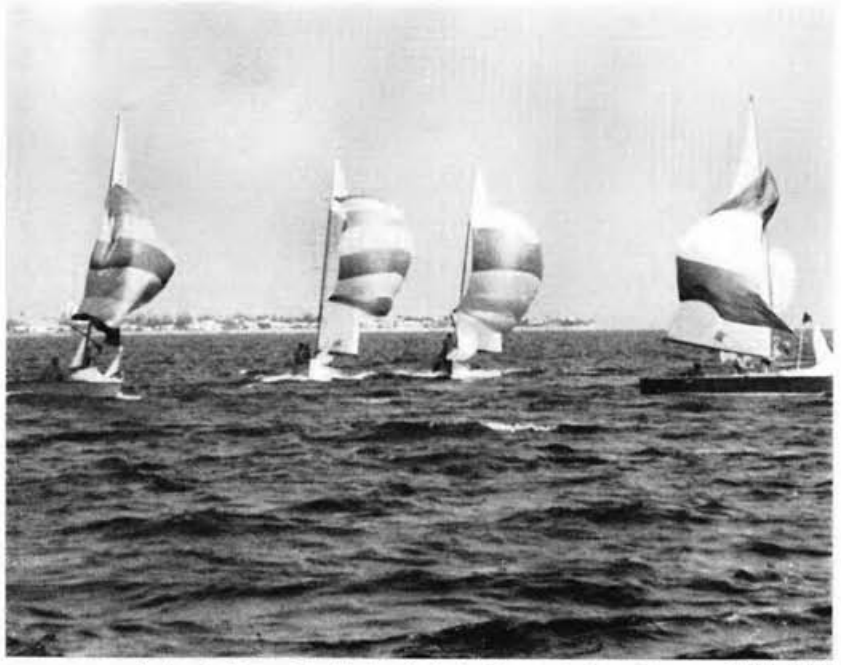
"Good job on the jibe".

Bobby Llovet

"Little Red Riding Hood and the Wolf". Marie & Tomato.

Bobby Llovet

Wonder what Mr. Lightning was saying to his crew?



Cully Cobb on the left leads Bob Llovet & Ross Bryan. Bobby Llovet

Phil Graham—St. Pete

"Sleepyheads". Jim & Lynn Green, Dr. Cully & Helen Cobb. Vanderbilt & Nashville's finest citizens!

"And away we go!" Miami. H. Galloney—Miami

Bobby Llovet

Harry Sindle (with Life Jacket) talks with Press Boat between races.

Bobby Llovet

Eichenlaub leads the fleet home to Harbor after first race St. Pete.

Bob Hagstrom

Seafaring beatnick Scott makes overtures to Ruth Hagstrom. Dick & Shirley Waddell & other characters live it up.

Carroll Burke—Savannah

Deep South & Southern Circuit Winners. Crew Billy Neal, Skipper Stu Anderson and Crew Bob Dallas.

Bob Hagstrom

Every club should have one!

It's back to one proven shape in our Spherical Spinnakers for 1964—no more experimenting with specialized, flat "reachers".

After all, the regular Spherical is a really versatile sail. Tighten it from head to foot and it becomes fuller; "squash" it and it can be made as flat as almost any condition demands.

So, for 1964, we've taken the basic Spherical design that has proved pretty much right on the button over the years and simply done a few minor things to it to make it a little smoother.

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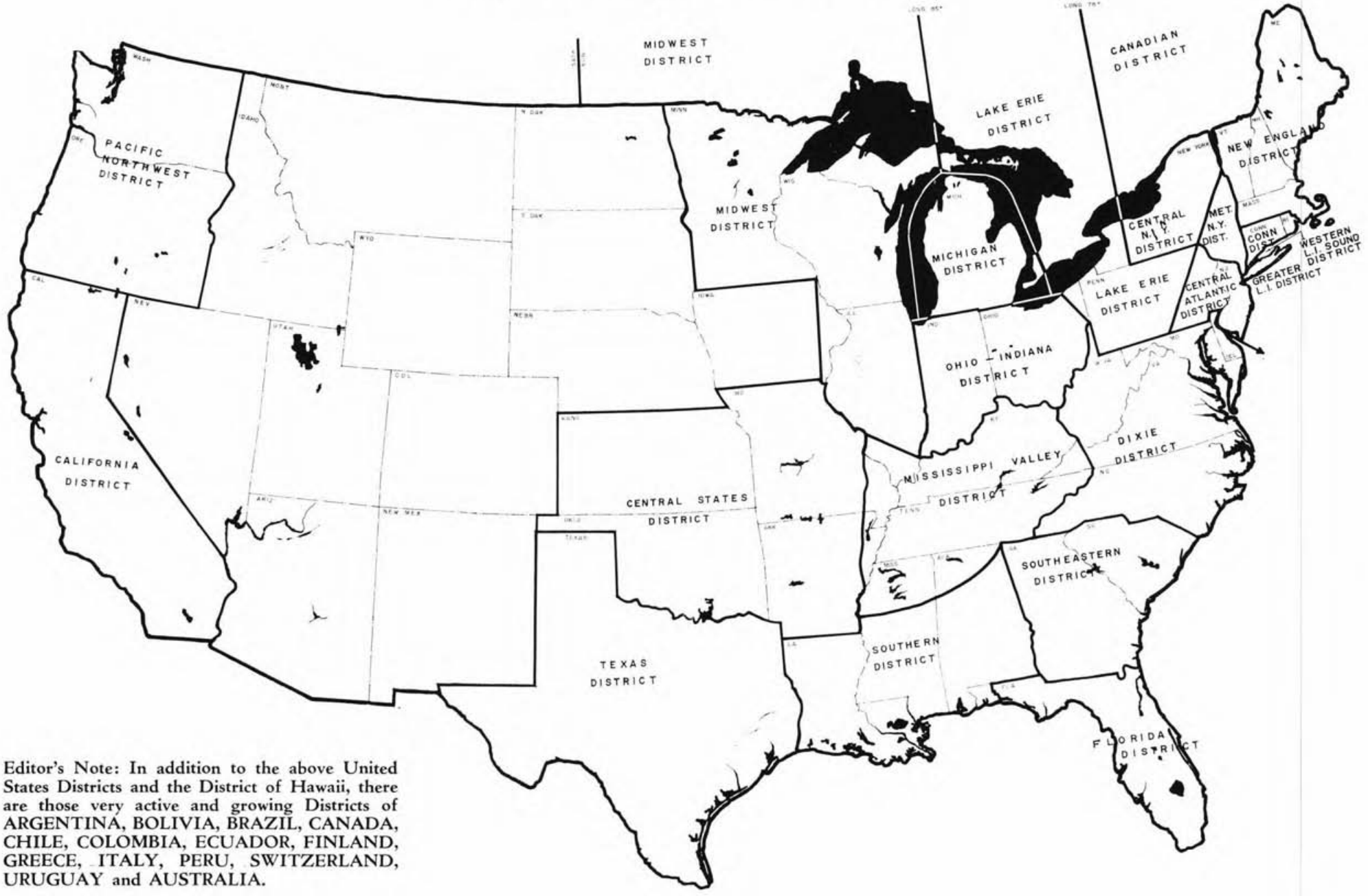
Lightning Districts



Editor's Note: In addition to the above United States Districts and the District of Hawaii, there are those very active and growing Districts of ARGENTINA, BOLIVIA, BRAZIL, CANADA, CHILE, COLOMBIA, ECUADOR, FINLAND, GREECE, ITALY, PERU, SWITZERLAND, URUGUAY and AUSTRALIA.

District Reports

ARGENTINE DISTRICT REPORT

District Commodore: Alberto Migone
District Secretary: Carlos Oscar de Grandes
District Treasurer: Jorge Dodds
District Champion: Carlos Collet
District Runner-up: Carlos Colombo
Fleets: San Isidro (203); Olivos (206); Rosario (292); Junin (331); Yacht Club Olivos (356); Quilmes (367).

This last season has been a very active one for this District in particular because of the IX Lightning Class South American Championship held at Olivos from the 7th to 17th February last with participants from Chile, Ecuador, Peru, and Uruguay fleets.

A very good job was performed by all members of the District in order that a perfect regatta competition could be organized as well as lodging, tours, etc., for all our guests.

This IX LCA South American Championship was won by Alberto Migone who represented Argentina and was followed by Pedro Sisti. Final standings were:

Place	Boat No.	Skipper	Country
1.	8239	Alberto Migone	Argentina
2.	4351	Pedro Sisti	Argentina
3.	8414	Jose Barreda-Moller	Peru
4.	8360	Daniel Williams	Argentina
5.	7621	Mateo Frugoni	Uruguay
6.	7392	Isidro Melero	Chile
7.	7722	Albert Maspons	Ecuador
8.	4559	Felix Sienra	Uruguay
9.	7620	Eugenio Lauz	Uruguay
10.	8010	Federico Garcia	Peru
11.	7533	Pablo Gallyas	Chile
12.	7741	Marcos Brieva	Chile

As regards organization of said Championship, we are very proud to inform that all funds required were raised exclusively by the Class by means of parties, raffles and advertising and no help from Clubs was requested or needed.

On the 17th August, skipper and crew selection for the World's Championship was raced with 10 regattas and the following crews won the right of representing Argentina:
Skipper Alberto Migone with crew Boris Belada and Mario Cubria; Skipper Jorge Salas Chaves with crew Carlos O. de Grandes and Martin Prats; Skipper Pedro Sisti with crew Rodolfo Udaeta and Pedro Ferrero.

Finally, another important annual event, the National Championship, was raced from the 28th September to the 13th October with Carlos Collet winning the trophy.

During the last season, Lightning Class activity has increased and many new members are expected to join us inasmuch as 20 new boats have been recently built. A group of members of the Club Nautico Quilmes, with their Club's support, formed a new Fleet with 13 new boats and the fleet was recently designated as No. 367 by the International Lightning Class Association.

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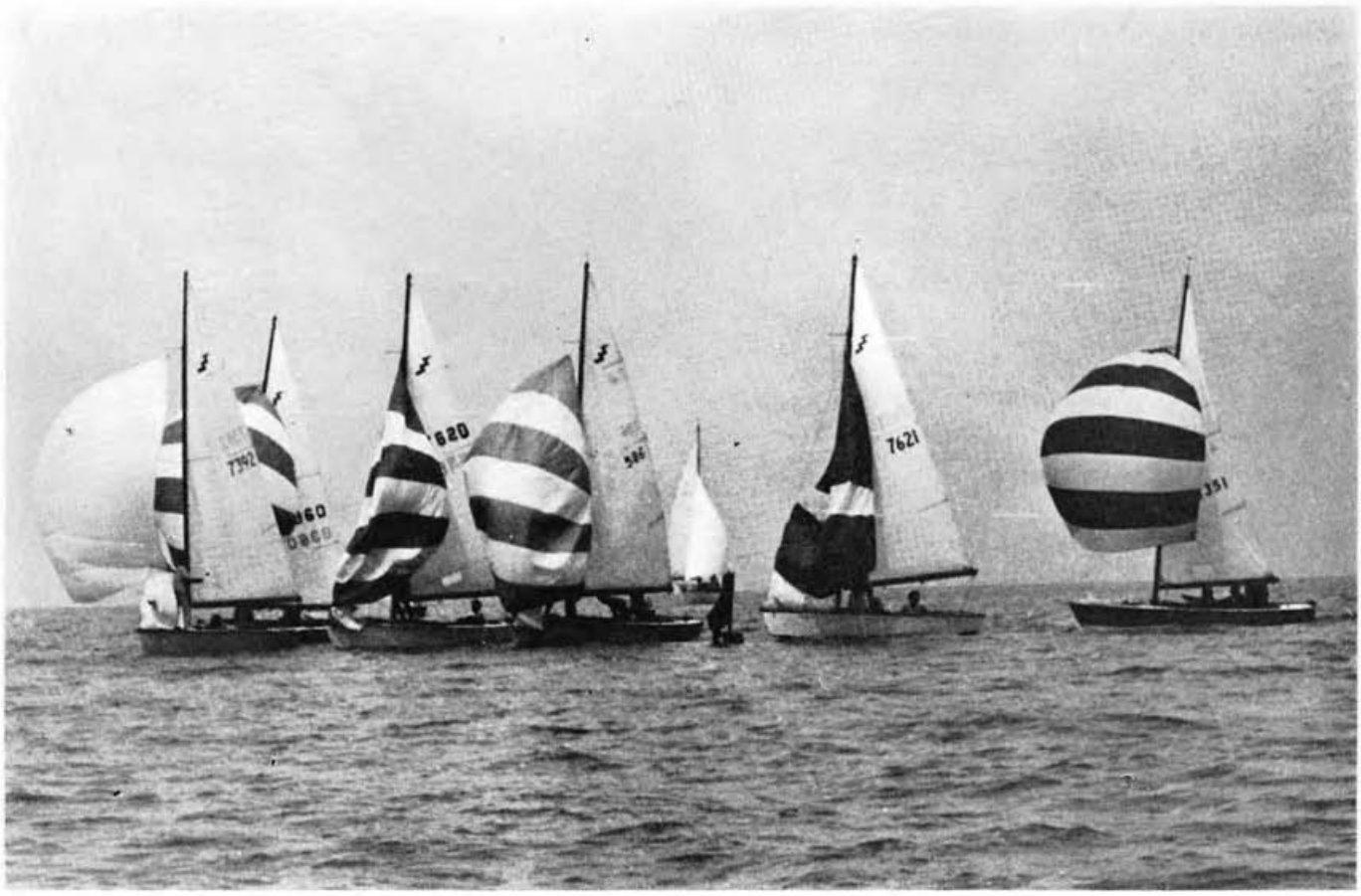


Action at IX South American Championship

AUSTRALIAN DISTRICT REPORT

District Commodore: Kenneth M. Simes
District Secretary: Kenneth L. Ross
Fleets: Southernmost (359); Royal Geelong (being organized).

Greetings from the newest District of all! 'Way down South, in fact, way-WAY down South. You call it Down Under, but who's to tell? Perhaps in this new age of the space satelite, we may be Up Over! At any rate, we don't walk upside down like you folk in the Northern Hemisphere do, that's of course looking at it from where we stand. Ask any astronaut!

Your Executive was recently pleased to create an Australian District, which was a most generous and encouraging gesture to the small band of International Lightning workers in this distant part of the World.

How did it all begin? John Linacre, prominent in Australian yachting administration, felt that there was a gap in the sailing fleets here and investigated the available designs around the World, and had a Lightning built to test local reaction. After a display in the Melbourne Boat Show, other boats were ordered and competitive racing began.

Australians are very keen sailors and most of the population live within coo-ee of the sea. Scores of new Yacht Clubs have been formed, and on a summer afternoon on any patch of water, bay, estuary or lake, sailing boats head to the uninitiated aimlessly in every direction. Many types of boats have been developed, from tiny UJ's and Sabots, to the well-known 12 meter "Gretel." Plywood has been a very popular material for the thousands of skiffs, dinghies and catamarans, built in hundreds of boat-yards and countless backyards across the nation. Dragons, 5.5's, big ocean racers and dozens of other classes complete the picture.

But until a year or two ago, no Lightnings. Not one! Now we have Lightnings building in all but one of our seven States. In Victoria, where they first began, we now have two Fleets and are optimistic about others. A dedicated group at the Royal Geelong Yacht Club, led by Graeme Harvey, have a most interesting project going, building Lightnings in Fiberglass. This is a most promising answer to our problem of the cost of wooden boats, as nearly all of our boat lumber has to be imported, local timber generally is too heavy and too hard.

A meeting was held at the Royal Brighton Y.C. to form an Australian branch of the Lightning Association, which, subsequently sought and obtained the blessing of the parent Association in the U. S. Mr. Kenneth Simes, present Commodore of the Blairgowrie Yacht Squadron, was nominated for the position of first Australian District Commodore.

The first objective was to give direction and a framework of organization to the Lightning in Australia. Our second goal was to negotiate with the governing bodies of Yachting control in this country. This meant, in practice, that not long after the IYRU had recognized our Class in London, we had obtained recognition from the Australian Yachting Federation, with permission to wear the insignia KA indicating Australian "International." A status symbol of some moment.

These are early days for a true District Report, as you are able to have them in the U. S. We are planning our first State Title in Victoria, and a National title later in the season. Activity in other States needs to be stepped up, and this will take a little time to happen.

We have had most generous and cordial help from our cousins across the Big Water, even Raimo Nordstrom from far away Finland pitched in and gave his valuable advice. Tom Allen has sent us a complete break-down of his method of rigging. with excellent photographs to match. This is the best kind of international understanding. The main job of our boys here is to promote the Class, and that's just what we are doing. We We feel that our Class will really take off when enough information is spread around, and people here realize just what a great boat is our LIGHTNING!!!

CALIFORNIA DISTRICT REPORT

District Commodore: Trevor Lewis
District Secretary: Bernard Gross
Fleets: Santa Monica Bay (102); San Diego Bay (114); Southwestern Yacht Club (161); Mission Bay Lightning (194)
District Report: Sailing many regattas with hot competition, trailering Lightnings across the country as never before and making interesting plans for the future, were the ingredients that made 1963 the most exciting year in the District's history.

Delightful weather, excellent wind conditions in the south San Diego Bay and convenience to good club facilities were enjoyed by all at four traditional regattas hosted by Fleet 114 at the Coronado Yacht Club. At the 15th annual "Ken Reynard", the 27th annual "Small Boat", the annual "Bob Hermann" and the 17th annual "Elmer Muhl Thanksgiving" the list of trophy winning skippers included Carl Eichenlaub, Lowell North, the Barber twins, Howard Macken, Al Raffee, George Conrad, Warren Gross and Elton Ballas. In addition, CYC hosted the District Championship Regatta, won by Carl Eichenlaub.

A happy group of Californians at the Awards Dinner at Tawas Bay. Left to Right: Warren Gross, Runner-Up in Governor's Cup. Mrs. Carl Eichenlaub, Carl Eichenlaub, the North American Champion and the Barber Twins. (5th place in North American Championship)

Two invitational regattas were sponsored by the Mission Bay Yacht Club and sailed at their ocean course—the 2nd annual "Memorial Day" won by Eichenlaub, with Howard Mecken second and Dave Wright third, and the 16th annual "Stanley Andrews" with Alan Raffee first and Dick Benner second.

The 3rd annual "Labor Day" sponsored by the San Diego Associated Yacht Clubs was sailed at MBYC with Dave Wright and Eric Vitucci tied for first and Fred Knauer close behind. The "Pacific Coast Championship" held at MBYC drew skippers from Washington and Oregon to California—25 boats from seven fleets. It was hotly contested and won by Lowell North with the Barber twins second, Howard Macken third, Elton Ballas fourth and Carl Eichenlaub fifth.

Two invitationals were sailed in the Los Angeles area—the "Hurricane Gulch" at Cabrillo Beach Yacht Club with Dick Benner and Wendell Harter of L.A. tied for first followed by Dave Wright and Fred Knauer of the San Diego area tied for second. Then came the first annual "Christmas" at the new Kings Harbor Yacht Club with San Diegen Alan Raffee and the 1961 President's Cup winner Wendell Harter tied for first, followed by Fred Knauer.

In accordance with the practice each year, the annual meeting was held at the District Regatta. Much interest in the form of discussions indicated a desire to contribute toward a better Lightning Class. The motions passed included contacting the Lightning Association regarding improved buoyancy, the installation of windows in jibs and legalizing the use of travellers. It was decided to participate in boat shows and fairs by exhibiting a Lightning with attendant and appropriate literature.

California Lightnings really took to the road in '63. Three boats trailered to the Southern Circuit—Carl Eichenlaub with Bull II, Al Raffee with Shazam and Warren Gross with Blixten. Warren stopped at Houston on the way long enough to win three races and a traditional Midwinter Championship Regatta trophy.

Six boats from San Diego and one from Los Angeles made the long haul to Tawas Bay for the big show. Carl Eichenlaub was in good form when he won the North American Championship. Other winners from the California contingent were the Barbers who won 5th place behind Carl and Warren Gross who placed 2nd in the Governor's Cup series.

CENTRAL ATLANTIC DISTRICT REPORT

District Commodore: John Walton
Vice-Commodore: Nelson Hoffman
District Secretary: William Dunbar III
District Treasurer: Ed Hance
Publicity Director: John Orelup
District Champion: Marcy Lippincott
District Runner-up: Jim Carson
Fleets: Barnegat Bay (3); Little Egg Harbor (26); Metedeconk River (34); Shore Acres (86); Tom's River (92); Great Egg Harbor (99); Lavalette (104); Brant Beach (173); Surf City (196); Brigantine (217); Riverton (228); Red Dragon (357); Normandy Beach (366).

Our 1963 racing season got underway with the traditional Early Bird Series, sailed this year at Surf City Yacht Club, on consecutive Sundays from April 20 through May 25. Tom Coe won the series with Jack Elfman second and Dale Allen third. Most races were sailed in the normally medium to heavy spring breezes. There were several capsizes and one broken mast when Dr.'s Buzby and Pfister locked spars.

Eighteen Lightnings participating for the first time in the Bay Head Spring Regatta on June 15-16 demonstrated their heavy weather capabilities during the first race in a 30 mph variable northwesterly. John Orelup was the only casualty, capsizing 50 yards from the finish line, while only 7 out of 25 Comets were able to complete the course. Bob Adams took first place in the regatta with Jim Carson second and Newt Wattis third. Dave Siddons took the first and third races but went into the tank in Sunday morning's light and fluky air.

The Riverton Yacht Club Governor's Cup Regatta on June 29-30 was victimized by vagrant summer winds. Only one race was completed with Roy Doerre finishing first, Richard Lippincott second, and Bob Adams third.

The New Jersey State Championship was sailed on June 22-23 at Brigantine Yacht Club. The weather was clear and warm with a 12 to 16 mph gusty WNW wind on Saturday and an 8 to 19 mph prevailing SW breeze on Sunday. In the first race Bob Adams passed John Walton on the second spinnaker leg to win with the rest of the fleet far behind. Dave Siddons led throughout to win a closely contested second race. Going into the third race, Siddons held the lead with 4¾ points followed closely by Walton and Wattis with 5 points. John Orelup took an early lead to win this race with Siddons covering Walton closely on the final windward leg to finish second by 5 seconds and capture the Championship. John Walton finished second overall with Newt Wattis third.

The Brant Beach Invitational Regatta was also sailed on June 22-23 with a 12 to 20 mph SW breeze. Due to the conflict with the State Championship only 9 Lightnings sailed in this regatta. Dr. Gordon Buzby finished first with Suzanne Sullivan second and Robert Feiler third.

The District Championship was sailed on Barnegat Bay at Surf City Yacht Club on July 27-28. Weighing and measuring went smoothly on Saturday morning after the "angle of the dangle" device arrived from Brigantine. The first race was sailed with light air on Saturday afternoon with Marge Alexander finishing first followed by Marcy Lippincott and Jim Carson. The second race sailed on Sunday morning was won by Marcy Lippincott with winds increasing from 10 to 20 mph and storm clouds approaching from the SW. The squall broke during the third race with gusts up to 47 mph and loads of rain — few will forget the wild, planing jibe at the end of the second leg in 30 to 40 mph winds. Marcy Lippincott finished first to retain the District Championship with only 12 of 23 starters completing the race. Jim Carson finished second overall followed by Marge Alexander, John Walton, John Orelup, and Bob Adams. Doc Sullivan proved to be an able bartender at the Saturday evening cocktail party which was highlighted by a swim in the bay by our formally attired race committee chairman, Howard Mullin, and many other "frogmen" who attacked the Lippincott cruiser.

The South Jersey Lightning Championship was sailed at Brigantine on August 10-11. Franz Schneider won the series with 3-1-1 finishes. John Walton kept "Old Starlight" in contention throughout and finished second with 1-2-2 finishes. Dr. Gordon Buzby took the third spot. All races were sailed with excellent weather and course conditions in an 8 to 12 mph breeze. The 1962 North American Championship movies were shown at the Saturday evening party which featured the now traditional "Brigantine Punch."

The Little Egg Harbor Regatta was sailed on August 17-18. Franz Schneider, from the Severn River Fleet, took the first place trophy with Marge Alexander second and Ralph Messersmith third. Saturday's races were sailed in moderate to heavy winds with variable light to moderate conditions on Sunday.

The Surf City Open Regatta on September 7-8 was favored by clear and sunny weather and 5 to 20 mph winds. Jack Elfman took the first place trophy in a 22-boat fleet with 1-3-2 finishes. Newt Wattis finished second and Dr. Gordon Buzby third, with only 3 points separating first and fourth places.

The Riverton Lightning Regatta was sailed on September 14-15 in moderate to heavy winds. The closely contested series wound up with a rare three-way tie for first with Bob Adams, Marcy Lippincott, and Richard Lippincott all having 1-2-3 finishes. In the sail-off race Bob Adams opened an unchallengable lead on the first windward leg and won easily to capture the regatta for the second consecutive year. Marcy Lippincott kept Richard closely covered to take second. The popular Fleet 228 cocktail party was enjoyed by all.

The annual Central Atlantic District meeting was held on July 27 at the Surf City Yacht Club. Four new fleets were activated in the district this year increasing our total to thirteen in spite of two fleets becoming inactive. With these welcome additions we are looking forward to a continuing increase of interest and participation in district and national activities. Our district constitution was amended this year to add the office of Vice Commodore to assist the Commodore. A committee was also appointed to study conflicts between our district constitution and the class rules regarding the conduct of championship regattas. It was decided that our current practice of rotating the district championship among the fleets is very desirable even though the sailing waters do not always permit the use of the recommended championship course.

CENTRAL STATES DISTRICT REPORT

District Commodore: Dick Wootton
District Secretary: Gaines Houston
District Champion: Gordon Reabe
District Runner-up: Bill Schwartz
Fleets: Jayhawk (60); Tulsa Sailing Club (205); Quachita (284); Fort Gibson (293); Odd Winds (296); Oklahoma City (343); Springfield (363).

The Central States District had a very active and successful year under Commodore Jack Worley and Secretary Ralph Persson. We were pleased to welcome Springfield Fleet 363 into the District this year.

Early last spring Lightning Fleet 60 hosted some 80 skippers, wives, and crews of the District with Ted Wells as our guest speaker. Ted spent two days with us talking about and illustrating Tactics and Boat Handling.

The 1963 District Regatta was sailed at Lake Fort Gibson, Oklahoma, with Western Hills Lodge once again our base of operations. Twenty-nine boats registered and sailed in the five race, official Lightning Course regatta.

After a "drifter" tune-up race Thursday afternoon, June 20 (in which Gaines Houston led the fleet by some 13 minutes at the finish line)! Friday morning's and all ensuing races were met with fine breezes and fair weather.

In the first race it was Gordon Reabe all the way, Bruce Brand 2nd, and Dean Arnold 3rd. Two races were sailed Friday afternoon. Results of the first race of the afternoon were Dick Wootton 1st, Paul Vardeman 2nd, and Reabe 3rd. Reabe came back for another 1st in the second race of the afternoon, followed by Dick Wootton and Bob Lennart 3rd. Gordon Reabe picked up his 3rd win Saturday morning followed by Stan Brander 2nd, and Gaines Houston 3rd. Final race Saturday afternoon found Bill Schwartz 1st, Houston 2nd, Dick Howe 3rd, Paul Vardeman 4th and the District Champion, Gordon Reabe of Fleet 296, fifth.

The annual Business Meeting was held prior to the awards dinner and Dick Wootton of Little Rock, Arkansas was elected District Commodore for 1964. Dick appointed Gaines Houston as District Secretary. It was the decision of the skippers to hold the 1964 regatta again at Lake Fort Gibson next June. Fleet 284, Quachita, will be the host fleet.

Pos.	Skipper	Boat No.	Fleet	Points
1.	Gordon Reabe	7551	296	139
2.	Bill Schwartz	7960	60	123
3.	Stan Brander	8373	205	121
4.	Dick Wootton	5855	284	121
5.	Bob Lennart	7831	205	111

CHILE DISTRICT REPORT

District Commodore: Radivoj Pesut
District Secretary: Carlos Schiavetti
District Champion: Isidoro Melero
District Runner-Up: Pablo Gallyas
District Report: Our District was organized early in 1963. Our main objectives i.e. to take immediate control of the boats, making sure that they comply with the specifications, and to coordinate and promote racing activities, were achieved in general lines.

The District Championship was held in Antofagasta (Fleet 319) in January. There were 20 boats at the starting line. Isidoro Melero from Algarrobo (Fleet 318) took the Championship.

Qualifying races for the World Championship were organized in Con-Con (Vina del Mar) by Fleet 342 in October. Thirteen boats raced in this regatta. Three boats from our District were present at the World's in Peru. They were skippered by Isidoro Melero, Pablo Gallyas and Radivoj Pesut. Although their performance was not successful, valuable experiences were brought back home. Improvements in boat building, tuning and racing techniques are expected. There are now about 40 Lightnings sailing in Chile and although this is an expensive boat in our country, it is believed that our fleets will continue to increase and our class to become even more popular in the future.

CONNECTICUT-RHODE ISLAND DISTRICT REPORT

District Commodore: James R. Allen, Jr.
District Secretary: Barbara Hadlow
District Treasurer: John Ireland
District Measurer: Edward "Bud" Olsen
District Champion: Steve Bachman
District Runner-up: Dave Peterson
Fleets: Housatonc Boat Club (6); Black Rock (17); Columbia Lake (49); Branford (63); Candlewood (82); Niantic Bay (85); Groton Long Point (105); Western Narraganset Bay (119); Cedar Point (126); Madison Beach Club (129); Noroton (134); Pequot (153); Wadawanuck (183); Norwalk (230); Milford (238); Darien Boat Club (255); Sachem's Head (269); Sheffield Island (302); Pettipaug (344).

One of the biggest things our District has going for it is the number of good Junior Sailing programs among the many Clubs. Year after year our Juniors graduate to the Lightning which, along with the Blue Jay, is the official boat of the Junior Racing Association of Long Island Sound. To the hundreds of us who labor away, year after year, to achieve some remote recognition, this can be very discouraging with another season coming up and another crop of "hot" Juniors to contend with.

Our District Champion, Steve Bachman, himself not too many years out of Pequot Yacht Club's Junior Sailing program, sailed his new boat, Havoc, to big wins in the Niantic Bay Yacht Club's Early Bird Regatta, our District Championship held by the Housatonic Boat Club, the Long Island Sound Championship held by the Noroton Yacht Club and the President's Cup at Tawas Bay, Michigan. While we've had many outstanding performances, another skipper deserving special recognition for exceptionally consistent performance is Dave Peterson, sailing out of the Housatonic Boat Club and a member of the District's Governing Board. Dave won Milford Yacht Club's First Chance Regatta, the Black Rock Yacht Club's Invitational, was second in the District Championship, took a big third in the North American Championship at Tawas and won Milford Yacht Club's Last Chance Regatta.

Steve Bachman and Bud Olsen will leave on Thanksgiving Day for Lima, Peru and the World Championship. Dave Peterson will be crewing for Bud. We certainly wish them well and will be pulling for them all the way. Come home with the marbles, Sports!

Our 1963 season began on a very successful note. Our March 31 mid-winter meeting was exceptionally well-attended. District Commodore James R. Allen, Jr. and his very able Governing Board presented and won approval for our District Constitution. In addition, we had an open panel discussion led by Bob Bavier, Bud Olsen and Banny Sprague on the controversial subject of flexing rigs. Following dinner, we viewed movies of 1962 North American Championship at Buffalo.

Our official racing calendar began early with Milford Yacht Club's First Chance Regatta. Milford played host to all Lightning owners for each Saturday and Sunday during the month of May. As previously mentioned, the series was won by Dave Peterson followed by Bud Olsen and Dave Chanoux. Dave Chanoux is another young fellow not too long out of a Junior

Steve Bachman, 1963 winner of the Connecticut-Rhode Island District

sailing class. In addition to his third at Milford, Dave was second in Black Rock Yacht Club's Invitational, first in the Governor's Cup at Tawas, and won Cedar Point Yacht Club's Invitational. Our offical season winds down through the following list of events.

May	First Chance Regatta	Milford Yacht Club
	1. Dave Peterson	Housatonic Boat Club
	2. Bud Olsen	Housatonic Boat Club
	3. Dave Chanoux	Housatonic Boat Club
June 22-23	Early Bird Regatta	Niantic Bay Yacht Club
	1. Steve Bachman	Pequot Yacht Club
	2. Jim Eagan	Groton Long Point Yacht Club
	3. Ty Hack	Pequot Yacht Club
July 13-14	Groton Long Point Invitational	Groton Long Point Yacht Club
	1. Bill Widnall	Groton Long Point Yacht Club
July 20-21	Connecticut Governor's Cup	Branford Yacht Club
	1. Dave Brown	Milford Yacht Club
	2. Ken Ireland	Milford Yacht Club
	3. Wally Lineburgh	Pequot Yacht Club
July 26-27-28	ECYRA Regatta	Thames Yacht Club
	1. Jim Eagan	Groton Long Point Yacht Club
	2. Dave Hadlow	Groton Long Point Yacht Club
July 27-28	Black Rock Invitational	Black Rock Yacht Club
	1. Dave Peterson	Housatonic Boat Club
	2. Dave Chanoux	Housatonic Boat Club

August 3-4	Connecticut District Championships	Housatonic Boat Club
	1. Steve Bachman	Pequot Yacht Club
	2. Dave Peterson	Housatonic Boat Club
	3. Bill Healy	Niantic Bay Yacht Club
August 17-28	Long Island Sound Championships	Noroton Yacht Club
	1. Steve Bachman	Pequot Yacht Club
	2. Bob Crane	Noroton Yacht Club
	3. Wally Lineburgh	Pequot Yacht Club
August 24-25	Tri-Club Regatta	Milford Yacht Club
	1. Bud Olsen	Housatonic Boat Club
September 14-15	Cedar Point Invitational	Cedar Point Yacht Club
	1. Dave Chanoux	Housatonic Boat Club
	2. Banny Sprague	Cedar Point Yacht Club
	3. Wally Lineburgh	Pequot Yacht Club
September 28-29	Last Chance Regatta	Milford Yacht Club
	1. Dave Peterson	Housatonic Boat Club
	2. Bud Olsen	Housatonic Boat Club
	3. Richard Brown	Milford Yacht Club

Black Rock Yacht Club and Noroton Boat Club are in the process of improving their Club facilities while Cedar Point is in the throes of building on a new site and Norwalk has already moved to a new location. Of our nineteen district fleets, thirteen are active and growing. Again too much emphasis cannot be placed on the importance of Junior sailing programs. Our racing and competition intensifies each year. Under the guidance of such capable men as Jim Allen, Marty O'Meara, Bud Olsen, Dave Peterson, Ken Ireland, Bob Crane, Wayne Brockett and a host of other dedicated Lightning skippers, our district and the Lightning Class Association will continue to grow.

Our very best wishes to all of you in the Lightning Class world for the 1964 season. If you are in the United States and find yourself in our district, plan to sail with us on at least one weekend. Our 1964 tentative schedule is as follows:

May 2-3, 9-10, 16-17	First Chance Series	Milford Yacht Club Milford Conn.
June 20-21	Early Bird Regatta	Niantic Yacht Club Niantic, Conn.
July 11-12	Groton Long Point Invitational	Groton Long Point Y.C.
July 18-19	Connecticut Governor's Cup	Milford Yacht Club Milford, Conn.
July 25-26	ECYRA Regatta	Thames Yacht Club New London, Conn.
August 1-2	Connecticut-Rhode Island District Championships	Milford Yacht Club Milford, Conn.
August 8-9	Atlantic Coast Championship	Dixie District
August 15-16	Long Island Sound Championship	Riverside Yacht Club Riverside, Conn.
August 22-23	Tri-Club Regatta	Milford Yacht Club Milford, Conn.
September 12-13	Cedar Point Invitational	Cedar Point Yacht Club Westport, Conn.
September 26-27	Last Chance Regatta	Milford Yacht Club Milford, Conn.

DIXIE DISTRICT REPORT

District Commodore: Mary Wilkinson
District Vice-Commodore: Franz K. Schneider
District Secretary: John Moore
District Champion: Harry Sindle
District Runner-up: Marbury Fox

Fleets: Washington (50); Indian River (72); Sue Island (87); Northeast River (192); Susquehanna (253); Rehobeth (325); Sassafrass River (314); Severn River (329); Marine Corps Schools (354).

The annual mid-winter meeting held in Towson, Maryland, was the first activity for the 1963 season. This meeting was well attended by representatives from all fleets in the District. After cocktails and dinner, the officers were installed for a second term in office. Various items of business were discussed and acted upon. After the close of the afternoon meeting, all adjourned and were invited to Ben Derrickson's home for the evening, which was very enjoyable.

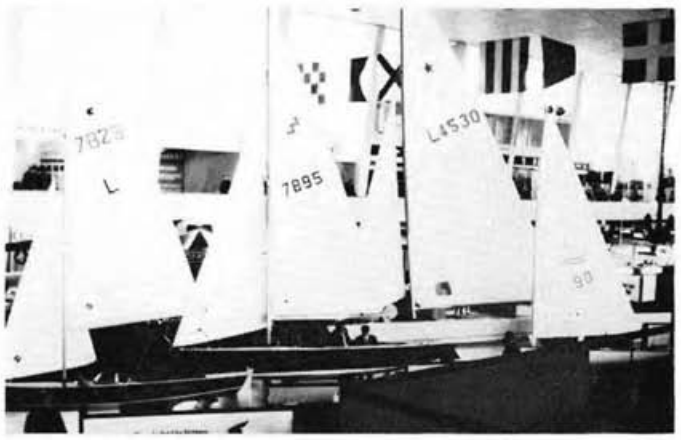
The District Championship was held at the Severn Sailing Association at Annapolis, Maryland, during the week-end of July 13 and 14. Weatherwise it seemed to be futile. Saturday there was a long wait until 2:30 p.m. when the first of five races began. The air never rose to above 8 mph and for the majority of that race averaged about 4 mph. This was the only race of the day. Sunday brought wind and rain. Wind between 25 and 35 mph and rain accumulating about two inches in a very short time. One race was sailed through all of this with Harry Sindle coming out on top; runner-up Marbury Fox; James Burke, third; Barney Mead, fourth; Herman Henschen, fifth.

Other activities included fourteen other regattas held in the District area. These were sponsored by the Annapolis Yacht Club, Baltimore Yacht Club, Severn Sailing Association, Glen Mar Sailing Association, Miles River Yacht Club, Indian River Yacht Club, Consica River Yacht Club, Patapskut Sailing Association, Susquehanna Yacht Club, Washington Sailing Association and the Marine Corps Schools.

After this very busy season, two of our skippers and their wives ventured off to Peru for the World Championship with Robert Tunnell of Georgetown, Delaware, taking his new boat and Ben Derrickson of Baltimore, Maryland, going along as Tunnell's crew.

Mary Wilkinson, who has served two consecutive years as our most able Commodore, joined the charter flight for Peru. She is one of our most active skippers in the District and has in the past two years attended all of the more important Lightning Class functions held locally as well as nationally. Our hats are off to her as we are all most grateful and she is most dear to all of us.

Now that the season is over, many individual and District plans are being made ready for the new season.



LIGHTNING at the International Sea Exhibition "Navigare-63" in Helsinki, Finland *photo: Harold Alftan*

FINLAND DISTRICT REPORT

District Commodore: Esko Lindstrom
District Secretary & Treasurer: Raimo Aromaa
District Champion: Terho Aromaa
District Runner-Up: Aimo Hanninen

Fleets: Helsinki (166); Kokkola (297); Kotka (298); Loviisa (299); Pori (306); Oulu (307); Raahe (308); Kemi (310); Jyvaskyla (328); Lahti (349).

This Silver Anniversary year of ILCA is the fifteenth year of the Finland District and the growth from 1948, when the first Lightnings came to Finland, has been quite astounding, especially when we remind ourselves that boats of this American design had been quite unknown to this part of the world earlier. When after the big war some of our sailors started to look around for a new boat class which could arouse interest in yachting, especially in younger people, who had not got the "bug" before the war and could not get it during the war, naturally they found the Lightning, and their find was a good one from the start. Already in 1949 Finland District had about 60-80 Ligtnings and the amount today is about 150 or over. In 1949 we had one fleet, now we have ten.

Well, that's enough of history; let's see the present and future now. Our District's past season began at the Annual Meeting

in November, when District Officials were elected for the season. Mr. Esko Lindstrom was elected again District Commodore and Raimo Aromaa, District Secretary-Treasurer. Other posts in the Administration were filled by Terho Aromaa, Erik Suni and Bjorn-Ole Owren. After the official business, the participants of the meeting had a party with dancing, coffee, hotdogs and beer, which the ladies of the Helsinki Fleet had arranged.

This season has been a "boat show season" for our District. Of course, the sailing and racing has been the most important activity in summer, but in Spring, Winter and Autumn our District has participated in several Boat Shows, most important of which has been the great international sea-exhibition "Navigare — 63" in Helsinki last September. This was really a big event, three big halls and a great outside area, too. There were participants from 27 countries. Mostly it was naturally professional users of the sea, who had the most interest and the most to show, but yachting was also well represented. Our District had a Lightning there and a fine four-colored information bulletin, which we got printed with the funds LCA Executive Committee gave us for the purpose, for which we are very thankful. We are sure that this bulletin will do much to spread the Lightning Class in Finland and Scandinavia, too, as it was printed also in Swedish.

The District Championships were held this year in Loviisa, where yacht club ONS and Loviisa Fleet were perfect hosts for the event. Unluckily, the weather did not act perfectly. In almost every race of the Championship Regatta the winds were weak and unsteady. Two of the races could just get finished in the 3½ hour time limit, the other three had a little more wind. Terho Aromaa, with crew small brother Markku (13) and Ilpo Halva, won the District Championship superiorly. His "Masi" (#7887) got the winner's gun four times and in the remaining race lost the first gun by only about 10 seconds. Last year's Champion, Aimo Hanninen, sailed a very good series, too, and took the runner-up position. There were 17 participants from five fleets. Two more had sent their entries but could not enter the regatta because of work and army service.

Results of the District Championships:

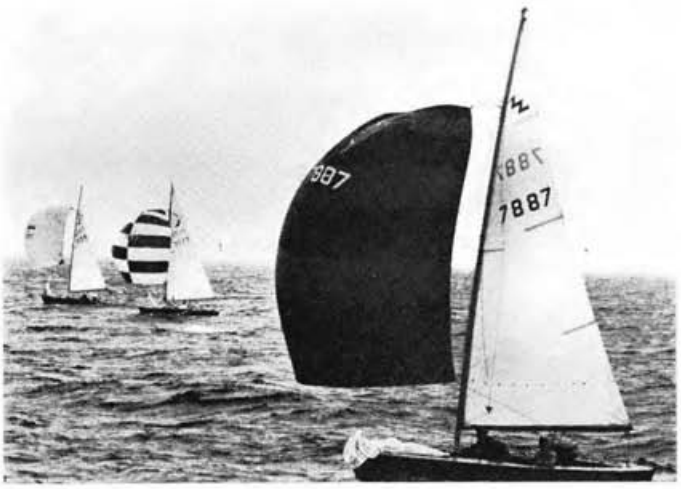
Pos.	Skipper	Boat No.	Fleet	Positions	Points
1.	Terho Aromaa	7887	166	2-1-1-1-1	68
2.	Aimo Hanninen	7177	166	3-4-2-DNF-2	61
3.	Timo Korhonen	8211	166	1-9-3-5-4	59
4.	Kaj Liljeblad	7980	349	6-5-4-3-3	57
5.	Leif Haglund	8218	166	4-2-7-4-6	56
6.	Raimo Nordstrom	6838	299	9-3-5-7-5	52
7.	Eugen Kalenius	8216	166	5-6-8-8-7	46
8.	Markku Paloma	5552	307	8-12-11-2-10	41
9.	Martti Nurminen	8212	328	7-7-13-10-8	40
10.	Raimo Aromaa	7888	166	10-8-6-11-9	39

Other important regattas in the past season have been the Helsinki Regatta and several yacht clubs' Anniversary Regattas in which our Lightnings have participated. Helsinki Regatta, which was held in the first fortnight of July collected 11 Lightnings. Terho Aromaa's "Masi" was best taking home "Rautavaara-Kacklund Trophy" for the third time, this time forever. Included in the Helsinki Regatta was yacht club HSS's 70 years Anniversary Regatta. HSS had very beautiful prizes for all classes, little sails made of silver and mounted in wooden petals. Best here were Terho Aromaa with 17 points and Urho Liimatta and Raimo Aromaa with 15 points each.

After the Helsinki Regatta many Lightnings went to the Districts at Loviisa and there the local yacht club ONS also had their 75 years Anniversary Race. All participants in the Districts could take part also in the Anniversary Race, and the race was a duel between the Aromaa brothers. This time the older brother, Raimo, was better and won the race by a good margin. Third was Raimo Nordstrom of the Loviisa Fleet.

Three days after the Loviisa races, there began farther east, in Kotka, the Eastern Finland Regatta, which was this time yacht club KP's 75 Anniversary Regatta. Ten Lightnings from Helsinki, Loviisa and Kotka fleets participated and Terho Aromaa got almost a sailbag full of trophies, winning every race. Raimo Aromaa with his "Tuuletar" was second overall and Raimo Nordstrom's "Katrina" was skippered by Einar Gustavsson and came in third.

The last anniversary Regatta of the season was our District Commodore's own club's SPS 50 years Anniversary which took place at the end of August. Winner again Terho Aromaa, who won both of the two races, second Bjorn-Ole Owren, who was second in both races.



Finland District Champion Terho Aromaa and his famous "Masi" (7887) and District Runner-Up Aimo Hanninen's "Marina" (7177)
photo: Antti Luostarinen

We are looking to the future confidently. New boats have been ordered in several fleets and we are expecting to get some new fleets, too, maybe already in the next season. We are also working steadily more to get our Class established in Scandinavian countries, especially in our western neighbor, Sweden. We believe that our boat is so good that even Swedes will notice it soon, and we think that our big exhibition "Navigare-63" worked as an eye-opener for many people in Scandinavia.

GREATER LONG ISLAND DISTRICT REPORT

District Commodore: Max B. Meyer
District Secretary: Raymond Harrington
District Champion: James G. (Tony) Dill
District Runner-Up: Henry (Bud) Dailledouze
Fleets: Miramar Y. C. (38); Hewlett Point Y. C. (58); Shelter Island and Orient Y. C. (116); Old Cove Y. C. (141); Narrasketuck Y. C. (178); Woodmere Bay Y. C. (300).

Activity in the District has increased in the past year with a number of members acquiring newer and faster Lightnings and their entrance into active racing in a number of fleets. The three fleets with the greatest number of Lightnings and most active racing programs have been 58, 116 and 300. Reports on all fleets can be found in another section of this Year Book.

The highlight of the season was, as always, the District Championship Regatta which was sponsored by Woodmere Bay Yacht Club. A series of three races were scheduled on Saturday and Sunday, August 10th and 11th. The weather man gave us royal treatment over the whole weekend. Having threatened us with cloudy weather and showers for Saturday and maybe a chance of clearing on Sunday, he delivered instead a big high on Saturday morning that gave us crystal clear skies and (on Saturday) a very unusual condition for the south shore of Long Island — a good and steady North wind.

A few boats arrived Friday afternoon and evening with our neighbors on Hewlett Bay, the Hewlett Point Yacht Club, assisting with the launching of several of them. Saturday morning, the late arrivals were launched and the Skipper's Meeting called somewhat belatedly at 9:30 A.M.

Because of the limited waters in which we sail, the first race which was sailed at half-tide, was restricted to the deep water channels. The course consisted of a beat to windward, a run, two close reaching legs and another final beat to windward. The start in about a 15-knot breeze was almost perfect with Dill, Uhl, Dailledouze and Eggers quickly getting away to a nice lead, and Tony Baroni, sailing the oldest boat in the fleet, No. 2070, but perhaps one of the most beautiful with its clear varnish finish, pressing hard. Dill and Uhl showed some fancy spinnaker work on the run, held on through the two reaches and then finished fairly close together with the final order of finish for the first five boats placing Dill first, Uhl second, Eggers third, Dailledouze fourth and Baroni, fifth.

After lunch, at the tow-boats, a delayed start for the second race found the current already ebbing and the wind easing to about 5 or 6 knots with some very soft spots in places. The

course was a flattened triangular course with a leg to windward, a close reach to the second mark and a run back to the starting mark. The race was to be three times around with an extra leg to windward, but conditions had softened so much by the end of the first circuit that the Race Committee shortened the course to twice around with an extra leg to windward.

Tony Dill had a near-perfect start on the starboard tack near the leeward end of the line, but the current was just strong enough so that he could not clear the mark and had to flop over on port tack trying to work his way through all the starboard tack boats. Bud Dailledouze, sailing his new boat, showed his ability to beat to windward, and in the light going against the ebb current worked out a really impressive lead by the time he rounded the first mark. With the light spotty wind the fleet promptly stretched itself out with a real premium showing up for the boats from the local area, who were more familiar with the current. The third leg spinnaker run was a thing of beauty to see and once again good spinnaker work paid dividends. Dailledouze held on to his lead, although at the end of the second circuit some poor luck in a soft spot had cut it down considerably. The first five boats which finished were all from local waters, the first four places going to Dailledouze, Jim Browne, Tony Baroni and Ray Harrington, in that order, from Hewlett Point Yacht Club, with Bob Kurtz, of the Woodmere Bay Yacht Club, also sailing a new boat, placing fifth.

Strange as it may seem, in the soft afternoon going, two boats were forced to drop out of the race when they swamped in a strong puff that came along unexpectedly.

Rounding the mark in the first race of the 1963 Greater Long Island District Championship

Sunday was as beautiful a day as Saturday, with the wind south-southwest at from 6 to 12 knots, providing absolutely perfect sailing conditions on the ocean off E. Rockaway Inlet. A day and a half of North wind had flattened out the seas off the South Shore of Long Island, and the southerly breeze provided just what the doctor had ordered for the third and final race. The course was a standard right triangle, twice around with an extra leg to windward. The boats all got beautiful starts with only one boat over by a fraction. Tacks were split promptly with the bulk of the fleet holding the starboard tack, which it developed, was the most favorable one. Bud Dailledouze once again showed his ability to windward, working out a nice lead at the first mark with Tony Baroni hard on his heels and Dill, Uhl, Leonard (of Sheepshead Bay), and Eggers pushing hard. Positions changed little on the reach but some fancy spinnaker work on the leeward leg closed the distance between the front-runners, with Dill completing the first circuit in first position. As the beat to windward started again, Dailledouze again broke into the lead as Dill had trouble getting his spinnaker down at the turn and it looked like a repetition of the first go-round. However, on the last tack for the mark, it appeared that Dailledouze just stopped going so well and Baroni, Leonard and Dill passed him. There was little gained or lost on the reach or the run and in the final beat to windward, it was a fight between Dill and Baroni for first place. The first five boats in order of finish were Dill, Baroni, Leonard, Uhl and Dailledouze .

The final figures showed that there was a three-way tie for first place between Dill, Dailledouze and Baroni, the tie being broken by the number of wins over the other boats, Dill coming out in top place. The awards were made by Commodore Meyer followed by the election of Bob David of Fleet 178, of the Narrasketuck Yacht Club, as District Commodore for the Calendar Year of 1964.

The complete scoring for the District Championship was as follows:

Pos.	Name	Boat No.	Fleet	Points 1st Race	2nd Race	3rd Race	Total Points
1.	Dill	7124	141	21	14	21	56
2.	Dailledouze	8581	58	18	21	17	56
3.	Baroni	2070	58	17	19	20	56
4.	Uhl	6981	141	20	13	18	51
5.	Browne	6426	58	14	20	15	49
6.	Eggers	6500	58	19	16	12	47
7.	Dorman	7915	116	16	15	14	45
8.	Leonard	7907	38	15	7	19	41
9.	Harrington	7296	58	13	18	9	40
10.	Luddecke	7330	116	9	12	11	32
11.	Hoglevina	7993	178	12	DSQ	16	28
12.	Ruskay	7705	300	10	11	7	28
13.	Kurtz	8719	300	DSQ	17	10	27
14.	Marvin	4863	300	11	9	6	26
15.	Saul	7233	300	7	10	8	25
16.	Greenberg	7359	38	3	4	13	20
17.	Singer	8665	300	8	6	5	19
18.	David	7624	178	5	8	3	18
19.	Konheim	2396	300	4	5	4	13
20.	Braverman	8400	300	2	DNF	1	3
21.	Sternberg	5403	300	2	DNF	1	3

GREEK DISTRICT REPORT

Honorary District Commodore:
H.R.H. The Crown Prince Constantine of Greece

District Commodore: Stelios Bonas
District Secretary: Platon Louloudis
Official Measurer: John Contokostas

Fleets: SALAMIS Piraeus Sailing Club, 251; THESSALONIKI Salonika Sailing Club 256; PARTHENON Royal Yacht Club of Greece 286; DOLPHIN Royal Hellenic Naval Academy 287; ARGONAFTIS Volosa sailing Club 289; AEOLIAN Mitilini Yacht Club 336.

Report: The year 1963 has been a very good racing year for our District. The skipper of Fleet 251 Stelios Bonas, having as crew his brother Anthony and Aristides Paleologos, went to Naples to win the European Championship with his boat Albatros II. The Italians displayed once more their traditional hospitality, organized and conducted the races in the most perfect way.

Skipper Bonas being at the best of his form won earlier the District Championship in Salonica in July.

All of our fleets have been very active organizing races and Piraeus Sailing Club organized a team race between Greek district sailors and sailors from the visiting U.S. aircraft carrier "Enterprize" in May.

Our ex-Commodore and now President of Piraeus Sailing Club, Stanley Vrailas, conducted a series of three races at a great success.

The Greek team consisted of Skipper Andy Sinopoulos, crew V. Hatzioanou, M. Panagopoulos; Sk. S. Bonas, H. Makropoulos, A. Bonas; Sk. Steve Flevotomos, M. Kokiasmenos, S. Koulis crew; and T. Deligeorgis with S. Deligeorgis, M. Papatheodorou crew.

The U.S. team having as team manager Cdr. Smith who provided every possible facility to his people to Sk. Lt. R. Coyt, R. Boid, R. White crew; Lt. McCandles, T. Easwood, L. Drinton crew; Lt. C. Gedney, D. Schwaa, R. Gasser crew; Lt. R. Dyer, R. Larsen, S. Taylor Crew.

A reception was given for the teams at the house of John Sikiarides former owner of 6407 where a colored film of the Olympics games of 1960 at Naples was shown which he shot himself. At the prize award ceremony prizes and medals were given to all participants and Friendship perpetual cup to the Greek team who won the races.

Our district still faces the problem of replacing the old boats with new ones so that the competition in the new season is more difficult. The three new boats that Piraeus Sailing Club is now building in Salonika will help the situation.

We could not send any participants at the II Worlds but two of our skippers are getting ready for the European Championship at Neuchatel, Switzerland.

HAVE YOU SEEN THE SERVICES DIRECTORY? PAGE 250

ITALIAN DISTRICT REPORT

District Commodore—Enzo Di Lorenzo
District Secretary—Mario Cavallo
Honorary District Commodore—Lorenzo Daretti Adm.
Honorary District Vice-Commodores—Riccardo De Sangro Fondi and Franco Acton di Leporano

Fleets: Naples (191); Sorrento (223); Marivela (235); Castellammare (237); Roma (271); Anzio (278); Lega Navale Italiana (312); La Spezia (321); Flotta degli Estense (355); Capri (360); S. Lucia (361).

District Report: Two new fleets have applied for a Fleet Charter during the year, Flotta di Capri and Flotta di S. Lucia, and several new boats have been built. The District hopes to have at least one new fleet for next season and probably one fleet reactivated.

Principal racing activity of the District: National Races at Lido degli Estensi, Italian Championship, European Championship. The three events were highly successful.

The Italian Championship was held at Castellammare di Stabia, home Fleet Flotta di Castellammare. Ten boats entered the event. The winner was #8621, Lillian, with Guido Tulli, Giacomo Fagnano and Mario Piccoli. Runner-up was #7212, Fandango 2nd, with Gaetano Pesce, Franco Galante and Antonio Molfini.

The European Championship was also held at Castellammare di Stabia, home Fleet Flotta di Castellammare affiliated with Circolo Velico Stabia. All people at the Club and the Race Committee worked hard in the organization of the Regatta.

We wish to express our best thanks to all the Clubs and to the many people who have worked for the best interest of the I.L.C.A.

LAKE ERIE DISTRICT REPORT

District Commodore—Bill Hughes, B.C.C.
District Secretary—Don Allen, R.H.Y.C.
District Champion—Tom Allen, B.C.C.
District Runner-up—Stu Anderson, N.S.C.
Fleets: Buffalo Canoe Club (12); Chautauqua Lake Y.C. (19); Silver Lake Y.C. (47); Niagara Sailing Club (59); Sandy Beach Y.C. (78); Buffalo Y.C. (81); Cuba Lake (115); Royal Hamilton Y.C. (118); Toronto Bay (146); Conneaut Bay (180); Chautauqua (198); LaSalle Y.C. (221); Dunkirk Harbor (311); London (347); Georgian (362); Inactive Fleets, Novice Y.C. (28); Buffalo Sailing Club (258); and Burlington Y.C. (315).

District Report: The 1963 season commenced as usual in the Buffalo icebergs the first of May with the Eby Series at the Buffalo Canoe Club. Al Bernel, in his new Foamy II, melted the flows to lead the series.

The next large Regatta was the B.C.C. Invitational with 52 entries and it really blew. Several new boats showed up, with our Leader and White Father Bill Hughes and his "Indian" and, since I'm writing this article, Don Allen came with "Endeavour" from Canada. Well, "Ol Tomo" Fallon came through and won with winds of 20 and up. One race saw the fleet sail the whole race without chutes and the writer never has experienced such a toboggan ride as this one. George Fisher of Buckeye Lake, Ohio, came in second and our Leader and White Father placed third. Note: Tom Allen's boat not back from Brazil.

Next the Canadian Open at R.C.Y.C., Toronto, with more new boats, namely Herb Olsen and George Wootten of R.C.Y.C. The boats dropped in at National Y.C. and sailed over to R.C.Y.C. The Open sported the steadiest winds of any sailing event experienced. Beautiful 12 miles per hour. This series was televised by the Canadian Broadcasting Corporation and those that saw the show Stateside were most impressed. This came about through the efforts of Doug Stephans of C.B.C., a keen Lightning sailor.

The winning crews were interviewed on location (Lake Ontario) and Carol looked real cute. Well, who won? Bernel—Jeff, not Al—with Steve Sprole and Carol Whistler crewing. Jeff became the youngest skipper ever to win this event. Stu Anderson was second and Karl Smither, third. Bob Bleasby and Don Allen were first and second Canadians, Bleasby taking a fourth. Billy Bergantz with a new boat really moving came in fifth and the writer, sixth. (I received a trophy compass—and I just bought one two weeks before.)

Note: Tom Allen's boat is lost and J.F.K. is looking for it with a week to go before the Districts.

The Districts—50 boats enter! Tom Allen sails in a new boat with 7811 still lost. Even J.F.K. is worried, threatens to cut aid to South America. We are at my club, R.H.Y.C. and look out, we're moving. Allen does it—Tom that is—and retains the District Cup. Two masts are broken, "Mine" while sitting on Stu Anderson in the first race and Professor Bergantz. The Prof backed up just as he was leaving to go to the Districts. A stout hedge held and the Prof's mast snapped. I was told that he got out and said, "Nuts". Stu Anderson was second; Al Bernel, third; Paul Stievator, fourth; Dick Carrel, fifth.

Niagara Sailing Club was next with 32 boats and what a laugh. The gun fires for the first race and 28 minutes later the 5th boat drifts over the starting line. Stu Anderson, first; Cal Schmiege, second; Jack Swanson, third; Tom Fallon, fourth; Don Allen, fifth.

Now Sandy Beach—same river, same current, same wind. Karl Smither was first with Bob Bleasby second and Tom Allen, third (lucky) and Don Allen, fourth (robbed). Note: The Grim Reaper is back from Brazil. I knew where it was all the time and finally told J.F.K. Boy, the Yanks really know how to horse race!

Silver Lake Yacht Club—Drifting—Drifting—Drifting. Stu Anderson drifted in first, Bill Van Arsdale, second and Dick Hallagan, third.

See you all next year!

METROPOLITAN DISTRICT REPORT

District Commodore: George W. Bitler
District Secretary: Robert Winterbottom
District Champion: Howard J. Mullin
District Runner-Up: June Methot

Fleets: Paupack (16); Lake Mohawk (25); Chelsea (39); High Tor (41); Red Bank (70); Nyack (75); Awosting (95); Raritan Bay (185); Richmond County (295); Harvey's Lake (350).

District Report: District activity included an Invitational at Red Bank in April, a Spring Series at Nyack in May, a Mid-Hudson Regatta at Nyack in July, and Open Regattas at Chelsea and Shattemuc. In addition, Nyack was host club for the Atlantic Coast Championship in August.

The District Championship was held on August 3rd and 4th at Minisceongo Yacht Club at Grassy Point on the Hudson River. Twenty-five Lightnings participated, one from Paupack, two from Lake Mohawk, three from Chelsea, five from High Tor, two from Red Bank, and twelve from Nyack.

Howard Mullin made it look easy with firsts in all three races. The two races on Saturday were sailed under ideal conditions with sunny skies and light to moderate winds prevailing. June Methot took seconds in both races. Placing in the morning race was Carver Dumke, and Oliver Filippi was third in the afternoon race. The only unfortunate incident occurred when a tug, towing a string of barges, twice managed to interfere in the afternoon's race. The efforts of the Coast Guard Auxiliary did, however, prevent any disadvantage to the lead boats. In Sunday's race, the wind swung to the north causing a somewhat choppy sea. A last minute shift started most boats across the line on a port tack. There was no downwind leg and little spinnaker activity in the twice-around triangular course. Taking second this time was Oliver Filippi with Arnold Schwartz close behind. The complete results and totals for the three races were:

Pos.	Boat	Skipper	Fleet	1st	2nd	3rd	Total
1.	7511	Mullin	75	25	25	25	75
2.	5380	Methot	70	24	24	16	64
3.	6898	Filippi	75	14	23	24	61
4.	8301	Schwartz	70	16	22	23	61
5.	6932	Dumke	39	23	13	21	57
6.	7545	Garrecht	75	22	21	14	57
7.	3716	Hoffee	75	18	18	18	54
8.	8228	Murphy	75	11	19	19	49
9.	6005	Tripp	41	15	20	13	48
10.	2357	Shuris	75	21	11	15	47
11.	5959	DeStasio	75	17	8	22	47
12.	7930	Fretz	16	20	5	20	45
13.	5919	Armstrong	39	19	9	17	45
14.	5339	Brandau	75	12	17	12	41
15.	7852	Gleeson	75	12	14	WDW	28
16.	5916	Bitler	41	8	14	6	28
17.	7424	Smith	75	5	12	9	26
18.	6434	Sutherland	41	3	16	7	26
19.	8515	Singler	75	10	10	4	24
20.	2817	DeJager	41	4	7	10	21
21.	8262	Chiovarou	25	9	4	8	21
22.	5617	Jernstrom	25	7	1	11	19
23.	8607	Grossman	75	6	3	DNF	9
24.	5078	Szabronski	39	2	6	DNF	8
25.	3243	Peele	41	1	2	5	8

Traveling to Tawas Bay for competition in the North American Championship were Howard Mullin, June Methot, Oliver Filippi, Arnold Schwartz and Hank Fretz. At the Atlantic Coast Championship at Nyack the following week Howard Mullin placed second, Oliver Filippi eighth, and George Garrecht ninth.

Hosting the Metropolitan District Regatta next year will be Red Bank Fleet (70) with Arnold Schwartz acting as District Commodore.

Start — North American Championship Race.

MICHIGAN DISTRICT REPORT

District Commodore—Charles Schreck
District Secretary—Charles VanHorn
District Champion—Herman Nickels
District Runner-up—H. J. Cawthra

Fleets: Devils Lake Y.C. (31); Crescent Sail Y.C. (51); Lake Fenton Y.C. (53); Pontiac Y.C. (54); Bayview Y.C. (83); Higgins Lake B.C. (110); Gull Lake Y.C. (137); Tawas Bay Y.C. (152); Omena Traverse Y.C. (174); Leland Y.C. (184); Northport Point Y.C. (202); Saginaw Bay Y.C. (216); Burt Lake Y.C. (254); Saugatuck Y.C. (294); Muskegon Lake Y.C. (316); Grand Traverse Y.C. (326); Pentwater Y.C. (340); Holland S.C. (364).

District Report: The annual mid-winter meeting was held in Lansing in December at which time the Crescent Sail Yacht Club was selected as the site for the 1963 District Championship Regatta.

A 46 boat field at Crescent Sail Yacht Club required a split fleet regatta for the second year running. Some dissatisfaction had been expressed with last year's arbitrary draw system so the method that originated at the Thistle Class Nationals was tried. This uses performances from the previous year as a basis for an equitable split in the first three races, a draw split for the fourth race, and a position split for the fifth and final race. The final results were as follows:

1st—Nickels	6th—Benz
2nd—Cawthra	7th—Kohls
3rd—Coggan	8th—Harrison
4th—Knop	9th—Roualet
5th—McKinley	10th—Wiedrick

Other regattas in the district were held at Saginaw Bay Yacht Club, Higgins Lake Boat Club, Grand Traverse Yacht Club, Tawas Bay Yacht Club, Pontiac Yacht Club and Gull Lake Yacht Club. Tawas Bay Yacht Club played host to the North American Championship, and as always, conducted a wonderful series of races.

Now that the season is over, many individual and district plans are being made ready for the new season. We in the Michigan District wish you the best sailing ever in 1964 and hope you'll have the opportunity to sail on some of our wonderful waters this coming year.

MID-WEST DISTRICT

District Commodore—Bill Campbell
District Secretary—Hank Handy
District Champion—Bruce Goldsmith
District Runner-up—Bill Campbell

Fleets: Chicago Corinthian (5); Michigan City (20); Burnham Park (56); Neenah-Nodaway (67); Milwaukee (69); Decatur (74); South Shore (Milwaukee) (79); Green Bay (112); St. Joe River Yacht Club (113); Davenport (167); Sheboygan (187); Clearwater Bay (277); Thunder Bay (279); Lake of the Woods (320); Lake Geneva (345).

District Report: The Midwest District ushered in a very busy sailing season starting with the Small Boat Regatta at Chicago's Burnham Park Yacht Club. Bruce Goldsmith walked off with the first place trophy, followed by Bill Campbell, Bill Wingard, John Burke and Harry Spitz.

The P & T Regatta at Milwaukee followed where it really howled and Harry Spitz completely totaled his boat in a "moment of madness". Goldsmith barely snuck in with three first places, followed by Tony Hermann, Don Coggan, Ron Blair, and Cary Long.

Our third friendly meeting was the Hobelman Regatta at Chicago Corinthian Yacht Club. Bill Campbell was first, followed by Goldsmith, Jim Carroll, Dave Ashton, and Bill Wingard. The Sand Dunes Regatta on September 14th and 15th saw Bill Campbell again grabbing the big one. Bill Wingard was second, Harry Spitz third, Halley fourth, and Murphy fifth.

The winner of the Lake Michigan Championship was determined by racing in three out of four pre-selected regattas and Bruce Goldsmith topped the field followed by Campbell, Wingard, Blair, Burke, Spitz, and Murphy.

We took a little time out in between some of our regattas to have our District races which were held by Fleet 113 at St. Joseph, and sailed on good old Lake Michigan—excellent weather prevailed for the entire series which gave both the light and the heavy air boys a chance to display their wares. The results are as follows:

Place	Skipper	Points
1.	Bruce Goldsmith	197
2.	Bill Campbell	194
3.	Jay Doty	188
4.	Harry Spitz	180
5.	Joe Stueland	178
6.	Gary Sisson	176
7.	Bill Wingard	176
8.	Dave Ashton	164
9.	Jim Hopkins	157
10.	John Burke	153
11.	Ron Blair	147
12.	Cary Long	146
13.	Al Berg	140
14.	George Murphy	131
15.	Bud Crow	128
16.	Dean DeVries	128
17.	John Esser	127
18.	Earl Ross	122
19.	John Horton	119
20.	Mary Campbell	119
21.	Bob Tilleman	99
22.	John Goldsmith	98
23.	John Christianson	92
24.	Phil Nieman	92
25.	Art Wong	92
26.	Guy Scrivner	83
27.	Jim Carroll	81
28.	John Bennett	81
29.	Wilson Halley	68
30.	Ray Welch	67
31.	Ted Troff	64
32.	Jim Taylor	59
33.	Rev. E. Reisner	59
34.	Bob Erickson	55
35.	Jim Brainard	52
36.	Gene Hollen	49
37.	Frank Day	47
38.	Doc Remich	44
39.	Herm Zollar	41
40.	Hank Handy	12
41.	St. Joe Jr. Foundation	5
42.	Jim Stock	0

Our District was eligible to send nine representatives to the North Americans and needless to say everyone showed up with their finest sails showing. After the qualifying races, we were represented in the North American Championship by Doty, Campbell, Long, and Goldsmith; in the President's Cup by Jim Hopkins, and in the Governor's Cup by Stueland and Ashton. In the finals, Bill Campbell finished in second place behind Carl Eichenlaub, Goldsmith was eighth, Doty was eleventh, and Cary Long eighteenth. Jim Hopkins finished twentieth in the President's and Joe Stueland and Dave Ashton placed fourth and eighth respectively in the Governor's Cup.

We are looking ahead in 1964 to another year of busy sailing activity and the interest shown already this year certainly bears this out.

TELL OUR ADVERTISERS WHERE YOU SAW THEIR AD

MISSISSIPPI VALLEY DISTRICT REPORT

District Commodore & Secretary: Tom Brizendine, Greenville, Ky.
District Champion: Dr. Cully Cobb, Nashville, Tenn.
District Runner-up: Mitch Bohnenkamp, St. Louis, Mo.

Fleets: Kentucky Lake (242); Nashville (262); Valley Sailing Association (266); Memphis (274); Crab Orchard Lake (330).

District Report: As usual, our spring season in 1963 was a very busy time attending regattas. All of the Fleets listed above were hosts during the season to at least one major regatta. The Nashville regatta was held at Old Hickory Lake in April. This was followed by the Cotton Carnival Regatta in Memphis in May. The Kentucky Lake Regatta was also held in May and in June the Crab Orchard Lake Fleet was host to the Egyptian Cup Regatta and the Valley Sailing Association sponsored their annual "Whale of a Sail". All of these regattas were extremely well run and those who attended had a wonderful time visiting friends and enjoyed some very stiff but friendly competition.

Our District Regatta was held in Carbondale, June 13 and 14, 1963. All of the boats arrived on Wednesday afternoon, June 12. The headquarters for the regatta was the new and modern Holiday Inn on Highway 13 in Carbondale, Illinois. All visiting members of the district were very much impressed with the excellent dock and launching facilities which have been developed by the Crab Orchard Sailing Club. It was generally agreed that the facilities here at Carbondale are better than anything else in the Mississippi Valley District and are on a par with almost any small sailing club in the entire country. Two races were run on Thursday, June 13 and two races on Friday, June 14. Bob Llovet in No. 7498 won the first race. Ross Bryan who was last year's runner-up and a strong contender for this year's first place won the second race, but was over the starting line early and did not hear the recall. The winner of the district was no surprise and was Dr. Cully Cobb. Mitch Bohnenkamp in No. 7821 from St. Louis sailed a very strong series of races, finishing in second place. Tom Brizendine was in third place and Bob Llovet in fourth place. On Thursday evening, June 13, Dr. Wilson R. Scott and his first mate, "Mac", entertained the entire Mississippi Valley group at a cocktail party in their home. After the cocktail party, everyone went to one restaurant where reservations had been made and had dinner. On Friday, June 14, a cocktail party was held at the motel followed by a dinner.

The 1963 season saw the appearance of new and keener competition from several boats. John Hill from Memphis proved himself to be an extremely able sailor and a constant threat in any regatta in which he participated. John and Tom Gorla from St. Louis demonstrated their ability to really make a boat move. Toward the end of the season, Bob Llovet from Nashville seemed to regain his "rabbit foot" and had his boat flying. We predict that in 1964 Bob will be "the boat to beat". The Memphis group continues to increase in number and sailing ability. Crit Currie continues to be the most enthusiastic supporter and participant in our Lightning District. We all realize that he has gotten out and sold many sailors on the Lightning Class.

The following four boats qualified for the North American Championship Regatta: Dr. Cully Cobb, No. 7499; Mitch Bohnenkamp, No. 7821; Bob Llovet, No. 7498; Tom Brizendine, No. 8185. These boats traveled to Tawas, Michigan in September. Cully Cobb, as usual, made the best showing from the Mississippi Valley District and took a fourth place in the President's Cup.

Bob Llovet did well in the Governor's Cup series followed by Bohnenkamp and Brizendine.

NEW ENGLAND DISTRICT REPORT

District Commodore—Edward Gleason, Jr.
District Secretary—Howard O. Wood
District Champion—Dr. Louis Pocharski
District Runner-up: Leonard C. Pratt

Fleets: Centerboard Y.C. (14); Spofford Lake (145); Annisquam Y.C. (151); Marblehead Harbor (189); Bomoseen Lake S.C. (227); Lake Dunmore (243); Harrasseket Y.C. (244); Winnepesaukee Y.C. (246); Massebesic Y.C. (273); Chequesset (280); Lake Champlain (301); Squam Lake (332).

District Report: If, during the summer of 1963, you were looking for wind, you should have come to New England. We had it; in fact, for many of our regattas, too much.

To get a jump on the regular season, the Lake Spofford Fleet held their first pre-season regatta the end of June. After a four-hour wait for the wind to subside, the first race was started to officially open the New England District racing season. At the end of three blustery races, Len Pratt of the home fleet had collected the most points, with Win Nickerson, from Wellfleet second, and Pete Van Iderstine, third. As a result of the wind, one Lightning capsized and many boats suffered minor damage to equipment. This regatta worked very well into the District schedule, and we are glad to see the boys from Spofford are planning to have us back next June.

The 5-race District Championship Regatta was held at Marblehead. After a resail of the first race, four races were held under ideal conditions. Len Pratt jumped off to an early lead with two firsts and a second, while Lou Pocharski was 2,5,1. In the fourth race, Pocharski was fourth but Pratt dropped to ninth, giving Pocharski a one point lead. Jack Burwell with a first in this race was only 4 points back, followed by Ben Smith, only two behind him. The final race will be remembered by all for a long time. With small craft warnings flying, a nip and tuck battle between the major contenders was waged as Dick Price led the fleet for 5 squally legs of a six-legged course. Pocharski nipped Price by 22 seconds at the finish, while Pratt trailed Price by 18 seconds as a vicious squall hit the fleet. Smith capsized only 20 feet from the finish line, and was joined in the swim by many other crews. Only nine boats managed to finish the race. Our District Championship this year, thus, went to Lou Pocharski of Marblehead, with 152 points; second, Len Pratt of Lake Spofford with 149 points; third, Jack Burwell, of South Freeport, Me. with 143 points; followed in order by Dick Price, Ben Smith, and Bud Hamblett.

Again at the State of Vermont-New Hampshire Championship Regatta held on Lake Bomoseen, the wind provided many thrills for the final race. The heavy wind spread the fleet, with three boats overturning, and several having to withdraw. With 2 thirds and a second, Pete Van Iderstine, of Lake Spofford, compiled 64 points to take the Championship. Second place went to Dean Clewly of Burlington with 60 points, followed by Bud Hamblett and Howdy Wood with 58 points each.

At the first regatta to be held at Wellfleet, down on Cape Cod, the first two places were taken by visitors from Lake Spofford, Len Pratt, with a 1,1,3, and Bud Hamblett with a 2,3,4. Tom Coburn of the local fleet was third. Those who had never ventured down to Cape Cod before found the sailing conditions to be superb in this area.

For the second year in a row, the wind blew on Lake Winnepesaukee for the annual regatta there. With 2 first and a second, Len Pratt won another one. Two Marblehead skippers, Frank Morse and Dick Price, followed close behind.

This year at the State of Maine Regatta at Portland, the unusual really happened. The regatta was cancelled after the first race because the wind was blowing so hard! Yes, it really blew in New England last summer.

But, there always has to be an exception. At the annual Massabesic Regatta in early September, the participants had to settle for two frustrating drifting matches. It was lucky there was no tide running in the Lake on that weekend. Robert Pratt proved that he could sail (?) the fastest without wind, followed by Wade Caruthers and Bud Hamblett, all one point apart.

Not many New Englanders ventured beyond the confines of our District last year. Lou Pocharski represented us at the North Americans. He qualified for the Championship flight, but found the competition pretty rough. Bud Hamblett took his new boat down for the Southern Circuit and also to the Quantico Regatta where he placed 6th. Russ Smith travelled to Nyack for the Atlantic Coast races and had a couple of good races but finished part-way down the list.

Our year came to a close at the Mid-Winter meeting at Groton, Mass. with 64 in attendance. Plans were made for the coming summer, once those present stopped resailing and discussing the 1963 season.

PACIFIC NORTHWEST DISTRICT REPORT

District Commodore: Adrian Thomson
Secretary-Treasurer: Tom Sturgess
District Champion: Don Clark, Fleet 132
District Runner-up: Bob Clark, Fleet 132

Fleets: Vancouver (90); Lake Washington (132); Chinook (229); Columbia (283).

District Report: Royal Vancouver Yacht Club and Vancouver Fleet 90 hosted the 1963 Pacific Northwest District Regatta. This was attended by twenty-one boats from Lake Washington Fleet 132, Chinook 229, Columbia 283 and Vancouver Fleet 90. Races were sailed under almost ideal conditions of wind and tide, except for a "drifter" in the Saturday race, which had to be called.

Pos.	Boat No.	Boat Name	Skipper
1.	8383	Black Magic	Don Clark, Seattle
2.	8497	Moonshine	Bob Clark, Seattle
3.	3873	Pastime	Adrian Thomson, Vancouver
4.	5513	Thunderbird	Geof. Ince, Vancouver
5.	7106	Haietlik	Don Marshall, Vancouver
6.	6792	Habel	Bill Davies, Seattle
7.	7111	Thirsty 2	R. Blickle, Portland
8.	4815	Jet	John Tysell, Eugene
9.	6370	Spindrift II	J. Harrison, Vancouver
10.	6061	Sassy	Fredi Tauscher, Portland
11.	7071	Fulmar	Peter Thomas, Vancouver
12.	3785	Vixen	Gerry Elfendahl, Seattle
13.	7458	Flash	Dave & Jean Gosse, Seattle
14.	7030	Tschitah	Ken Brostrom, Seattle
15.	3253	Hawk	Tom Sturgess, Vancouver
16.	7665	My Pet	W. Elfendahl, Seattle
17.	7089	Lola	Hart Long, Vancouver
18.	3830	Mandy	Joe Guthrie, Seattle
19.	4064	Blue J	Ralph Deltenre, Seattle
20.	3780	Yellow Jacket	J. Biller, Vancouver
21.	6780	Cat's Paw	D. Longley, Vancouver

At the annual District meeting held at Royal Vancouver Yacht Club, John DeBenedetti, Portland, Ore., was elected District Commodore, and Fredi Tauscher, Portland, was elected District Secretary-Treasurer. The 1964 District Regatta will be hosted by Fleet 283, Portland, Oregon.

In the past three years, the District has improved its financial position to the point where it can give some assistance to a skipper representing it at the North American Championship. Bob Clark, Lake Washington Fleet 132, trailed his boat to Tawas, Michigan for the 1963 Regatta. Bob is most enthusiastic about his venture into the "ivory towers." In this first attempt he qualified for the Championship series, and even with one race thrown out he finished with a very creditable standing. We are all pleased for Bob and the excellent showing made by his boat. In 1964, when the North American Championship is held on the West Coast, the Pacific Northwest District expects to have an impressive showing.

On the Starting Line . . . English Bay . . . Vancouver, B.C.

SOUTHEASTERN DISTRICT REPORT

District Commodore: Ted Kelker
Fleets: Savannah (127); Clark's Hill (257); Charleston (288); Lake Murray (341); Lake Lanier (348); Charlotte (365).

District Report: The Southeastern District enjoyed a long and glorious sailing year, which saw many area regattas throughout the Carolinas and Georgia. The formation of a new fleet (365) in Charlotte, N.C. skippered by Henry Prickett, was warmly welcomed, and we all wish for its quick expansion and participation in District sailing for the coming year.

Activities got underway in early Spring with the scheduling of the fondly anticipated Carling Regatta, held under sunny Georgia skies and beautifully hosted by officials of that famous beverage firm. Three races transferred the silverware to Ross Allen (4671), Ted Kelker (2619), and Gil Klemann (2381) in that order. The Midlands Regatta in May, held in Columbia, was another fine lake series. Moderate to light breezes and balmy temperatures were John McIntosh's dish, as he took three first places for a grand sweep, allowing his new "Moose" (8475) full command of the fleet. Wally Aggett (6843) and John Tobin (7595) placed second and third.

The Districts were held in the salt water and booming breezes of Charleston harbor on May 25-26. Somber skies, uncertain and hazardous weather reports resulted in the host club's Race Committee, headed by Sherrill Poulnot and Buddy Smith of the Carolina Yacht Club, to sail the Districts in three races instead of five. Nine boats registered, and the battle with 5 mph tides, big waves, and stiff winds was on. A real test of equipment and stamina was needed in all three races, and those skippers and crews most accustomed to heavy weather quickly established top positions. Johnny McIntosh and Roy Gordon of Savannah held their own private battle throughout the series, alternately leading and trailing one another around the course, never many seconds apart. The outcome was decided by the final contest, and Gordon trailed McIntosh across the line in second place, to yield to Past President Johnny Mac. Bill Lucas, who that week took possession of Wally Aggett's fine boat (6843), finished third. Buddy Smith of Carolina Y.C., and Stu Turner of the Charleston Y.C. played host for the banquet, held in both clubhouses. During the District meeting, Ted Kelker of Augusta was elected Commodore for the coming season, and announced that the 1964 Districts would probably be held in Columbia.

Other successful area newcomers cropped up throughout the Summer Regattas. Young Johnny McIntosh, Jr. sailed a beautiful series of races at the South Atlantic Championship finishing second to his father. Dennis Doyle, Jacksonville, Fla. businessman, spent most of the summer commuting to Savannah and points North, in search of competition. He proved most worthy, by winning the Carolina Regatta, leaving second place honors to Roy Gordon, and taking home third place silverware in the SAYRA Lightning Championship as well as a number of first and second place positions during the Savannah Club's regular series.

The annual Wateree Regatta in Camden, S.C. was well attended by Lightning skippers, and conditions ranged from 5 to 7 mph breezes in the first two races to a 30 mph howler in the final contest. Tom Waters of Columbia, sailing his newly acquired "Plateye", cleaned house in 2, 1, 1 order. Bill Lucas finished second. Waters continued his winning streak to finish out the sailing activity by taking first place honors in the Augusta Sailing Club's October Halloween Regatta. John Tobin and Gil Klemann, both of the host city, took second and third, respectively.

The year ended after a great deal of racing during the season, much of it in moderate to heavy weather, and we're all looking forward to more of the same this spring.

District Results:

1.	8475	John McIntosh
2.	7530	Roy Gordon
3.	6843	Bill Lucas
4.	7595	John Tobin
5.	2381	Gil Klemann
6.	7342	S. D. Maner
7.	6294	Bernard Olasov
8.	2619	Ted Kelker
9.	6612	Elmo Weeks

SOUTHERN DISTRICT REPORT

District Commodore: Luther B. Griffith
District Secretary: Robert G. Lawton, Jr.
District Champion: Ed Overton
District Runner-up: Bert Keenan

Fleets: Southern Yacht Club (62); Mobile Bay (135); Shreveport Y.C. (175); Pass Christian (179); New Orleans (209); Pensacola (324).

District Report: The Gulf Yachting Association Lightning Championship was held at Bay-Waveland Yacht Club, June 15, 16, 1963 with a total of eleven entries from five fleets. The following are the positions of the first five boats:

1. Ed Overton in 7399
2. Bert Keenan in 3498
3. James Krippes in 7349
4. Buck Ballatin in 6712
5. F. J. Favaloro in 2363

The Southern District Championship was held at Pass Christian,

Miss. Yacht Club on July 12, 13 and 14. The following are the positions of the first four out of approximately 16 boats:

1. Ed Overton in 7399
2. Bert Keenan in 3498
3. Thomas Allen in 7282
4. Cliff Prados in 8340

The Shreveport Yacht Club hosted about 12 Lightnings in their annual Regatta, making a total of approximately 22 boats. The positions of the first two boats were: Francis Favaloro in 2363—first; Robert G. Lawton, Jr. in 5202—second.

One of the most important events of the year was the inter-district regatta, comprising Tennessee, Alabama, Arkansas, Mississippi, Texas, Kansas, Oklahoma. This event had been in the planning stage for about 4 years. The event was held in Shreveport on October 26th and 27th and much of the credit for the final plans goes to Vice President of I.L.C.A. Gaines Houston of Little Rock, Arkansas, Vice President of I.L.C.A. Stan Brander of Tulsa, Oklahoma and past President (L.C.A. 1955) Cliff Prados. The plan was originated by past Vice Presidents of I.L.C.A. Sam Townsend, Luther Griffith, Ed Overton and Captain C. B. Larrison. The following are the positions of the first 4 boats out of a fleet of approximately 18:

1. Cully Cobb, Nashville, Tenn.
2. Bert Keenan, New Orleans, La.
3. Stan Brander, Tulsa, Okla.
4. Robert Lawton, Shreveport, La.

The season will end with the Frost Bite Regatta, to be held at Pass Christian, Mississippi. Bob Kammer of New Orleans, La. is ram-rodding this event which is one that everyone really enjoys.

SWISS DISTRICT REPORT

District Commodore: Claude Lambelet
District Secretary: Boris Sjostedt
District Champion: Rene Fluhmann in FIAMMA
District Runner-up: Hans A. Luthy in QUAND-MEME
Fleets: du Lac de Neuchatel (169); Zurichsee (219); Sempachersee (250); de la Bordee de Tribord (268); Vierwaldstattersee (281); Greifensee (309); Lac de Morat (358).
District Report: The Swiss District has the pleasure to salute a new fleet born on the Lake of Morat; she is called "Flotte du Lac de Morat No. 358." The Captain is Walter Merz and the Secretary is the charming Elisabeth Beck.

It is a new jump ahead for our class in Switzerland, as we have now 7 fleets.

The Swiss District general assembly was called December, 1962, by Commodore Claude Lambelet. During this assembly, and for the first time, we have drawn up a new race program to increase the displacements and assure a maximum of participation in the selected races. This decision was a big success during the year, as we had very good participation from each fleet of the district.

The Commodore has received the well-known film "Winning Winds" and another from the 1961 World Championship. We had the pleasure to see them and thank Margaret Teske very much for her help.

The Swiss District Championship was held in Rapperswil and very well organized, for the second year, by the fleet of the Lake of Zurich. As usual in the Swiss District, we had very light airs and the results were the following: Champion, #6739, FIAMMA, skippered by Rudolf Fluhmann; Runner-up, #5181, QUAND-MEME, skippered by Hans A. Luthy; 3, #5384, TRIXLI, skippered by H. Tobler; 4, #8295, HURRY UP, skippered by Jack Beck.

The European Championship was organized by the fleet of Castellammare di Stabia in Napoli Bay. We had the pleasure to see that, for the first time in our district, 4 Lightnings on trailers and their crews went to participate. The trip was 2,000 miles long, climbing up and down 3 passes of the Alps.

"Jajabero" skippered by Jack Beck was the best Swiss representative and finished 9th in a 22 boat fleet from Finland, Greece, Italy and Switzerland. The Greek, Bonas, made a tremendous show of his sailing abilities and was the 1963 European Champion. "Garoupa" was 17th, "As De Carreau" 18th and "Fiamma" was 20th. We found, as usual in the sea, that the waves were quite hard to manage, and we still don't have enough practice on them.

During the European meeting the Swiss District was called upon to organize the 1964 European Championship. It will be raced on lake of Neuchatel, home of Fleet 169, oldest fleet in Europe.

WE ALREADY INVITE "LIGHTNING" SAILORS COMING ABROAD FOR THEIR HOLIDAYS TO CONTACT US AND PARTICIPATE IN THIS EVENT.

WESTERN LONG ISLAND SOUND DISTRICT REPORT

District Commodore: William W. Moss III
District Secretary: Hugh E. Brown
District Champion: Judy Waterman
District Runner-up: Ed Perry
Fleets: Western Connecticut (7); Larchmont (32); Little Neck Bay (55); Cold Spring Harbor (89); American Yacht Club (96); Northport Bay (98); Manhasset Bay (133); Hempstead Harbor (138); Eastchester Bay (163); Pirates Cove (323).
District Report: Due to the efforts of Fleet officers, total District membership rose from a 1962 total of 147 to 176 but is still below our over-200 of past years. Dr. Albert Field of Manhasset Bay, John Haigney of Larchmont, Bill Moss of Northport and James Grant and Hamilton Ford of Belle Haven and Riverside did outstanding jobs in bringing up the membership this past season. Last fall we had tremors when the Junior Yacht Clubs of L.I.S. seriously considered and tried out several different classes of boats to represent the Sound Juniors, but the Lightning Class carried three and the matter was dropped.

The Manhasset Bay Fleet was the top performer this season in our Regattas. It consists of the three clubs of Knickerbocker Y.C., Manhasset Bay Y.C., and Port Washington Y.C.—the Juniors from these clubs are real competitors and good sailors.

MAJOR QUALIFYING EVENTS

WLIS District Championship—Knickerbocker Y.C.
August 3rd and 4th, 30 boats, 3 races
Race Course—Lightning Class right triangle
Top Ten:

1.	Judy Waterman, Orangatang	Indian Harbor Y.C.
2.	Ed Perry, Princess	Centerport Y.C.
3.	Elliott Oldak, Sly Fly	Knickerbocker Y.C.
4.	Michael Grinnel, Thunderbird	Port Washington Y.C.
5.	Robert Goodwin, Our Buddy	Port Washington Y.C.
6.	Dr. Albert Field, Song Bird	Port Washington Y.C.
7.	Tex Poor, Mavis	Manhasset Bay Y.C.
8.	Don Scott, Holomama	Northport Y.C.

Swiss District — Racing on the Lake of Zurich

9. Joe Kelly, Squall ..... Larchmont Y.C.
10. Walter Scott, Spook ..... Sea Cliff Y.C.

Atlantic Coast Championship—Nyack, N.Y.—August 10th & 11th
—No results

Long Island Sound Championship—Noroton Y.C.
August 17th and 18th, 36 boats, 3 races
Race Course—Lightning Class right triangle
(These were hairy races with several mishaps and dropouts.)

Top Ten from WLIS District:

5. Elliott Oldak, Sly Fly ..... Knickerbocker 11-2-9
6. Michael Grinnell, Thunderbird ..... Port Washington 14-6-2
7. Joe Kelly, Squall ..... Larchmont 8-8-16
9. Jol Everett, Green Giant ..... American 12-14-12
10. Tex Poor, Mavis ..... Manhasset Bay 13-16-13
12. Dr. Al Field, Song Bird ..... Port Washington 2-WD-7
14. Sheldon Weeks, Ruler II ..... Indian Harbor 30-13-18
15. Hank Gaillard, Hornet ..... American 18-11-23
16. Tom Pryor, Pelican ..... Manhasset Bay 20-15-17
20. Ann Meinertz, Nest Egg ..... Sewanhaka Corinthian 5-WD-22

North American Championship—Sept. 1st—Tawas Bay, Mich.

Championship Series
21. Dr. Albert Field

President's Cup Series
11. Ed Perry
25. Robert Goodwin
28. Michael Grinnell
29. Judy Waterman

Governor's Cup Series
14. Elliott Oldak
15. Frederick Poor

JUNIOR EVENTS

A. Girls Sailing Championship of Long Island Sound—July 23rd
Host—Noroton Y.C.—18 clubs from L.I.S. represented—5 races
Championship Series of (5) Clubs
1. Beth McAleer ..... Horseshoe Harbor Y.C.
2. Ann Meinertz ..... Sewanhaka Corinthian Y.C.
4. Christie Thompson ..... Rocky Point Y.C.
5. Beth Learson ..... American Y.C. (Shipshape Trophy)

B. Long Island Sound Junior Championship Series—August 6th
(for skippers under 18 years of age)
23 clubs from L.I.S. represented—5 races
Championship Series of (5) clubs
1. Stephen Moore ..... Manhasset Bay Y.C.
2. Walter Pierson ..... Indian Harbor J.Y.C.
3. Robert Jenkins ..... Port Washington Y.C.
5. Richard der Moulth ..... Knickerbocker Y.C.

MAJOR REGATTAS OPEN TO ALL

Sea Cliff Regatta—June 23, 24—26 boats
1. Richard Sykes, Dixie ..... Manhasset Bay
2. David Neinertz, Nest Egg ..... Sewanhaka Corinthian
3. Michael Grinnell, Thunderbird ..... Port Washington

Larchmont Race Week—Week of July 19th—50 boats
Odd Numbered sails—30 boats
1. Don McNair, Song Bird ..... Port Washington
2. Virginia Meyer, Windy II ..... American Y.C.
3. Ann Meinertz, Nest Egg ..... Sewanhaka Corinthian
Even Numbered sails—20 boats
1. W. Heath
2. Jim Crane
3. Jol Everett, Green Giant ..... American Y.C.

Manhasset Bay Race Week—August 20, 21—20 boats
Odd Numbered sails
1. Dr. Albert Field, Song Bird ..... Port Washington
2. Tex Poor, Mavis ..... Manhasset Bay
3. George Ascherl, Megs ..... Bayside Y.C.
Even Numbered sails
1. Steve Worcester, Sizzle ..... American Y.C.
2. Joe Kelly, Squall ..... Larchmont Y.C.
3. Elliott Oldak, Sly Fly ..... Knickerbocker Y.C.

And so ends the season of 1963. We are looking for our first fiberglass Lightnings on the Sound next season. See you then.

We Are Pleased...

THE 1964 YEAR BOOK

Contains 23 District Reports of a possible 37.

Contains 223 Fleet Reports of a possible 368.

This is very good, probably a record for Fleet Reports, **but** we think additional Reports, especially from those Districts not reporting, would add immeasurably to the completeness of the Year Book. Let's try to beat this number next year. Send Fleet and District reports, including photography, early for the 1965 Year Book.

LIGHTNING FLEETS

"A"

Aeolia — Fleet No. 336
Algarrobo Lightning — Fleet No. 318
American Yacht Club — Fleet No. 96
Ancon Yacht Club — Fleet No. 264
Annisquam Lightning — Fleet No. 151
Antonina — Fleet No. 290
Anzio Lightning — Fleet No. 278
Argonafts Lightning — Fleet No. 289
Atwood Lake Lightning — Fleet No. 212
Awosting Yacht Squadron Lightning — Fleet No. 95

"B"

Bandeirante Lightning — Fleet No. 234
Barnegat Bay — Fleet No. 3
Bayview Yacht Club — Fleet No. 83
Berlin Yacht Club Lightning — Fleet No. 263
Biscayne Bay — Fleet No. 226
Black Rock Yacht Club — Fleet No. 17
Bomoseen Yacht Club — Fleet No. 227
Branford Yacht Club — Fleet No. 63
Brant Beach Lightning — Fleet No. 173
Brigantine Yacht Club Lightning — Fleet No. 217
Britannia Lightning — Fleet No. 188
Brockport Lightning — Fleet No. 267
Buckeye Lake — Fleet No. 43
Buffalo Canoe Club — Fleet No. 12
Buffalo Yacht Club — Fleet No. 81
Burnham Park Yacht Club — Fleet No. 56
Burt Lake Lightning — Fleet No. 254

"C"

Capricornia Lightning — Fleet No. 319
Castellammare Di Stabia Lightning — Fleet No. 237
Cazenovia Lightning — Fleet No. 164
Cedar Point Lightning — Fleet No. 126
Centerboard Yacht Club — Fleet No. 14
Champlain Lightning — Fleet No. 301
Chaparral Lightning — Fleet No. 322
Charleston — Fleet No. 288
Charlotte Lightning — Fleet No. 365
Chautauqua Lake Lightning — Fleet No. 19
Chautauqua Lightning — Fleet No. 198
Chelsea Yacht Club Lightning — Fleet No. 39
Chequesset Lightning — Fleet No. 280
Chicago Corinthian Yacht Club — Fleet No. 5
Chinook Lightning — Fleet No. 229
Clarks Hill Lightning — Fleet No. 257
Clearwater Bay Yacht Club — Fleet No. 277
Club Regattas Lima Lightning — Fleet No. 261
Cold Spring Harbor — Fleet No. 89
Colombian Navy — Fleet No. 275
Columbia Lake — Fleet No. 49
Columbia Lightning — Fleet No. 283
Conesus Lightning — Fleet No. 140
Conneaut Lake Lightning — Fleet No. 180
Cowan Lake Lightning — Fleet No. 303
Crab Orchard Lake Lightning — Fleet No. 330
Crescent Sail Yacht Club — Fleet No. 51
Cuba Lake — Fleet No. 115

"D"

Dallas Corinthian Lightning — Fleet No. 35
Darien Boat Club — Fleet No. 255
Decatur — Fleet No. 74
Devil's Lake Lightning — Fleet No. 31
Dolphin Lightning — Fleet No. 287
Dunkirk Harbor Lightning — Fleet No. 311

"E"

Eastchester Bay Lightning — Fleet No. 163

"F"

Flotilha de Lightnings de Rio de Janeiro — Fleet No. 84
Flotilha de Lightnings de Salvador — Fleet No. 305
Flotilha de Lightnings de Jangadeiros — Fleet No. 327
Flotta de Capri Lightning — Fleet No. 360
Flotta degli Estensi — Fleet No. 355
Flotta Della Spezia — Fleet No. 321
Flotta di Santa Lucia — Fleet No. 361
Flotte Des Troit Lac — Fleet No. 169
Flotte Lightning de La Border de Tribord — Fleet No. 268
Flotte Murtensee — Fleet No. 358
Fort Gibson Sailing Club — Fleet No. 293

"G"

Galway Lake — Fleet No. 338
Gardiners & Peconic Bays — Fleet No. 116
Georgian — Fleet No. 362
Grand Traverse Yacht Club Lightning — Fleet No. 326
Great Egg Harbor — Fleet No. 99
Great Sodus Bay — Fleet No. 108
Great South Bay Lightning — Fleet No. 178
Green Bay Lightning — Fleet No. 112
Groton Long Point Lightning — Fleet No. 105
Guayaquil Lightning — Fleet No. 272
Gull Lake Lightning — Fleet No. 137

"H"

Harraseeket Lightning — Fleet No. 244
Harvey's Lake — Fleet No. 350
Hawaii Lightning — Fleet No. 143
Helsinki Lightning — Fleet No. 166
Hempstead Harbor — Fleet No. 138
Henderson Harbor — Fleet No. 225
Hewlett Bay — Fleet No. 58
Higgins Lake Lightning — Fleet No. 110
High-Tor Lightning — Fleet No. 41
Higuerillas — Fleet No. 342
Holland Lightning — Fleet No. 364
Hoover Yacht Club — Fleet No. 353
Housatonic Boat Club — Fleet No. 6

"I"

Indian Lake Lightning	Fleet No. 23
Indian River Yacht Club	Fleet No. 72
Indianapolis Sailing Club	Fleet No. 270

"J"

Jayhawk	Fleet No. 60
Jolly Roger Sailing Club Lightning	Fleet No. 313
Junin Lightning	Fleet No. 331
Jyvaskylan Lightning	Fleet No. 328

"K"

Kemin Lightning	Fleet No. 310
Kentucky Lake Lightning	Fleet No. 242
Keuka Lake Lightning	Fleet No. 252
Kokkola Lightning	Fleet No. 297
Konahasset Lightning	Fleet No. 369
Kotka Lightning	Fleet No. 298

"L"

Lahti	Fleet No. 349
Lake Dallas Corinthian Yacht Club	Fleet No. 282
Lake Davenport	Fleet No. 167
Lake Dunmore Lightning	Fleet No. 243
Lake Fenton Yacht Club	Fleet No. 53
Lake Geneva Sailing Club	Fleet No. 345
Lake Greifensee Lightning	Fleet No. 309
Lake Lanier	Fleet No. 348
Lake Mohawk Yacht Club	Fleet No. 25
Lake Murray	Fleet No. 341
Lake Pontchartrain	Fleet No. 62
Lake Washington	Fleet No. 132
Lake Worth Sailing Club	Fleet No. 232
Larchmont Lightning	Fleet No. 32
La Spezia Lightning	Fleet No. 321
LaVallette Lightning	Fleet No. 104
Leatherlips Yacht Club	Fleet No. 27
Lega Navale Italiana Lightning	Fleet No. 312
Leland Yacht Club	Fleet No. 184
Little Egg Harbor	Fleet No. 26
Little Neck Bay	Fleet No. 55
London	Fleet No. 347
Los Andes	Fleet No. 352
Loviisa Lightning	Fleet No. 299

"M"

Madison Beach Lightning	Fleet No. 129
Manhasset Bay Lightning	Fleet No. 133
Mansfield Lightning	Fleet No. 150
Maple Bay Lightning	Fleet No. 64
Marblehead Harbor Lightning	Fleet No. 189
Marivela Lightning	Fleet No. 235
Marine Corps School	Fleet No. 354
Massabesic Yacht Club	Fleet No. 273
Mayfield Yacht Club	Fleet No. 13
Memphis Lightning	Fleet No. 274
Mentor Harbor Yacht Club	Fleet No. 37
Metedeconk River	Fleet No. 34
Michigan City Yacht Club	Fleet No. 20
Milford Yacht Club	Fleet No. 238
Milwaukee Lightning	Fleet No. 69
Mission Bay Lightning	Fleet No. 194
Mobile Bay Lightning Class	Fleet No. 135
Muna Lightning	Fleet No. 73
Muskegon Lake Lightning	Fleet No. 316

"N"

Naples Lightning	Fleet No. 191
Nashville Lightning	Fleet No. 262
Neenah-Nodaway	Fleet No. 67
New Orleans Lightning	Fleet No. 209
Newport Yacht Club	Fleet No. 77
Niagara Sailing Club	Fleet No. 59
Niantic Bay Lightning	Fleet No. 85
Niteroi	Fleet No. 351
Normandy Beach Y. C.	Fleet No. 366
Noroton Lightning	Fleet No. 134
North East River	Fleet No. 192
Northeast Yacht Club Lightning	Fleet No. 207
Northport Bay Lightning	Fleet No. 98
Northport Point Lightning	Fleet No. 202
Nyack	Fleet No. 75

"O"

Ocean Gate Yacht Club	Fleet No. 339
Odd Winds Lightning	Fleet No. 296
Okanagan	Fleet No. 368
Oklahoma City	Fleet No. 343
Olivos Lightning	Fleet No. 206
Omena-Traverse Yacht Club	Fleet No. 174
Onondaga Lake	Fleet No. 10
Ouachita Lightning	Fleet No. 284
Oulun Lightning	Fleet No. 307
Owasco Yacht Club Lightning	Fleet No. 149

"P"

Palm Beach Lightning	Fleet No. 333
Paqueta	Fleet No. 334
Parana Lightning	Fleet No. 259
Parthenon Lightning	Fleet No. 286
Paupack Sailing	Fleet No. 16
Pensacola Lightning	Fleet No. 324
Pentwater Yacht Club	Fleet No. 340
Pequot Yacht Club	Fleet No. 153
Pernambuco Lightning	Fleet No. 304
Peruano Lightning	Fleet No. 265
Pettipaug	Fleet No. 344
Pichidangui	Fleet No. 346
Pontiac Yacht Club	Fleet No. 54
Porin Lightning	Fleet No. 306
Porto Alegre	Fleet No. 337
Pymatuning Yacht Club	Fleet No. 36

"Q"

Quilmes ..... Fleet No. 367

"R"

Raahen Lightning ..... Fleet No. 308
Raritan Bay Lightning ..... Fleet No. 185
Red Bank on the Shrewsbury ..... Fleet No. 70
Red Dragon Canoe Club ..... Fleet No. 357
Red Jacket Lightning ..... Fleet No. 125
Rehoboth Lightning ..... Fleet No. 325
Richmond County Yacht Club ..... Fleet No. 295
Riverton Yacht Club ..... Fleet No. 228
Rocky River ..... Fleet No. 71
Roma Lightning ..... Fleet No. 271
Rosario ..... Fleet No. 292
Royal Hamilton Yacht Club ..... Fleet No. 118
Royal Lake of the Woods Lightning ..... Fleet No. 320
Royal St. Lawrence Yacht Club ..... Fleet No. 215

"S"

Sachems Head Yacht Club ..... Fleet No. 269
Saginaw Bay Lightning ..... Fleet No. 216
St. Joseph Harbor Lightning ..... Fleet No. 113
St. Petersburg Lightning ..... Fleet No. 109
Salamis Lightning ..... Fleet No. 251
Sandy Beach Yacht Club ..... Fleet No. 78
San Diego Bay ..... Fleet No. 114
San Isidro Lightning ..... Fleet No. 203
Santa Monica Bay ..... Fleet No. 102
Sao Paulo Lightning ..... Fleet No. 147
Sassafras River Lightning ..... Fleet No. 314
Saugatuck Yacht Club ..... Fleet No. 294
Savannah Lightning ..... Fleet No. 127
Sempachersee Lightning ..... Fleet No. 250
Setauket Yacht Club ..... Fleet No. 323
Severn River Lightning ..... Fleet No. 329
Sheboygan Lightning ..... Fleet No. 187
Sheepshead Yacht Club ..... Fleet No. 38
Sheffield Island Lightning ..... Fleet No. 302
Shore Acres Y. C. ..... Fleet No. 86
Shreveport Lightning ..... Fleet No. 175
Silver Lake Yacht Club ..... Fleet No. 47
Skaneateles Country Club ..... Fleet No. 1
Sorrento C.R.V. Italia ..... Fleet No. 223
South Shore Yacht Club ..... Fleet No. 79
Southernmost ..... Fleet No. 359
Southwestern Yacht Club ..... Fleet No. 161
Springfield ..... Fleet No. 363
Spofford Lake Lightning ..... Fleet No. 145
Squam Lake Lightning ..... Fleet No. 332
Sue Island Lightning ..... Fleet No. 87
Surf City Lightning ..... Fleet No. 196
Susquehanna Lightning ..... Fleet No. 253

"T"

Tampa Bay Lightning ..... Fleet No. 168
Tawas Bay Lightning ..... Fleet No. 152
Taylor Pond ..... Fleet No. 101
Temple Reef Sailing Club ..... Fleet No. 279
Thessaloniki Lightning ..... Fleet No. 256
Toledo Lightning ..... Fleet No. 42
Tom's River ..... Fleet No. 92
Toronto Bay Lightning ..... Fleet No. 146
Tulsa Sailing Club Lightning ..... Fleet No. 205
Turkeyfoot Lake ..... Fleet No. 33

"U"

Uruguayo Yacht Club Lightning ..... Fleet No. 220

"V"

Valley Sailing Association ..... Fleet No. 266
Vancouver ..... Fleet No. 90
Vierwaldstattersee Lightning ..... Fleet No. 281

"W"

Washington ..... Fleet No. 50
Wawasee Yacht Club ..... Fleet No. 154
Western Connecticut ..... Fleet No. 7
Western Narragansett Bay ..... Fleet No. 119
Winnipesaukee Yacht Club ..... Fleet No. 246
Woodmere Bay Y. C. Lightning ..... Fleet No. 300

"Y"

Yacht Club de Chile Lightning ..... Fleet No. 317
Y. C. O. Fleet ..... Fleet No. 356

"Z"

Zurich Lightning ..... Fleet No. 219

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Lightning Fleets

SKANEATELES COUNTRY CLUB, INC. (1)

Central New York District

Based on Skaneateles Lake, New York

Fleet Captain.....Robert Serfass
Fleet Secretary.....Peter Paullin
Fleet Champion.....S. G. Reynolds, Jr.
Runner-Up.....W. Howell Finn

Boat No.	Boat Name	Skipper
1905	Figi	Hugh Dietz
4975	Hu-Hu	Robert Serfass
5905	Huf'N Puff	Pete Paullin
6327	Tangerine	Richard Del Castillo
6490	Drumfire	R. C. Petura
6600	.....	Dr. A. Roy Buerkle
6808	My Fair Lady	K. E. Crotty
7086	Pino	W. Howell Finn
7419	Oh Lady	Whiton Powell
7830	L.T.B.	Dr. J. T. Gentry
7947	Wild Goose III	S. G. Reynolds, Jr.
8555	Anticipation	David W. White

The 1963 sailing season of Fleet 1 was highlighted by increased turnout of racing boats, outstanding participation by Fleet 1 members in District and regional sailing events, a new expanded Junior Sailing Program, and the promise of an outstanding skipper in one of the younger Lightning sailors.

District Commodore, Ken Crotty, opened the season with a win in the first race by taking a flyer and turning tail on the fleet of six opening day Lightnings. It was Skinner Reynolds, however, who proved that consistency is what counts by winning the 1st Saturday Series, 2nd Saturday Series and the Fleet Championship. Skinner bested an eight to ten boat fleet in accomplishing this feat. He was closely followed in overall standings by Ace Finn who won the 1st Sunday Series and was second to Reynolds in the 1st and 2nd Saturday Series and Fleet Championship.

The Fleet welcomed Dave White's brand new boat and a new member, Dick Del Castillo.

An active District Schedule of seven regattas was well attended by Fleet 1 members. Skinner Reynolds juggled his vast crew supply successfully by winning the Centrals, and placing third in the Lake Shores Lightning Squadron, the District Championship, and the Sodus Bay Invitational Regatta. Ace Finn copped second place in the Newport Invitational and Skaneateles Invitational Regatta. John Gentry, back from a two-year Government assignment in India, placed third in the Onondaga Invitational Regatta. This last was a truly outstanding performance as this was the first weekend John had sailed his Lightning in two years.

The Club inaugurated a revitalized Junior Sailing program which was highly successful. The purchase by the Club of eight Little Bear Class boats gave this program the requisite stimulus and there were 56 participants. It is now assured that there will be a continuing supply of skippers and crews to bolster sailing on Skaneateles Lake. An educational program was initiated by Club member Richard Besse. This program was a series of sailing seminars covering tuning, racing tactics and rules. It was well attended and very beneficial.

The final highlight of the 1963 sailing season was the performance in retrospect, of Hugh (Chugger) Dietz. Chugger, as his name implies, is a little slow starting each season. But once into high gear, he leaves an impressive record behind him. Chugger won six out of the last seven fleet races and then qualified for the North American Championship Eliminations at Tawas Bay. There he qualified for the Championship flight but had a disappointing series of races. We look for Chugger to amass a truly fine racing season in the very near future.

FLEET RACE RESULTS

1st Saturday Series	2nd Saturday Series	1st Sunday Series
1. Skinner Reynolds	1. Skinner Reynolds	1. Ace Finn
2. Ace Finn	2. Ace Finn	2. Pete Powell
3. Ken Crotty	3. Hugh Dietz	3. Hugh Dietz

ALL LAKE REGATTA

1. Ace Finn (overall winner)

LABOR DAY LONG DISTANCE RACE
(LIGHTNING RESULTS)

1. John Abbott
2. Dave Owen
3. Pete Powell

BAY HEAD YACHT CLUB (3)

Central Atlantic District

Sailing on Barnegat Bay, Bay Head, N.J.

Fleet Captain.....John Orelup
Fleet Secretary.....Robert M. Applegate, Jr.
Fleet Champion.....Corby Day
Runner-Up.....Samuel Wyman

Boat No.	Boat Name	Skipper
513	Misbehave	John C. Gattus
581	My Gal	Mrs. Kenneth P. Miller
1732	Mischief	Beckwith Gilbert
1744	Adios	Corby Day
2674	Dun-It-Again	W. K. Dunbar, III
3587	Midnight	Samuel D. Wyman
3768	NBAA	Ned Benedict
4174	Kitten	Kenneth Winters
4176	Red Herring	James Kellogue
6016	Angel	Joseph R. Mason
6406	Sputz	Karl J. Polch
6460	.....	Tate Robertson
8016	Whirlwind	Mr. & Mrs. Knight Alexander
8181	Vagabond III	Robert R. Adams
8608	Marauder	John Orelup

The Bay Head Yacht Club home port of Fleet 3, commemorated its Seventy-Fifth Anniversary by sponsoring a series of special events including an ocean sailboat race and a Diamond Jubilee Ball. The Club in conjunction with Fleet 3 also sponsored an Invitational Tune-Up Race for Lightnings over the week-end of June 15-16. An enthusiastic and highly successful regular race series, this year limited to the wet or "B" sailboats, was won by Corby Day in ADIOS, followed by Sam Wyman in MIDNIGHT and Louise Miller in MY GAL. Three Fleet members owning dry or "A" boats, Bob Adams, Marge Alexander and John Orelup, made the trip to Michigan to participate in the Class Championship Regatta.

CHICAGO CORINTHIAN YACHT CLUB (5)

Midwest District

Based on Lake Michigan, Chicago, Ill.

Fleet Captain.....Ralph Weninger
Fleet Secretary.....Bruce Goldsmith
Fleet Champion.....Bill Wingard
Runner-Up.....Al Berg

Boat No.	Boat Name	Skipper
3628	LaBelle Poule	Bernard Abraham
4225	Tilt Too	Gerald Shields
4540	Damfino	John Jensen
5133	Oh Marie	Bernard Borisof
5347	Lindabar	Thomas McLeod
5649	Harriet III	Dr. Joseph Krohn
5651	Chi-Lady	Don Leeker and Al Yochim
5788	Hussy	William Anderson, Jr.
5962	Gypsy	John C. Cutler
6065	Squale	Weston Olsen
6970	Schuss	Clifford Stettler
7002	Impudent	Lee Van Degens
7275	Miss Trudy	James Doty
7303	Nora	Ernest Sauerman
7326	Lucky Too	Ralph Weninger
7370	Istar	Alton A. Berg
7547	Frolic	Richard Hinze
7629	Isolde	George R. Carlson
7936	Choots	Wm. E. Burke
7955	Midetite	John J. Burke

8020	Lodestar	Don LaCross
8143	May Day	Earl Ross
8298	Snoopy	Bruce Goldsmith
8427	Caprice	Clarence Wegert
8541	Jubilee	William Wingard
8669	Adios	James Carrol

The rest of us are beginning to wonder—what has to be done to beat Bill Wingard in the fleet championship. Yes, Bill did it again for the umpteenth time. This time it took a pressure-packed last-race victory over Al Berg, as the two were tied going into this race. John Burke placed third. Jay Doty and Bruce Goldsmith gave the first three a view of their transoms on occasion. However, Jay had to defend our country with the weekend warriors too often to qualify in enough races. Bruce fouled out of one race and broke a rudder in another, which really hammered his score. Jim Carroll moved up into the championship fleet this year after winning the Commodore Cup last year. Jim was enough trouble in his new boat to take fifth place in the fleet championship.

In the Commodore Cup series which is sailed five minutes after the championship series, Bill Anderson came on strong in the late summer with four straight firsts to win going away. Ernie Sauerman and Cliff Stettler were second and third respectively.

Our Ding Dong series is scheduled on weekends that regattas usually take away many of the sailors. Sometimes, however, we find our whole fleet plus a visitor such as Harry Spitz of Michigan City, churning up our olympic course. The results were: (1) Dick Hinze, (2) Ralph Weninger, (3) Earl Ross.

Wednesday evenings are gathering times for club members. "Refreshments", dinner, and a Moonbeam series Lightning race make up a typical Wednesday evening. Six races were completed in conditions usually better for "other-than-sailing." Results of this series were: (1) Ralph Weninger, (2) Tom McLeod, (3) Jim Carroll.

Our season ended as we hosted the Chicago Lightning Squadron's annual Red Flannel Regatta. We promise wind for this one. Hope more of you will join us next year . . . we had only 47 entries this year.

We were proud of many of our skippers in national, district, and local regattas this year. However, next year, look out for fleet #5 Skippers. Many new boats are on order, and if we can find the "smarts" to equal our enthusiasm, one of us might even win the big one.

HOUSATONIC BOAT CLUB (6)

Connecticut District

Based on Long Island Sound, Conn.

Fleet Captain ..... Dr. Richard Brown
Fleet Secretary ..... Cliff Hutchison
Fleet Champion ..... Dave Chanoux
Runner-Up ..... Hugh Hutchison

Boat No.	Boat Name	Skipper
1324	Gambol	Wesley Clarke
1588	Poseidon II	Douglas Waterhouse
1600	Sea Fever	Harry B. Wignall
1638	Lori	Mathew Castelot
1730	Seagull	Eric Begg
1929	Crash	Gilbert Williams
2467	Lemon Peel	Del Smith
2696	Hous-skow	Housatonic Boat Club
2920	Alibi	Philip E. Olson
2977	Ambler	Robert Thorpe
3044	Venture	John Hein
3319	Windward	Edward J. Hefferon
3576	Driftwood	Paul A. King
4523	Minerve	Frederick F. Fagul
4933	Caprice	Joseph W. Venables
5670	Jefudy	William Nothnagle
5826	Allegro	George W. Pooley
5941	Judy Too II	Rudolph H. Smith
5963	Anne Lee	Robert E. Trevethan
7366	Blue Chip	Robert G. Thorpe
7636	Thank You	Dr. Richard Brown
7638	Gung Ho	William B. Knapp, Jr.
7914	Tattle Tale	Theodore Chanoux
7924	Thunderer	Russell C. Applegate, Jr.
8240	Tension	David Peterson
8242	Aquanut	Richard Brown, Jr.
8511	Pa-da-lin	Edward R. Olsen
8616	Enterprise	Clifford N. Hutchison
8688	Sponger	Charles P. Canevari

Racing Results

Fleet Championship
1st—Dave Chanoux
2nd—Hugh Hutchison
3rd—Bob Applegate

Saturday Series
1st—Dave Peterson
2nd—Dave Chanoux
3rd—Rich Brown

River Series
1st—Bob Applegate
2nd—Hugh Hutchison
3rd—Rudy Smith

Powder Puff Series
1st—Linda De Witt
2nd—Maggie Hurley
3rd—Sara Hutchison

Second Division Championship
1st—Rudy Smith
2nd—Bruce Knapp
3rd—Bob Thorpe

Sunday Series
1st—Dave Chanoux
2nd—Dave Peterson
3rd—Hugh Hutchison

Frost-Bite Series
1st—Rich Brown
2nd—Rudy Smith
3rd—Hugh Hutchison

Commodore Plaque Race
1st—Dave Peterson

The ten most active boats in Fleet #6 averaged over fifty races during a season that extended from early May to late September. In addition to the regular scheduled weekend and mid-week club races a major portion of the fleet participated in six area regattas and brought home a fair share of the hardware.

Fleet #6 played host to the "Districts". The series was a real test of championship mettle with sailing conditions ranging from gentle breezes to full gales. Dave Peterson, Bud Olsen and Dave Chanoux survived the trials and went on to Tawas Bay. The first two qualified for the big races where Dave captured third while Bud guessed wrong on tacking a couple of times and finished well down the list. Dave Chanoux capsized rounding a mark during the qualifications but ended up winning the Governors Cup.

Three boats made the trip to Quantico. Dave Chanoux again finished well up in the standings with a seventh place.

Bud Olsen and his Pa-Da-Lin hold the fleet mileage record with trips to the Southern Circuit, Tawas Bay and the World's Championships in Peru.

WESTERN CONNECTICUT (7)

Western Long Island Sound District

Based on Long Island Sound, Riverside, Conn.

Fleet Captain ..... Hugh E. Brown
Fleet Treasurer ..... Hamilton G. Ford
Fleet Secretary ..... James B. Grant
Fleet Champion ..... Kevin C. Keogh
Runner-Up ..... James B. Grant

Boat No.	Boat Name	Skipper
241	.....	Russell De Ward
262	.....	Girl Scout Mariners
264	.....	Dr. Donald Tinkess
2045	Sa Farie	Carol Fox
2107	.....	Kenneth J. Borst
2192	.....	John Sophian
2978	.....	Steve Cheney
3406	C'est Bon	Frank Cobb
3443	Mayflower	Richard Kenigan
3577	El Jowada	Philip Hobson
3713	.....	James G. Farmer
3803	High Hopes	Charles Wilds
4111	Ca Va	Archie Andrews
5355	Incredible	Richard J. Rawson
5638	High Spirits	Gerald S. Parker
5985	Tantrum	Jane C. Hall
5988	Orangutan	Judy Waterman
6350	Uncle Mills	Indian Harbor J.Y.C.
6654	Encore II	Hamilton G. & Jonathan Ford
6708	Sprite	James B. & Nanette Grant
7245	Bonheur	Kevin & Kathy Keogh
7320	Ruler II	Mitchell Weeks
7583	Eclair	David Hughes
8060	.....	John Beal
8245	Mary Jane	Hugh E. Brown
8269	Windsor Castle	Sandy McCullough

Kevin Keogh's "Bonheur"

1963 SEASON
24 Races Scheduled
18 Races Held
9 Required for Qualifying

FLEET 7 CONSISTS OF MEMBERS FROM:
Riverside Yacht Club
Indian Harbor Yacht Club
Belle Haven Club
Greenwich Cove Boat Club
Rocky Point Club

SEASON RESULTS:
WLIS District Championship—30 boats—3 races
Judy Waterman—1st.
Long Island Sound Championship—36 boats—3 races
Mitchell Weeks—14th.
Atlantic Coast Championship—50 boats (approx.)—3 races
Kevin C. Keogh—7th.
North American Championship—Presidents Cup
Judy Waterman—29th.
Girls Championship of LIS—18 boats—5 races
Christie Thompson—4th.
Long Island Sound Junior Championship (Skippers under 18) 23 boats—5 races
Walter Pierson—2nd.
MEMBERSHIP—1963—27 Boats
1962—16 Boats

Junior Skippers have been getting additional racing in a Tuesday-Thursday afternoon competition which is not a part of Fleet activities but helps to make good skippers and creates more interest in the Lightning Class.

We were pleased to see our perennial runner-up, Kevin Keogh make it this year for the Fleet Championship. With renewed interest among Juniors we are anticipating more boats for 1964 and keener competition. Our biggest hope is that more boats will come out and race.

BUFFALO CANOE CLUB (12)

Lake Erie District

Based on Abino Bay, Lake Erie, Pt. Abino, Ont., Canada

Fleet Captain..... Dr. John Hylant
Fleet Secretary..... Dick Ferrick
Fleet Champion..... Paul Stievater
Runners-Up..... Bill Bergantz (1)
Dick Ferrick (2)

Boat No.	Boat Name	Skipper
32	Shine	Whitworth Ferguson
354	.....	Vaughn Pierce
521	Breeze	Arthur A. Ward
523	Puff	Ali Hansen
529	Meer Maid	Charles L. Abell
573	Pastime	Howard Hirschmiller
693	Off-Call	Dr. Murray S. Howland
746	Dauntless	Wm. C. O'Hern, Carl J. Kolb
749	Co-Motion	D. Doyle
750	Show-Off	C. B. Johnson
895	Spirit	Edmund Stevens
1245	Fun	William H. Merrill
1278	Crack Time	Chas. M. Curtiss
1453	Jimrick	James Benson
1473	Princess Pat	Andrew R. Miller, Jr.
1603	Charley Brown	Alan E. Dewey
2921	Southern Comfort	R. Fischer
2988	.....	David Sprague
4600	Yodeler	James R. How
4811	Little Sister	C. Obersheimer
4862	Four Seas	W. Russel Crawford
5000	Thermis 5 M's	Roswell & Oliver Buck
5100	Berg	J. Bergantz
5148	Sea Tease	C. Townsend Wilson
5455	.....	Bud Hoffman
6351	Mary Mac	George A. McDougall
6800	Linament II	J. Y. Sloan
6926	Marja	Bob Adams
7000	Thermis 7	Karl Smither
7046	Jelly	Bonnie Jehle
7548	Pawnee	Paul C. Stievater
7631	Sham	Dr. John P. Hylant
7811	Atom II	Thomas G. Allen, III
7815	The Berry	Ed Roseberry, Jr.
7819	Cajun	William A. Heausler
8299	Orangecrate	D. Ferrick
8390	Flare III	Thomas Fallon
8498	Foamy II	Allen Bernel
8510	Swag	Bill Bergantz
8546	Indian	Bill Hughes
8598	Venture	Mike Eagan
8670	Suzy III	Robert Montgomery

Lightnings and Icebergs of Fleet 12 commenced the extremely active racing season on May 4th with the opening Eby Series. Karl Smither was the winner of this series.

This past season proved more competitive than any season in a good many years. With one specific boat on the missing list, many new boats, and a revitalized enthusiasm by skippers both young and old, it was feasible for just about any one of ten boats to capture a race. New boat owners this year were young Billy Bergantz, Allen Bernel, Bill Hughes and Mike Eagen. Another new boat owner this year was Commodore Bob Montgomery. He wasn't satisfied with one new boat. He had to have two. He was most unhappy about his first boat which was the hottest boat in fleet 12 this year. Midway in the sailing season his Lightning was struck by—lightning. OUCH!!

The specific missing boat mentioned before was Tom Allen's ATOM II. Tom took his boat to the Pan American games. Tom came back with first place but no boat. His boat, it seems, took the great circle water route back from South America. Maybe ATOM II liked that South American way of life.

After the World Championship races, which Tom also won, it took up its permanent residence in Ecuador. Even though Tommy lacked a boat to call his own, he still won the Districts. Other Fleet 12 Skippers who sailed hard at the Districts were Al Bernel who finished fourth and Dick Ferrick who finished seventh.

With ATOM II A.W.O.L. everyone tried their skill and luck at winning the Club Championship. It took a little bit of luck too. Three out of the five races were sailed in a shifty and sometimes lack-a-daisical north wind. Twenty-two eager boats set sail in this series. The young blood proved themselves capable skippers. The first three places were snatched, but not without some difficulty, from the usual earners of the hardware. The winner, Paul Stievater in PAWNEE, surprised many. All he needed was that new set of sails. Bill Bergantz in his new boat SWAG was just a wind's whisper behind Stievater. Bill finished in second place with third place winner, Dick Ferrick, close on his stern. In the North American Championship races Bill Bergantz amazed and pleased everyone by taking a seventh place. Bill is fresh this year as a senior skipper.

One of the biggest and usually the windiest regattas held early each year is the Niagara Frontier Invitational. The wind played no tricks on some fifty boats that hoisted sails this year. There was enough wind for all, especially in the first race. Tom Fallon was the victorious skipper in this regatta. Finishing in second place was George Fisher. Bill Hughes captured third place followed in fourth place by Paul Stievater.

Listed below are the winners of the 1963 Fleet 12 Race Series:

SERIES	WINNERS
Eby	Fallon, Bernel, Smither
Coleman	Fallon, Stievater, Smither
Viking	Smither, Fallon, J. Bernel
Franclemont-Roseberry	(A) Smither, Stievater, Fallon (B) Sprole, Montgomery, Wilson
Meyers Memorial Championship	Ward, Montgomery, Jehle Stievater, Bergantz, Ferrick
Thermis C & D	(C) Stievater, Montgomery, Hughes (D) Jones, O'Hern, Jehle
Fleet 12	Wilson, Montgomery, Eagen
Maccubbin	Wilson, Montgomery, Eagen
Tom Frandlemont Mem.	Bergantz, Montgomery, Sprole
Junior Championship	Bergantz, C. Montgomery, Hughes Jr.
B.C.C. Scorekeepers	Bergantz, M. Montgomery, Hylant
Mother Carey	Hylant, Jehle, Heausler

The Junior sailors this year competed with as much vigor and enthusiasm as the senior skippers. Bill Bergantz was the outstanding Junior Skipper, winning all three of the Junior Series: The Tommy Franclemont Memorial, The Junior Scorekeepers and The Junior Championship. Curt Montgomery and Steve Sprole also displayed their skill in sailing. Curt finished second in both the Tommy Frandlemont Memorial and Junior Championship Series. Steve Sprole took third place in the T. Franclemont Memorial Series, Bill Hughes Jr. sailed to a third in the Junior Championship Series.

Then there are the Gals. The Mother Carey Series belongs to them. One male only, who can under no circumstances touch the helm, is allowed on board each boat. Winners this year were Sue Hylant, Bonnie Jehle and Karen Heausler.

For most of the Fleet 12 sailors the season ended at the Sandy Beach Haul Out Regatta. The season did not terminate for all however. Tom Allen, Tom Fallon and Karl Smither gathered their boats and gear and set off for the World Championships in Lima, Peru. T. Allen as mentioned before, came back the winner. Tom Fallon finished in eighth place. Our Senior Skipper Karl Smither had a tenth place. Good Show!

Next year Fleet 12 is once again host for the Lake Erie District Regatta. We're looking forward to an exciting regatta with many boats and tremendous competition.

CENTERBOARD YACHT CLUB (14)

New England District

Sailing on Casco Bay, South Portland, Maine

Fleet Captain ..... Granville Dyer
Fleet Secretary ..... Albert E. Moore
Fleet Champion ..... Geo. Huettl
Runner-Up ..... Al Moore

Boat No.	Boat Name	Skipper
1644	Cormorant	George Huettl
3202	Hi-Ya	Ralph Strachan
3203	Ginger II	Granville Dyer
4526	Maura	William Willworth
7004	Tym-N-Tide	Albert Moore
7266	Bee-Cha	Steve Beecher

The twenty fifth season of Fleet #14, found the competition as keen as ever. For the first time in five years a new fleet champion was crowned. George Huettl sailing a rebuilt #1644 outsailed Al Moore in the nine race series for a four point margin to win. Ralph Strachan in #3202 sailed consistently all year to take third.

The State of Maine Regatta which was scheduled a week later than usual this year, ran into bad weather for the first time in seventeen years. Saturday's race which was plagued with high winds and a mistake in the course was finally completed with Jack Burwell the winner. Sunday morning the wind was blowing about 35 mph with gusts up to 50 mph. After waiting until noon to see if it would moderate, a roll of skippers was taken and it was decided to cancel the two remaining races. Jack Burwell of Fleet #244 was declared the winner with Sam Stowell second.

Very few other events were held this year as most of the members were busy working on the new clubhouse and facilities which we now have. A new location with a new clubhouse, floats, launching ramp and a derrick that can be used at all tides are among the many improvements we now have. Next year we hope to put on bigger and better regattas and to have better weather than this.

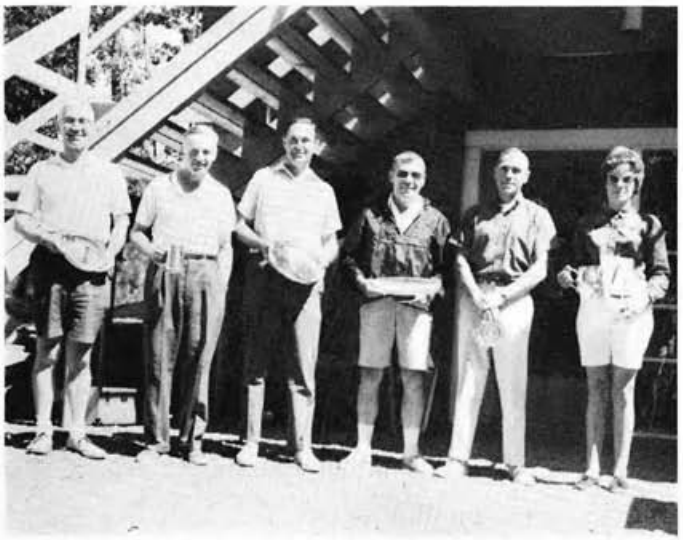
PAUPACK FLEET (16)

Metropolitan District

Based on Lake Wallenpaupack, at Paupack, Penna.

Fleet Captain ..... Graham Hamilton
Fleet Secretary ..... Eugenia Hamilton
Fleet Champion ..... Graham Hamilton
Runner-Up ..... Henry Fretz

Boat No.	Boat Name	Skipper
4148	Vivace	S. Graham Hamilton
4900	Bounty	Sheldon Evans
5640	P D Q	Herbert H. Axford
5931	Schu-Fly	Wm. H. Schumacker
5980	Enchantress	John Giles
6160	Linda Lou	George R. D. Bortle
6903	Marimbo II	Bob Katz
7298	Cloud Nine	David Ludlow
7840	Mist II	John D. Folwell
7930	Jezebel V	Henry Fretz
7931	Little Women	Bill Sitterley
8259	Drowsy Day	Ronald M. Regis
8663	Lucky Pierre II	Dr. Richard Porter
8691	Lil Sis	Ricky Heffner



Fleet 16's top six: (l. to r.) John Folwell, David Ludlow, Graham Hamilton, Dick Porter, Bill Sitterley, and Anne Simmons accepting for Hank Fretz.

It was close—so very close—with the first and second place boats tied at the end of the 17 race season. The tie was broken by comparing the number of times each of the top boats had beaten the other, so Hank Fretz had to settle for second place by a one-race margin. Thus, Graham Hamilton became 1963 Fleet Champion.

But this was not a two boat-two skipper year; five skippers shared the first place cannon during the summer. David Ludlow stayed in close and wound up third for the season. Dick Porter kept picking up the feel of his new boat to move up to fourth. John Folwell's several firsts made a good season seem assured until a few mechanical problems plagued him in some of the final races, and we are sure he will move up next year. Among the other skippers who raced regularly, Bill Sitterley's second's were not quite frequent enough to catch a top place for the season, but we are certain his dedication will pay off soon. We were all sorry about the bad luck, culminated by a capsize in the last race, which spoiled John Giles' score for the season.

A new skipper, fifteen year-old Ricky Heffner, and his new boat improved throughout the season, picking up third place in the last race as an indication of things to come. The fleet also welcomed new member, Ron Regis, who sailed whenever his Marine schedule permitted.

As mentioned, it was a close season. Hank Fretz took two of the short series trophies, the Hub Axford Trophy and the Ericsson Trophy. Graham Hamilton won the George Miller Series while the Bill Robbins Handicap Trophy went to Dick Porter.

Two weeks after the season officially ended, a day of impromptu racing was held. We were pleased to have guest skippers from the Harveys Lake Fleet and a beautiful day. Graham Hamilton won the two races.

With several associates of the fleet shopping for boats during the winter, we look forward to a larger fleet and increased activity in 1964. Our season will start with tune-up races on Saturday, June 27, with two races every Saturday until Labor Day ends our summer. Our races start at 11:00 o'clock and we would like to invite any Lightning skippers passing through northeastern Pennsylvania to race with us on the largest lake in the state.

BLACK ROCK YACHT CLUB (17)

Connecticut District

Based on Long Island Sound, Bridgeport, Conn.

Fleet Captain.....David Hutchinson
Fleet Secretary.....William L. Chantland
Fleet Champion.....John S. Barton
Runner-Up.....Ralph B. Sperry

Boat No.	Boat Name	Skipper
519	Albatross	H. Wilson Bonnett
1183	Harlequin	Henry H. Corwin
3502	Chota Peg	David H. Hutchinson
6007	Pippin	Herbert Appleton
6008	Pad-a-lin IV	Theodore H. Meyer
6307	Little Savage	Henry H. Corwin
6394	Ketchup II	Skip Brown
6445	Quick Trick	John S. Barton
6553	Flair II	Miss Gladys Allison
7929	Demon	Christopher Strong
8270	Maggie	Russell Jones
8275	Sudara III	Ralph B. Sperry, Jr.

The 1963 season with its highly competitive racing, has done a great deal to stir up interest for the coming season. The final results were in doubt until the last race was over. John Barton in QUICK TRICK emerged fleet champion with Ralph Sperry in SUDARA III runner up for the second year in a row. In all fairness it must be said that Russ Jones would have finished first or second but he failed to qualify as he was away at the North Americans. The first series was won by Russ in MAGGIE with John Barton second and Ralph Sperry third. In the 4th of July series, last year's Fleet Champ Lee Demarest, borrowed DEMON and showed us how with John Barton second and Russ Jones third. The second half series was taken by John Barton with Ralph Sperry second and Fleet Captain Dave Hutchinson, in CHOTA PEG, third. Our Labor Day series was won by Dick Chantland in QUICK TRICK, with Ralph Sperry placing second and Skip Brown, in his second year of sailing, was third in KETCHUP II.

In outside activities, John Barton and Bill Chantland traveled to Groton Long Pt. where John came in third and Bill fourth in SUDARA III.

B.R.Y.C. again hosted its annual regatta with a turnout of over 100 boats. Forty-four of these were Lightnings and the names read like a dress rehearsal for the Districts. The first ten positions were as follows:

1. Dave Petersen.....Housatonic—8240
2. Dave Chanoux.....Housatonic—7914
3. Dave Brown.....Milford—8193
4. Wally Lineburgh.....Cedar Pt.—8717
5. Bill Healy.....Niantic—6849
6. Steve Bachman.....Pequot—8710
7. Bud Olsen.....Housatonic—8511
8. Ti Hack.....Pequot—8290
9. Chas. Canevari.....Housatonic—8688
10. Russ Applegate.....Housatonic—7924

At the District Championships, Russ Jones came in 7th and qualified for the North Americans. Our other two boats finished in the middle of the fleet.

Next year has great promise with Russ Jones, already having ordered a new boat and MAGGIE going to younger brother Alan. There is also a possibility of several more boats coming into the Fleet.

CHAUTAUQUA LAKE YACHT CLUB (19)

Lake Erie District

Sailing on Chautauqua Lake, Lakewood, N. Y.

Fleet Captain.....Robert Walkerman
Fleet Secretary.....Francis J. Byrne
Fleet Champion.....Robert Walkerman
Runner-Up.....Joe Seger

Boat No.	Boat Name	Skipper
364	.....	William Arrison
1342	Quo Vadis	Francis Byrne, Peter Rushworth & Richard Maher
2772	Just Ducky	Joe Seger
5743	Flamin' Mabel	Charles Ludwig
6298	Sponge	J. Tillotson
6461	Peg-A-Miss	Frank Shearman
6651	Hajo—7	John Welshofer
6805	Koo-kie	Arnold Cook
7018	.....	Ken Beckerman
7263	.....	R. Swanson
7828	Dem Sobs	Al Paddock
8159	Hi-Hopes	R. Walkerman
8263	Miss Sweet	R. Clark
8499	Pittsburgh Pirate	Vic Maitland

I believe to summarize events for this past season we would have to almost change the name of Fleet 19 and call it "Bob Walkerman". He was the winner of so many trophies at our Club we thought that he could go into the Silver business. Bob won all three long races to Bemus Point and back on Memorial Day, July 4th and Labor Day. He capped 24 firsts out of 28 completed races, for a Club Record.

The Fleet was guest at an All Chautauqua Lake Regatta held by the Robert Clark's of Point Chautauqua. This Annual event seems to become more enjoyable with each passing year.

Joe Seager, last years Champ was runner-up this year to Bob Walkerman, and Frank Shearman was our third place man.

There seems to be growing enthusiasm each year at our Club to expand all fleets. Our fleets are Lightnings, E-Scows and Snipes, with Lightnings showing the greatest percentage of increase.

Our prevailing wind on Chautauqua Lake is Northwest and is generally constant from noon until 5:30 P.M. We have weather ranging from light to above 35 mph.

We hope to have our newly conceived Annual Invitational Regatta off the drawing board by mid-winter and invitations issued by early spring. We have great expectations for this event and we feel our Club is on the move.

MICHIGAN CITY FLEET (20)

Midwest District

Sailing on Lake Michigan at Michigan City, Indiana

Fleet Captain.....Jim Halley
Fleet Secretary.....Ray Welch
Fleet Champion.....Jim Murphy
Runner-Up.....Jack Horton

Boat No.	Boat Name	Skipper
6195	Thunder	John Primich
6976	Arrivederci	Elio Largura
7009	Shamrock	G. R. Murphy
7024	Orrkid	Jack G. Orr
7221	Jackpot	J. W. Horton
7312	Snow-Goose	Ray Welch
7601	Hippomenes	J. Halley
8005	Surge On	Dr. A. C. Remich
8679	Cat's Meow II	H. Spitz

Seventeen races were sailed in all, including the regular Sunday series and three special holiday series. Ten regulars competed in some or all of these races with Jack Primich, the only skipper who did not miss a starting gun. He sailed every race. The Fleet Championship went to the Murphy brothers, Jim, John and Ray, who won the first place trophy for the Sunday series, for the Memorial Day and 4th of July races. Second place winner for the ten Sunday races was Jack Horton, with the Spitz crew third. For the Memorial Day-July 4th series, Spitz was second, Horton third. Over the Labor Day weekend, in a series of four races, Wilson Halley was first with the Murphy and Spitz boats taking second and third respectively. At this point we might suggest another truism; the family who sails together brings home the hardware.

Michigan City Fleet #20 was host to the annual Sand Dunes Regatta. The racing schedule included three races on Saturday and Sunday, September 14th and 15th. Both racing skippers and their crews, and those who came to cheer them on, agreed that our Club greeted them with warm hospitality and marvelous weather, a happy combination. As to results: St. Joseph Yacht Club was so confident that they did not even bring the "Sand Bowl" trophy, long contested by M.C.Y.C., and St. Joe. Their optimism was not misplaced as Bill Campbell won the series with Bill Wingard from Chicago Corinthian Yacht Club, second, and our own Harry Spitz third. Fourth place went to Phil Nieman of Burnham Harbor Yacht Club—thus making a wide geographic distribution of honors for the regatta. The fleet was happy to welcome Clay and Margaret Ebert (former Fleet #20 Sailors) from Davenport, Iowa, with their friends the Hollands, and to have them compete in the Regatta.

Our Committee boat problems were solved the 1st of July when George Murphy, father of the eventual Fleet Champion Murphy Boys, bought a 26 foot cabin cruiser. Say, that's an original idea for making a champion.

We "wuz robbed" of our opportunity to make a showing at the 1963 North American Lightning Championship when hard luck continued to keep company with Harry Spitz. With his brand new boat he capsized at the Milwaukee P & T on a flying jibe at the bouy and a few minutes later the boat was cut in two by an over zealous rescue craft in the form of a 47 foot ketch. With the Midwest district Regatta just two weeks away Harry managed somehow to arrive at St. Joe, Michigan, via Riverton, N.J., with a second brand new boat on Saturday morning July 27th in time for the first race at 10:30 A.M. Harry qualified with a 4th place, but a wildcat strike at the Steel Mills kept the Spitz's out of competition at Tawas Bay.

We are looking forward to more normal sailing operations in 1964 and more boats in the Fleet.

INDIAN LAKE YACHT CLUB (23)

Ohio-Indiana District

Sailing on Indian Lake, Russells Point, Ohio

Fleet Captain.....Lester Young
Fleet Secretary.....Dr. Robert Gill
Fleet Champion.....Lester Young
Runner-Up.....Charles Lutes

Boat No.	Boat Name	Skipper
1231	MMK-II	James Klopher
2982	Polka Dot	Dr. Robert Stafford
5103	Bounding Betsy III	Lou J. Zerbee
5316	Sailbad The Sinner	Ted Fischer
5371	South-Wind II	Robert Heys
5410	Stet	Alex Kaye
5511	Receiver Ship	James B. Malcolm
5829	Mimmi II	Richard Kretschmer
6209	Lightning Bug	Geo. Laug
6276	Seven-Up	John Shinn
6338	Lancer	Lester Young
6352	Ole Max	Jerre Maxon
6602	Bunion Too	Dr. Robert Gill
7118	Rag Race II	Ray Stotts
7400	.....	Ted Siferd
7424	.....	Robert Strempel
7502	.....	Wm. Hartzell
7785	Glass Slipper	Thomas Wilkins
8147	Chuck-L	Charles Lutes

"We're ready, where's the wind!"

Bang! Thats the way our season started.

Our Spring Shake Down Invitational was well attended by all, including the wind. If I remember correctly the final score was; eight dumped, two broken spars, one set of sails and spars never found, one contestant finished. This took care of all the secret go-fast gadgets dreamed up during the winter, from then on all races were really on the square.

The most important part of racing is the race committee and ours is tops.

In a matter of forty hours, we laid the keel and finished a very serviceable starting barge that makes it more interesting for the committee and spectators. Of course there is always one Boo-Boo and the Race Committee had theirs. This was when the barge broke loose and could not be anchored. Have you ever had your starting line about a mile long? Discombooberating to say the least! We feel our 1963 season was one of the best we ever had, there was more participation, new skippers, better competition and a family boat was our Champion.

We have always known that he deserved it, and were more than pleased when Charley Lutes was presented the "Good Sportsmanship Award" at the Ohio-Indiana Districts at North Cape this year.

Charley Lutes and Alex Kaye "Met" in St. Petersburg.

Charley also made the Districts, and Chicago.

We had three boats at the Tri-Lake Regatta and they came in 1-2-3.

Five boats traveled to Devils Lake, Michigan and as usual had a wonderful time.

Prospects for next year are good, it looks like we are going to have at least two new boats and **thousands** of gadgets.

LAKE MOHAWK YACHT CLUB (25)

Metropolitan District

Sailing on Lake Mohawk, Sparta, New Jersey

Fleet Captain.....Lee Chiovarou
Fleet Champion.....Lee Chiovarou
Runner-Up.....Gilbert Jernstrom

770	Paar Avion	Steve Kohler
1942	Tarfu	Dr. Charles MacDonough
2909	.....	John Sakowski
2910	.....	Eric Hauschild & Paul Schroeder
4601	.....	George P. Bauman
4941	.....	Gordon Smith
5154	Imp II	Robert T. Crane
5617	Bali Hai	Gilbert Jernstrom
7644	.....	Walter Scott
8262	Lucky Lady	Lee Chiovarou

On June 9 Fleet 25 officially opened its 1963 season. Strong winds, starting from the first race, brought a favorable season of racing to Lake Mohawk. By a small margin Lee Chiovarou took the championship. Gilbert Jernstrom took the second place trophy with Walter Scott placing third.

This year Lake Mohawk participated more actively in invitational regattas. Lee Chiovarou attended Riverton Yacht Club's Governor's Cup on June 29-30. On August 3-4, Gil Jernstrom and Lee Chiovarou traveled to Minisceongo Yacht Club to compete in the Metropolitan District Championships. The following week-end both Lee and Gil raced at Nyack in the North Atlantic Championships. Finally in September, 8262 represented Lake Mohawk in Riverton Yacht Club's Third Annual Regatta.

Lightnings participating in the two local regattas placed very well. On July fourth, Gil Jernstrom won hands down over two other classes. The Governor's Cup Regatta on Labor Day revealed the keen competition among the local classes. Steve Kohler sailed a magnificent race in #770. With a good start he found himself up with the leading boats. But every skipper began to worry when Steve pulled into first place and held it! The race finished with 8262 placing third and 770 taking a well-deserved fifth.

Fleet 25 ended the season with its Fall Awards Dinner celebrating the twenty-fifth anniversary of the Lake Mohawk Yacht Club. With the promise of new boats and reactivated skippers, Lake Mohawk looks forward to a successful 1964 season.

LEATHERLIPS YACHT CLUB (27)

Ohio-Indiana District

Sailing on Scioto River, O'Shaughnessy Reservior, Columbus, Ohio

Fleet Captain.....Ralph (Bucky) Powless
Fleet Secretary.....Dave France
Fleet Champion.....Ernie Hirschfeld
Runner-Up.....Ed Marlowe

Boat No.	Boat Name	Skipper
1229	.....	Fred Lawson
1232	Star Dust	Frank Rose
1982	.....	Rollin J. McCrory
2662	.....	H. George Seiple
2823	Driftwood	Don S. Cameron
3895	.....	Bob Platt
4890	.....	William H. Snowman
5824	San Dee II	Russ Bartholomew
6503	Sand Boat	Douglas R. Sandbo
7147	.....	John D. Schwenker
7466	Buoy Crazy	Russell G. Saxby
7688	.....	Warren Wildrick
8234	Won-One-Once	Ernie Hirschfield
8235	Tender Trap	Ed Marlowe
8522	Touch and Go	Bucky Powless
8656	.....	John Skotch

For the first time since almost anyone can remember, Bucky Powless didn't win the Fleet Championship. Ernie Hirschfield's "Won-One-Once", won more than one and edged out Ed Marlowe in the Summer Series. Ernie also won the Spring Series and was second in the Spinnaker Division of the All-Club Handicap. Ed Marlowe won the Fall Series with John Skotch second and Doug Sandbo third. Second in the Spring Series was John Skotch.

Our travelers managed to bring home some hardware as Hirschfield captured first in the Ohio Inter-Club Championship at Sandusky and third place in the Snow Flurries at Port Clinton.

DEVIL'S LAKE YACHT CLUB (31)

Michigan District

Based on Devil's Lake, Manitou Beach, Michigan

Fleet Captain.....Dr. Bob Laidlaw
Fleet Secretary.....Della Laidlaw
Fleet Champion.....George Sipel, Jr.
Runner-Up.....Kathy Kennedy

Boat No.	Boat Name	Skipper
22	Arrow II	C. B. Crittenden
840	Clara B.	Jack Beal
862	Breezy	Robert Zimmerman
1923	Alpha	Arthur Freeborn
2139	Sirocco	Donald Moon
2183	Idiots Delight	Robert Green & Clyde Brasher
2541	Daddy-O	Maurice Olsaver
3257	Panic	Karl Sutton
4374	Chic-Ken	Ed Schmidt
5208	Ma's Idea	Ed Engle
5858	Wren	Jim Reynolds
5901	Frolic	Keith Whitehouse
6228	Siesta	Chuck Thompson
6282	Red Carpet	William Nuoffer
6360	First Fiddle	C. F. Bryner
6525	Jan-Nan	Laverne Ehinger
7207	Runaway	George Siple
7272	Invictus	Dick Stanbridge
7305	Top Hat	E. Golding
7355	Hayako	Bob Laidlaw
7480	Astral	Jeff Moehl
7848	Razorback	William Wynn
8225	Whoopee	Ken Kennedy
8381	Fafnir	Carl Benz
8490	Ma's 2nd. Thought	Ed Engle
8642	Sea Goose	Jim Sayre

Commodore Warren Jahn, presenting C. B. "Barney" Crittenden a Fleet #31 authographed picture on "Arrow II's" 25th anniversary. Lightning No. 22 was launched in September 1938 and still competes each week with Barney at the helm.

Fleet 31 started 1963 with a meeting in January, Walt Swindeman of North Cape Yacht Club, Toledo, discussed racing tactics with emphasis on starts. In February our annual dinner party was held at the Tecumseh Country Club where fleet members enjoyed a social evening. Bruce Goldsmith of Chicago Corinthian Yacht Club gave the fleet some valuable pointers on tuning and rigging at our March fleet meeting at the Lenawee Country Club. In recognition of his many contributions to sailing, and as a former member and past sailing instructor at DLYC, Bruce was made an honorary member of Fleet 31.

The sailing season opened with the Memorial Day series when 14 early bird Lightnings battled for the Jack Gould Trophy. Dr. Carl Benz was first in the series with Jack Beal, second. Carl also won the John Oberst Trophy for winning the 4th of July Series, and George Sipel, Jr. was second.

Our annual "Round the Lake Race" was held in very light air and "Doc" Bryner and family crew drifted in first and Chuck Thompson and Bill Nuoffer a close second and third. Dr. Keith Whitehouse, who was unable to sail in the race, was the hero of the day when he appeared in his power boat and towed a long line of Lightnings back to the club dock.

Our Fleet Series consisted of 2 races every Sunday during the summer months with typical Devil's Lake variety of weather from gales to drifters. Mother Hen, our newly commissioned 16 ft. committee boat came in handy aiding some of her capsized chicks.

Our Sunday series continued to build up the skippers' "batting average" type scores, culminating in our fleet championship races.

In August the ten skippers with the best averages competed in the five race Commodore Cup Series. This trophy was won by George Sipel, Jr. who also won the Carl Crittenden Trophy as Fleet Champion. Kathy Kennedy, daughter of Ken Kennedy, was second, with Dr. Carl Benz third in the final fleet standings. George and Kathy are living proof of the importance of a good Junior Sailing Program as both are graduates from the program at DLYC. The Captain's Trophy for the second flight of the Fleet Championship was won by Jeff Moehl who is a newcomer to the fleet and in his first year of competition. George Sipel added to his collection of hardware by placing first in the Labor Day Series for the Beal Trophy.

Our 20th annual "This One's For Fun" Regatta was held on September 14 & 15 under the chairmanship of Ed Golding, our newly elected Fleet Captain for 1964. This was one of our-biggest regattas with 90 boats participating, of which 37 were Lightnings. Bruce Goldsmith, of Chicago Corinthian Y.C. finished first to successfully defend his '62 trophy, but was hard pressed by his brother, John Goldsmith, of Milwaukee Y.C., who was second.

The season closed with our Commodore's Dinner when trophys for the season were presented. Dr. Carl Benz received the James Helme Trophy for being the most improved skipper and Jack Beal won the coveted Sportsmanship Cup. The Steve Winn Trophy for the champion of the Jr. Lightning Fleet was received by Phil Reynolds, son of Dr. Jim Reynolds. The Novice Skipper Award went to George Sipel, Jr. and Della Laidlaw received the First Mate's Trophy.

Engraved silver plates were given in appreciation and thanks to:

Bill Nuoffer, who edits Tiller Topics, our fleet newsletter.

Herb Farver, our race committee chairman who faithfully guided our races for the season.

Helen Crittenden, veteran race committee member.

Dr. Bob Laidlaw, Fleet Captain, 1963.

Frank Smith, Jr., our competent Fleet Photographer.

An outstanding event of the evening was the reading of a citation to C. B. "Barney" Crittenden, who with this season completed his 25th year of sailing Arrow II, Lightning #22. Barney was presented with a large candid photo of himself taken in the Arrow and signed by his many friends of Fleet 31 and DYLC.

Fleet 31 is proud to have some of its members active outside our own yacht club. Ken Kennedy was 1963 Commodore of the Michigan District of ILCA and Jack Beal is a Vice President of ILCA. Dr. Carl Benz, with sons Steve and Bill, placed 6th, in the Michigan District Championship, and made a good showing in the Nationals.

Our Fleet has two new members, Dick Stanbridge, and Jeff Moehl, both of whom did extremely well in their first year of competition.

George Sipel, Jr. directed our Jr. Sailing Program which continues to show excellent results.

Our Fleet continues to grow in number as well as knowledge of sailing tactics. We have a good turnout at our races and most of our boats have family crews. We've had a wonderful season! Where did the summer go??

WESTCHESTER AREA FLEET (32)

Western Long Island Sound District

Sailing on Western Long Island Sound at Larchmont, N. Y.

Fleet Captains.....Tyler Keyes
R. Bowen Munday

Fleet Secretary.....John E. Haigney

Boat No.	Boat Name	Skipper
43	Bolts	Bill Holding
434	Counterpoint	Dr. Harrison C. Anderson
565	Nimbus	Arthur Kohler
1140	Sea Lion	Robert F. Moore
1813	Oaken Bucket	David Huck
2048	Enigma	Chester T. Williams
2190	Zig-Zag	Munn Brewer
2315	Williewah	Laura Hunt
2819	Charlie	George J. Marx
3051	Sea Jay	J. M. Elliott
3149	Yare	Raymond E. Fink
3188	Kiel	Sigfrid F. Guse
3205	Al Fin	Stephen P. Horner
3695	High Jinks II	Stephen M. Harris
4210	Hosier III	J. Cameron Moag
4221	Lucinda	Charles Rice
4771	Toy Yot	Melvin H. Youngberg
5430	Li'l Guy	Robert G. Cuskley
5758	Fling	D. F. McEachern
5922	Windjammer	Huguenot Yacht Club
5973	Sierra	J. Wendell Sether
6011	Thunder	Beverly Hauser
6219	See Saw II	Herman Schwartz
6394	Ketchup II	R. G. Demarest, Jr.
6609	Winnie	Sam and Bob Barton
6637	Wizgig	Susie Gilbreth
6696	Triton II	Gunnard Faulk
6709	Scotch Caps	American Yacht Club
6777	Windy II	Virginia Meyer
6825	Sandpiper II	Dawn Nagel
6844	Joan B.	Ed Kloth
7011	Firebird	Carl H. McClure III
7021	Katydid	Joseph Nugent
7027	Eve	Ed Van Naerssen
7200	Oh-Oh	Herbert Hildebrandt
7243	Jackpot II	John E. Haigney
7248	Fever	Tyler Keyes
7279	Tein Adhair	Peggy MacDonald
7325	Heffalump	William Simmons
7500	Whisper	Tyner Corning
7552	Green Giant	Oliver Everett
7616	Hornet	Henry Gailliard, Jr.
7870	Feather II	James C. Hill
7871	Sandy Bea	Ross Germond
7872	Tiffon	Howard Alkoff
7901	Windward	C. Townsend Corning
8272	Swinger II	R. Bowen Munday
8674	Squall	Joseph Kelly
8692	Gung Ho	Beth Learson
8696	Sizzle	Steven J. Worcester

As a result of a meeting of representatives of Fleet 32 (Larchmont Yacht Club) and Fleet 96 (American Yacht Club), it was determined early in the season to consolidate both Fleets and to extend membership to all Lightnings in the Westchester Area, West of Rye, to improve the organization of Lightning competition in the area, and to extend membership to unaffiliated Lightning skippers who were not members of either club.

The consolidation resulted in a fleet of 49 members and an active season that began May 4, 1963 and ended October 13, 1963.

The program was a heavy one and included early Spring races off Larchmont, 33 races scheduled by the Yacht Racing Association of Long Island Sound, and participation by some of the members in the District Championship at Manhasset, Atlantic Championship at Nyack, Long Island Championship at Noroton, and the National Championship in Michigan.

As usual, Lightning skippers still attending schools and colleges had difficulty covering everything.

15 boats competed in three elimination races that were scheduled in early July to choose the Fleet Representatives for the District and Long Island Championships. Oliver Everett captured these eliminations, followed by Steven J. Worcester and Joseph Kelly in that order.

The Fleet was represented in the District Championship by Oliver Everett, Steven J. Worcester, Joseph Kelly, Henry Gailliard, Jr., John E. Haigney, R. Bowen Munday, Miss Peggy MacDonald, and Miss Beth Learson. All enjoyed two days of excellent racing under the capable sponsorship of the Knickbocker Yacht Club Race Committee. When the results were in, Joseph Kelly and Oliver Everett both qualified for the National Lightning Championship in Michigan.

The final results of the season's YRA Championships showed that the Championship had been won by Miss Beth Learson; R. Bowen Munday was second; John E. Haigney third, followed by Miss Dawn Nagel, Ross Germond and Robert G. Cuskley, in that order.

Our expanded Fleet is looking forward to next year's competitions.

TURKEYFOOT LAKE FLEET (33)

Ohio-Indiana District

Sailing on Turkeyfoot Lake, Akron, Ohio

Fleet Captain.....Clem Shriver
Fleet Secretary.....Dale S. Burkhart
Fleet Champion.....Ed Duckworth
Runner-Up.....Lynn Nye

Boat No.	Boat Name	Skipper
123	Red II	Clem Shriver
554	Frances III	Tom Hutchings
570	Caper	Bob Castle
591	.....	Roger Judy
1956	Jamac	J. W. McCleaster
2395	Duckie	Edwin Duckworth
3435	Dana	Dale S. Burkhart
3461	Miss Blue	Lynn Nye
8276	.....	Louis Konstan
8637	.....	Tom Daugherty

Clem Shriver, Fleet Captain, Fleet No. 33. (Doesn't the skipper EVER hike.)

Fleet 33 at South Shore Yacht Club is growing rapidly and we have everything from rebuilt 'Lost' boats to new fiberglass jobs. The spirit is enthusiastic and there is a lot of good fellowship. We have lunches and dinner meetings throughout the year to keep up the interest of the members, and to give us a chance to make notes on each ones progress.

The picture is of Mr. Clem Shriver our Fleet Captain who is one of our most avid sailors, and his daughter who is doing a good job on the 'High' side.

METEDECONK RIVER FLEET (34)

Central Atlantic District

Based on Metedeconk River, Metedeconk, N. J.

Fleet Captain.....Charles E. Starkey
Fleet Secretary.....James G. Carson
Fleet Champion.....Charles Starkey
Runner-Up.....James J. Daley

Boat No.	Boat Name	Skipper
178	Leilani	William C. Kalning
381	Flying Cloud II	L. W. Burke
5400	One Hoss Shay II	Eleanor K. Guyon
5722	Jim Dandy	James Daley
5990	.....	Jerry O'Laughlin
6416	Brand X	Arthur Nichols
8484	Trident II	James G. Carson

In 1963, as in years before, the standard of Fleet 34 has been at or near the top of the heap in local, sectional and national racing. Jim Carson and Trident II ranged far and wide from the pine ringed waters of the Metedeconk River to compete in races and regattas from Michigan to Florida, during winter and summer alike. The Barnegat Bay Yacht Racing Association Lightning Championship was again corralled by Jim and he also represented the Fleet and the Metedeconk River Yacht Club in the North American Championship at Tawas.

Typical Sunday afternoon race on the Metedeconk River.

The past season was one of transition. After having operated from leased or borrowed premises since its inception, Fleet #34 finally reached the stage where it was able to enter into negotiations for a permanent Club site on the Metedeconk River. We hope to have a completed physical layout, directly fronting on excellent sailing waters, ready to handle regattas for the 1965 calendar year.

This permanent site will be the base of operations for an improved and expanded Lightning Fleet. Races in "heavy" and "light" Lightnings have been conducted for the past few seasons on Sunday afternoons and will continue to be so in the future. The 1963 Club Championship was won in "Trident II" by Charlie Starkey and Jim Daley in "Jim Dandy" took second place honors. In addition to its racing activities, the Fleet was active in sponsoring under Club auspices Junior and Senior courses of instruction in seamanship, sailing, and racing. Future plans include an expanded program of instruction and greater participation by the enlarged Fleet in both local and District functions.

For 1964, Fleet 34 is looking ahead ..... and up.

DALLAS CORINTHIAN FLEET (35)

Texas District

Sailing on White Rock Lake at Dallas, Texas

Fleet Captain.....Richard G. Fagin
Fleet Secretary.....John B. Waskom III
Fleet Champion.....Donald R. Fagin
Runner-Up.....Dr. S. Roy Newman

Boat No.	Boat Name	Skipper
1486	Ebb Tide	Clark D. Beverly
1716	.....	Dr. Ray W. Burford
2147	.....	Irwin Grossman
3519	Dream Queen	Willis McQueen
3640	Wild Cat	Donald R. Fagin
3909	.....	Richard G. Fagin, John B. Waskom III & John B. Waskom IV
4653		Harold F. Boss
4838	Golden Eagle	Fred C. Martens
4893	Boss Hoss	Floyd Sill
4896	.....	Raliegh Usry, Don E. Marquis & Tom M. Watson
5142	Win Some	A. A. "Ted" Treadway
5152	.....	Harold B. Hall
5219	For-Sail	Dr. S. Roy Newman
5534	Ole	Robert B. Glatter
5635	.....	William J. Miller
5656	Kaprice	Milton E. Price
5719	.....	Herbert G. Kuck
6030	.....	William D. White
6268	.....	N. B. Humphrey
6964	Chaparral	James R. Moss
8158	.....	Jerry Thompson
8277	.....	J. J. Arps & K. Marshall Fagin

The Dallas Corinthian Lightning Fleet completed a very successful 21st racing season. Our fleet was increased by 7 boats, we had more participation in out of town Regattas and the District events and a well attended race series.

The increase in our fleet was most gratifying. With the advent of so many new racing classes and the growth of some of the established classes, we knew that it was necessary to increase the Lightning fleet in order to maintain our position within our Club and in the District. As a result, one of our primary objectives for the year had been the addition of several new boats. Bob Glatter was elected membership chairman and he and several of the other fleet members worked hard to bring this about.

Five boats journeyed to Shreveport to the Inter-District Regatta in May. Seven boats were skippered by our fleet at the Dallas Corinthian Regatta at Lake Dallas and seven at the Fort Worth Regatta. At most of these events members of our fleet brought home some of the hardware. Dr. S. Roy Newman was a winner at the Fall Inter-District Regatta at Shreveport in October and our Fleet Captain Donald Fagin placed second in the Texas District Regatta.

A new idea was tried in our own race series this year. A single series of 24 races was run with the best 60% of each skippers races being counted. The idea of this was to keep the skipper who had to miss some of the races from getting discouraged but it also encouraged and rewarded the skipper who stayed at it and raced all summer. This worked out very well with good participation even during the hot days in August. The final outcome was very close and in the final race of the season, with 10 boats participating Donald Fagin, Dr. Newman, K. Marshall Fagin, J. J. Arps and Willis McQueen all had enough points to be close contenders for Fleet Champion. This last race was followed by a picnic and swim party at the home of Marshall Fagin which was enjoyed by the skippers and their families. To encourage the skippers who had lost out on the season, special prizes were awarded at the picnic for this last race with a paddle being awarded to the skipper who finished last that day.

The Lightning Fleet participated in all of the Club events including the annual Balloon Race and a new event, a round robin for Club Champion. In this event the Champion of each of the 5 largest club fleets including our Don Fagin sailed one race each in Rebels, Lidos, Flying Scotts, Y Flyers and Lightnings for the Club Championship. This event created considerable interest and we were very pleased by the favorable comments of some of the other skippers who had not raced a Lightning before.

Our Fleet also held informal races on Saturday for those who had to miss the championship races or wanted to tune-up or test new tactics.

Trophies for the skippers and crews of the first four places in the Lightning Fleet were awarded at the Club Awards Banquet. A new Perpetual Trophy was established for the Lightning Fleet Championship and Donald Fagin also received this award.

Fleet Captain Richard Fagin deserves our thanks for a job well done, and we are already looking forward to next season when Fleet 35 plans to host the 1964 Texas District Championship.

PYMATUNING YACHT CLUB (36)

Ohio-Indiana District

Based on Pymatuning Lake, Jamestown, Pa.

Fleet Captain.....Len Baker
Fleet Secretary.....George Prince
Fleet Champion.....Chuck Maltbie
Runner-Up.....Frank Hornby

Boat No.	Boat Name	Skipper
183	Rummage Sail	Joe Redding
561	Dark Cloud	Bob Harrison
677	Seng-ri-la	Ray Seng
1806	Taoba	Ken Finnie
1919	Spray II	W. W. Legstrom
2706	Fade	Frank Hornby
2805	Mistral	John Swartz
3845	Slap Happy	Don Blasier
4282	The Wag	Jim Wagstaff
4357	Norma J.	William Loch
4652	Hit'n Miss	George Prince
5032	Betsy-Marie	J. A. Hutcheson
5048	Kid-Nap	Paul Knapp
5110	Susanne	Horace Yates
5311	Spook	Eugene Harmon
5313	Mid-Rick	Richard Shannon
5323	Cigan II	Fred Lange
5338	Witch II	Len Baker
5580	Golden Girl	H. E. Johnson
6053	.....	Leonard Pepkowitz
6530	Miss-Fit	Jim Davis
6661	Way-Wass-I-Mo	B. F. Hawn
7904	Tilt II	John Willoughby
8330	Hot Canary III	Chuck Maltbie
8520	Ruler III	Jon Ruhlman
8635	Twister	Bob Hindson

Lightning Fleet No. 36 has closed another season of sailing and racing on beautiful Pymatuning Lake.

The Spring Series results were very close with Frank Hornby the winner by one point and John Swartz wresting 2nd place from Jon Ruhlman on percentage points. Fourth Place was taken by Bob Hindson who is moving up rapidly in his new boat.

Fleet Champion Chuck Maltbie and his hot, Hot Canary.

SPRING SERIES

1. Frank Hornby.....#2706
2. John Swartz.....#2805
3. Jon Ruhlman.....#8520
4. Bob Hindson.....#8635

The Championship Series had the two division system of Red & Green Fleets starting on the same gun and scoring in their respective Fleets.

The Red Division was hotly contested by the Fleet's leading skippers with Chuck Maltbie carrying away first place honors followed by Frank Hornby and John Ruhlman in second and third places respectively.

CHAMPIONSHIP SERIES ** RED DIVISION

1. Chuck Maltbie.....#8330
2. Frank Hornby.....#2706
3. Jon Ruhlman.....#8520
4. John Swartz.....#2805
5. Jim Davis.....#6530

In the Green Division Jim Wagstaff did a commendable job by getting consistent firsts. Bob Harrison sailed to second place, third place was taken by Don Blasier and fourth by Hy Johnson.

CHAMPIONSHIP SERIES ** GREEN DIVISION

1. Jim Wagstaff.....#4282
2. Bob Harrison.....#561
3. Don Blasier.....#3845
4. Hy Johnson.....#5580

The Lange Series was quite an affair with the crews getting a crack at the helm and skippers trying their skills in other boats.

LANGE SERIES

1. Pete Hornby.....#2706
2. Sue Yates.....#5110
3. Wendy Hawn.....#8520

The Leckemby Series was a replica of the preceding series except more orderly since many of the members were in the process of leaving or had already left for the winter.

LECKEMBY SERIES

1. Jon Ruhlman.....#8520
2. Bob Hindson.....#8635
3. Bill Legstrom.....#8330

The season was topped off with our annual Independence Day Regatta which was very successful and was won by Bob Mann of Buckeye Lake Yacht Club.

P.Y.C. ANNUAL INDEPENDENCE DAY REGATTA

1. #8700—Bob Mann—Buckeye Lake Yacht Club
2. #8675—Jack Muller—Cleveland Yacht Club
3. #8330—Chuck Maltbie—Pymatuning Yacht Club
4. #8503—Stuart Anderson—Niagara Yacht Club
5. #2706—Frank Hornby—Pymatuning Yacht Club
6. #7865—John Muller Sr.—Cleveland Yacht Club
7. #8100—Tom Davis—Buckeye Lake Yacht Club
8. #7940—Jay Limbaugh—Buckeye Lake Yacht Club
9. #2805—John Swartz—Pymatuning Yacht Club
10. #8250—Marty Headlee—Buckeye Lake Yacht Club

It has been a very enjoyable season and we are looking forward to a bigger and better one next year.

FLASH! It has been announced that Fleet #36 will be host to the 1964 Ohio-Indiana Districts and we wish to extend our cordial invitation to all skippers eligible to participate. We promise you good facilities, a good time and the best of sailing on Pymatuning Lake.

MENTOR HARBOR FLEET (37)

Ohio-Indiana District

Sailing on Lake Erie at Mentor, Ohio

Fleet Captain.....Fred Walker
Fleet Secretary.....Rafe Royle

Boat No.	Boat Name	Skipper
1642	If-N-Wen	Edward Wahl
3336	Greased Lightning	James Hickey
3462	Andale	Gordon Doble
3607	Folly	Rafe Royle
4889	Touche	Reid Stava
5461	Nonpareil	Fred Walker
7899	Naughty Lass	Ted Luntz
8306	Nereid	George Koch

The Mentor Fleet continues to grow. It was a rare Sunday morning that saw fewer than six boats at the starting line. Hardly an armada, but still an improvement over the previous two years, when three boats were a crowd. There's room for more, though. Lake Erie is a large body of water and new members of the fleet are welcome.

There's a movement afoot to limit the number of skippers who can ride in any boat at one time. On one Sunday afternoon sail, in rough weather, a boat capsized and doused nearly half the skippers in the fleet. All made it safely to shore and there was no damage that a new mast couldn't cure. But another one like that and we may have to write a new by-law in the interests of fleet preservation.

Jim Hickey, sailing his first full season with the fleet, took season honors, followed closely by Gordon Doble, who edged out his former skipper, Ted Luntz.

Doble bought Luntz's PRESTO as the season began and proceeded to win the summer series, followed by Hickey and Koch. Luntz got the hang of his new NAUGHTY LASS by midseason and finished second in the fall series, behind Hickey and just ahead of Doble. The point spreads indecate that 1964 will see another Battle of Lake Erie.

The ladies' race was run on a sloppy day and only Barbara Wahl had the fortitude to finish. Technically, perhaps, it should have been re-scheduled, but some of the males took the position that their nerves couldn't stand the strain of two such races in one season; and, after all, Barbara sailed nobly.

At least two of the skippers are agitating for a Ladies' Single-handed Mentor-Mackinaw Race, but are not getting enough support to insure that details can be worked out for the 1964 season.

Rafe Royle won the Stava Trophy Race and the Fish & Iron, followed in the latter by Hickey and Doble.

SUMMER SERIES	FALL SERIES
1.—Doble, 115½	1.—Hickey, 115½
2.—Hickey, 114½	2.—Luntz, 112¾
3.—Koch, 112½	3.—Doble, 111

SEASON STANDINGS

1.—Hickey, 230
2.—Doble, 226½
3.—Luntz, 222¼

SHEEPSHEAD BAY FLEET (38)

Greater Long Island Sound District

Based at Miramar Yacht Club in Brooklyn, N. Y.

Fleet Captain.....Marvin Becker
Fleet Secretary.....Walter L. Eisenberg
Fleet Champion.....Sherman Leonard
Runner-Up.....Faraone & Moskowitz

Boat No.	Boat Name	Skipper
1927	.....	Alfred St. George
2117	.....	Cyril Jones
3506	My Gal II	Al Fine
4018	Juniper	Joseph J. Faraone & Paul Moskowitz
5358	Kahina	Sam Kadish
5736	.....	Walter L. Eisenberg
6798	Touche	Lawrence Fretts
6925	Adams Rib	Marvin Becker & Stan Finkelstein
7359	Five Star	Jack Greenberg
7907	Joppa	Sherman Leonard

Joppa, with Fleet Champ Sherman Leonard at the helm.

The fleet enjoyed another lively racing season. So much, in fact, that we scheduled a series of four post-season races. Not even these were sufficient to ease the die-hards uncomplainingly into hibernation for the winter.

Sherman Leonard, Fleet Champion seemingly since Hector was a pup, did it again in 1963. In doing so, he won the Bobken Trophy, a perpetual Sheepshead Bay Fleet Award.

The fleet welcomed three new skippers and their crews to its ranks this year. Youngest crewman—and one of the most ardent sailors—in the fleet is David Eisenberg, age 13, sailing on his proud father's Windsoc, one of the newcomers to Sheepshead.

Competition in 1964 will be hotter than ever. There are four new Lightnings on order, and, all told, five additional starters are

expected to be crossing next year's starting lines.

In the Miramar Yacht Club's annual Eric Lobel Memorial Regatta, held on June 30, 1963, it was—guess who?—Sherman Leonard who took the Lightning Class Trophy; with Moskowitz and Faraone second, and Sam Kadish third.

Lightning class honors in the Bachman Regatta held on August 18, 1963 were grabbed by—you guessed it—Sherman Leonard. Runner-up was Jack Greenberg.

The Season's MYC social events seemed almost as numerous as the races. All went off in grand style, and were pronounced eminently successful largely because of the hard work and spirited cooperation of the Lightning fleet.

Distinction and honor have come to two members of the Sheepshead Bay Fleet. Paul Moskowitz, co-skipper of Juniper, has been elected to the office of Commodore of the Miramar Yacht Club. Sherman Leonard, skipper of Joppa who has been the indispensable as well as the unbeatable man of the fleet, was elected Vice-Commodore.

Stray thought for the year—the unsung hero of the fleet is master tactician Larry Fretts, our contribution to the Club Race Committee.

The final standings of the season are as follows:

1. Joppa	Sherman Leonard
2. Juniper	Joseph Faraone and Paul Moskowitz
3. Five Star	Jack Greenberg
4. Kahina	Sam Kadish
5. Windsoc	Walter L. Eisenberg

CHELSEA YACHT CLUB (39)

Metropolitan District

Sailing on the Hudson River at Chelsea, N.Y.

Fleet Captain ..... Walter R. Neidhardt
Fleet Secretary ..... Edward G. Matthews
Fleet Champion ..... Carver C. Dumke
Runner-Up ..... Charles D. Nitchie

Boat No.	Boat Name	Skipper
821	Bantry	Edward P. Waters
1024	Static	Charles D. Nitchie
1083	L'Eclair	William Heaney
1308	Tumbleweed	N. Phillip Randall
1495	Cougar	Marvin H. Schwab
1900	Fiesta II	Henry J. Abreu
2808	Mist	Hugh N. Ross
5078	Sara E	Stanley J. Szabronski
5153	.....	Walter R. Neidhardt
5193	....	George E. Terner
5356	Wink	Clinton Urey
5752	Grace's Mink	Gordon L. Kerr
5919	Old Thunder	Richard M. Armstrong
6454	.....	William S. Graff
6549	Snoopy	Alfred R. VanderPloeg
6567	Impulse II	Robert J. Furr
6932	Anesthesia	Carver C. Dumke
8356	Yknot	Eric F. Fuegel

The Club racing season began with the traditional Memorial Day race won by Carver Dumke.

The results of the season's three race series were:

FIRST SERIES	SECOND SERIES	THIRD SERIES
1. Carver Dumke	Carver Dumke	Robert Furr
2. Stanley Szabronski	Stanley Szabronski	Alfred Vander Ploeg
3. Richard Armstrong	Richard Armstrong	Carver Dumke

FINAL RESULTS WERE:

1. Carver Dumke
2. Alfred Vander Ploeg
3. Richard Armstrong)
) TIE
3. Stanley Szabronski)

In the Frostbite Series, Skip Nitchie took first place, Eric Fuegel second and Alfred Vander Ploeg third.

Richard Armstrong won the Long Distance Race; Skip Nitchie was second and Alfred Vander Ploeg, third.

In the Skipper-Crew Race, Peter Davies won; Richard Vander Ploeg took second and Cathy Furr was third.

The Chelsea Powder Puff Regatta was won by Ann Waters, wife of Lightning skipper Edward Waters.

In the Chelsea Open Regatta, Carver Dumke, Walter Tripp and Edward Waters took the first three places in the Lightning Class.

In the Districts, Carver Dumke placed fifth and qualified for the Nationals at Tawas Bay, Michigan.

HIGHTOR LIGHTNING FLEET (41)

Metropolitan District

Sailing on Hudson River, Grassy Point, N.Y.

Fleet Captain ..... Tom Hylas
Fleet Secretary ..... Bob Winterbottom
Fleet Champions ..... George Bitler & Ted Ziemer
Runner-Up ..... Walt Tripp

Boat No.	Boat Name	Skipper
1222	.....	Bob Winterbottom
1872	Hyorky	Lowell Baker
2277	Metamorphosis	Dick Horstmann
2817	Audebil	Harold DeJager
3243	Skillet	Staton Peele
5916	Sam	George Bitler & Ted Ziemer
6005	Flame	Walt Tripp
6434	Hey, Marie	Frank Sutherland
7014	Teacher's Pet	Gil Parker

Frank Sutherland, center, directs Fleet 41's Wrecking Crew.

Hightor had great sailing weather this year—only 2 drifters. Under the direction of Al Lynch and the race committee, it was an excellent sailing season.

We actually started in March by turning out to work on the new dry sailing hoist donated by Minisceongo Yacht Club. The club's perfect crewman, Savage Sam Strachan, still disapproves of dry sailing. He's convinced it means no beer on the boats.

The Memorial Day Race officially opened the season. First place was taken by Tom De Stasio, and second by Howard Mullin, both of Nyack Fleet 75.

Point races were run on Sundays. Consistent sailing by George Bitler and Ted Ziemer copped the championship, with Walt Tripp a close second. Third place was taken by prodigal Frank Sutherland, a charter member of the club who returned to Lightning sailing after several years in a power boat.

In August we hosted the Metropolitan District Races. Howard Mullin won 3 straight firsts, under ideal race conditions of heavy, medium and light air. Our thanks to Mac Allison who made a handsome brass starting cannon which was raffled off at the Mets and won by Fleet 70. Thanks also to the MYC power squadron for their terrific Coast Guard coverage of the races. It was a pleasure to fall overboard.

We couldn't have ordered better weather for the Sutherland Cup Race to Nyack on Labor Day. It was a spinnaker run all the way. Forty boats, including anything that could sail, entered the open class race. Ted Ziemer won in a real cliff hanger finish.

Traveling Walt Tripp gets our Mean Medal this season. Ignoring their anguished pleas, he forced new members Staton Peele and Lowell Baker out of bed at 4 a.m. Friday morning, and drove them 385 miles non-stop to Quantico. Then he efficiently hit the starting mark in the first race Saturday morning.

A mild, dry autumn gave us such an extended sailing season that we have hardly enough time to paint up for next spring. The coming year should be interesting with Walt Tripp and Staton Peele planning new boats, and Lowell Baker new owner of #6005. All this, and dry sailing too. . . .

BUCKEYE LAKE YACHT CLUB (43)
Ohio-Indiana District
Sailing on Buckeye Lake, Ohio

Fleet Captain.....George V. Fisher
Fleet Secretary.....John S. Schneider
Fleet Permanent
Corresponding Secretary.....Helen Limbaugh
Fleet Champion.....George Fisher
Runner-Up.....Tom Davis

Boat No.	Boat Name	Skipper
1992	Ticker Tape	James McLain
5298	.....	Zane F. Sherman
6906	.....	Lloyd Filer
7940	Mort	Jay Limbaugh
8100	Tweedy Too	Tom Davis
8105	Misty	Sam Hays
8121	Alibi	Tim Fisher
8315	Vagrant	John J. Ranft
8345	Manya	George V. Fisher
8250	Lightning Bug	Marty Headlee
8559	Seaclone	John S. Schneider
8700	Little Audrey III	Bob Mann

The group from Buckeye Lake Y. C. that made the World's Championship in Lima, Peru. From L. to R. Bob Mann, George Fisher, Jay Limbaugh, Helen Limbaugh, Audrey Mann, Tom Davis, Mary Davis, Glenn Blume and Newt Davis.

The 1963 season was the most successful in Buckeye Lake history.

Jay Limbaugh opened the season at St. Pete, with a fine 13th place finish, competing with 62 of the top boats in the country. His crew were Helen Limbaugh and John Schneider. George Fisher crewed for Bob Lippincott, who finished 5th in the series. John Ranft also attended and crewed for Bill Hughes of Buffalo.

On April 27th and 28th, Buffalo Canoe Club and Buckeye Lake met in a best 4 out of 7 team race series. Karl Smither, Tom Fallon, Stu Anderson, Bill Hughes, and Al Bernel made up the B.C.C. Team. George Fisher, Jay Limbaugh, Tom Davis, John Schneider, and Marty Headlee represented B.L.Y.C. Warm weather and a fair breeze prevailed throughout the series. B.L.Y.C. won the first race, taking the first four places, but the Veteran Skippers of Buffalo came back strong to win the next four races and the series. This initial team race series was so successful that it has been established as an annual event.

George Fisher won the Indiana Championship on May 18th and 19th, with Jay Limbaugh placing second in some of the heaviest air of the season. Twenty-three boats took part in this regatta sponsored by the Indianapolis Yacht Club.

The Great Lakes Championships were held at North Cape Yacht Club on June 1st and 2nd. Our entire fleet made this trip. George Fisher won again with Bob Mann finishing 5th. Tom Davis led after 2 races, but was over the line in the third.

On June 15th and 16th, John Schneider finished 13th at the Crescent Sail Yacht Club Invitational.

Back at home, George Fisher was wrapping up the Spring Series. George won 5 of the 10 races to take 1st place with 66¼ high points. Tom Davis was close behind with 59¼, and Bob Mann capped 3rd place with 56¼. It was close series sailed in good air.

George Fisher finished second in a fleet of 53 boats at the Buffalo Canoe Club on June 22nd and 23rd. Tom Davis was 5th, and John Ranft placed 7th. Once again the entire fleet entered this event.

Bob Mann, in his new 8700, won the annual 4th of July Regatta at Pymatuning Yacht Club. Tom Davis took 7th, with John Ranft coming in 8th, and Marty Headlee 10th.

Bob continued his winning ways at the Cleveland Yacht Club the next week as he came home in front and Tom Davis finished 3rd.

For the 7th straight year, George Fisher won the Ohio-Indiana District Championship, and Buckeye Lake dominated the list of qualifiers for the North Americans. John Ranft sailed a fine series to finish 2nd, one point behind George. Jay Limbaugh was 4th, Bob Mann 5th, Tom Davis 6th, and Tim Fisher 10th. All of these boats later took part in the North American Championships.

At Tawas Bay, competing for the North American Championship, George Fisher won one race and placed 2nd in another on his way to an outstanding 4th place finish. George was in 2nd place going into the final race. John Ranft continued to sail well as he finished 26th.

Jay Limbaugh was elected President of the International Lightning Class Association at the annual meeting and George Fisher was made Vice President and Assistant Treasurer.

Our summer series at home was shortened to 5 races with George Fisher sweeping all five. Bob Mann and John Ranft tied for 2nd and 3rd place.

George Fisher won the Fall series by winning 5 out of 10 races and accumulating 72¼ points. Bob Mann took 2nd place by the narrowest of margins over Tom Davis, 63¼ to 63 points respectively.

The Saturday series consisted of 14 races sailed throughout the season. John Schneider took first place with 61½ high points. Jay Limbaugh was 2nd with 58¾ points. Third was Bob Mann with 53¼ points.

The Fleet Championship also went to George Fisher with a total of 159¼ points. Tom Davis barely edged Bob Mann for the runner-up position with 139¼ points to Bob's 138½!

Representing the Lightning Fleet in the B.L.Y.C. Championships were George Fisher and Tom Davis. George won all six races as he captured the series for the 6th straight year since its inception. Tom Davis easily took 2nd place to make it another clean sweep for the Lightning Fleet.

On Oct. 13th and 14th, Buckeye Lake sponsored its annual Snowball Regatta. This year 40 boats took part in this best-ever series. George Fisher successfully defended the first place trophy and B.L.Y.C. ran off with all the hardware and 6 out of the first 8 places. Bob Mann was 2nd, John Ranft 3rd, Tom Davis 5th, Marty Headlee 7th, and John Schneider 8th.

Jay Limbaugh and John Schneider made the annual trip to the Quantico Marine Corps Regatta on Oct. 20th and 21st. 84 boats took part in this Potomac River event. Schneider finished 4th overall and Limbaugh came in 13th.

In December, George Fisher and Tom Davis will represent the United States and B.L.Y.C. at the Lightning World Championships in Lima, Peru. We are extremely proud of these fine sailors and have every confidence they will come through in their usual outstanding manner. Jay and Helen Limbaugh will crew for George and Bob Mann and Gilen Bluhm will be Tom Davis' crew.

Summing it up, by the time the last sail is folded, B.L.Y.C. boats will have won at least six regattas, taken home some 16 trophies, excluding our home club awards, visited 10 yacht clubs in three countries and two different hemispheres, and traveled over 50,000 miles in the process. A record we are proud of, and at the same time are looking forward to surpassing next year. *(That 50,000 miles should be tough to do).*

The Buckeye Fleet recently learned that John Schneider has been promoted and transferred to Washington, D.C., and will be racing in the Chesapeake area. John has been one of the real spark plugs in our fleet, the founder of the Buffalo Team Race Series and Chairman of the Ohio-Indiana District Committee for the promotion of Lightning sailing. We will miss John but will look forward to hearing great things from him in the Dixie District.

In closing, all of our skippers would like to extend a special word of congratulations and thanks for a job well done to our regular crews who made this past season's accomplishments possible. *A wonderful season. Congratulations!*

SILVER LAKE FLEET (47)

Lake Erie District

Sailing on Silver Lake, Perry, New York

Fleet Captain.....Barney Matteson
Fleet Secretary.....Mardi Van Arsdale
Fleet Champion.....John Willse
Runner-Up.....Bill Van Arsdale

Boat No.	Boat Name	Skipper
392	.....	Ed Gouinlock
515	Impulse	Barney Matteson
829	Nereid	Ralph Traber
935	Were Here	Wales Wasson & George Somerhalder
1616	.....	Matt Bryant
2897	Folly	Jim Caldwell
4737	Ripple	Joe Eliasz
6254	Spook	Jack Grinder
6693	.....	Carl Lyons
6789	Barbara II	Dick Hauxwell
7398	.....	Gordon Soderholm
7584	Firebird II	Harry L. Brown
7949	Bye-Bye—	John Willse
8004	Cirrus II	Jay Emens
8182	AOK	Pete Bone
8200	Jane II	Charles L. Van Arsdale
8545	Sea Serpent	Bill Van Arsdale
8766	All R's	Dick Williams

1963 was our most successful year to date with an active racing and social season.

Our racing season was planned as follows:
A three race series Memorial Day Week-End
A three race series Independence Day Week-End
A three race series Labor Day Week-End

On every Sunday morning in between these dates, a Fleet Championship race was scheduled. Each skipper could count only his six best races.

The Memorial Day Series for the Gouinlock Trophy was won by Pete Bone in a very close contest. He passed Bill Van Arsdale on the last leg of the last race. This was an indication of the very keen competition within our fleet during the entire season.

The July 4th Series for the Neal Trophy was won by Bill Van Arsdale, when he beat out Pete Bone in the last race.

The first week-end in August, five of our boats trailed to the Royal Hamilton Yacht Club for the Lake Erie Districts. Pete Bone's 11th made him first alternate, but he elected to crew for Stu Anderson rather than take his own boat.

The Labor Day series for the Benedict trophy was won by Jay Emens, who beat out Bud Van Arsdale in the last ¼ mile of the last race.

John Willse, by consistently good sailing, won the Fleet Championship by a close margin. Both Ralph Traber and Barney Matteson, with their old boats, sailed well and were not too far behind.

The first week-end after Labor Day, we had our annual swap boat race, with each skipper sailing a different boat in each of four short races. These are always hilarious, and were particularly so this year, as we changed with the Snipe fleet too. John Willse won (he didn't draw a Snipe).

Sept. 15 & 16 we held our annual Harvest Regatta. This year 48 boats from 14 different fleets participated. The winds were light & extremely variable. First five places were:

Stu Anderson.....Niagara Sailing
Bill Van Arsdale.....Silver Lake
Dick Hallagan.....Sodus Bay
Jack Swanson.....Niagara Sailing
Ed Roseberry.....Buffalo Canoe Club

In addition to our racing, we held numerous social events, informal races, and 3 moonlight sails, under full moon. Each year our fleet seems to be growing and improving. We are also getting around to other regattas more. In addition to the five boats at the Districts we had 19 boats participating in 10 different regattas away from home.

With at least three new boats on order, we are looking forward to another good year in 1964.

WASHINGTON FLEET (50)

Dixie District

Sailing on Potomac River at Washington, D.C.

Fleet Captain.....Jim Dillard
Fleet Secretary.....Frank Bunch & Ted Belknap
Fleet Champion.....Walt Galuin
Runner-Up.....Jim Gilbert

Boat No.	Boat Name	Skipper
116	Mudlark	Douglas Kljellson
134	Silph	Charles R. Hudson
288	.....	Harold H. Leeper
1174	Kis Valika	Ed Lathen
1440	.....	Capt. Ben R. Eggeman
1887	Fiesta	Anthony J. Heruas
2118	Susie Que	Barry Zaslav
2188	Storm Bird	Frank Becker (Sea Scouts)
2693	Tang	James B. McCurley
2764	Halcyon	Edgar Z. Steever
3145	Windward	George Mickum & Henry Ikenberry
3255	.....	Columbia Heights Boys Club
3343	White Wing	Julius Tretick
3348	Whisper	Harry Goett
3643	Country Girl	Walter H. Whilden, Jr.
4403	Rondinella	Ralph G. H. Siu
4430	Little Aggie	Kenneth J. Burkhardt
4589	Banshee	Robert Lundegard
4968	.....	Richard Leahy
5835	Elusive	George Pendleton
6401	Anon	Bob & Margery Ware
6428	Teachers Pet	James Dillard
6554	Rebel	Robert H. Orr
6614	.....	Richard W. Gutman
6868	Marquita	Comdr W. C. Galvin
6956	Sandman	J. A. Kelly
7267	Panby	Larry L. Brundred
7294	Sinbad II	John E. Soleau
7324	Blue Skies	Bill Marshall
7350	Flying Lady IV	Dr. Wm. E. Bunney, Jr. & Dr. Wm. Pollin
7411	.....	Ben Sells
7417	.....	Norman E. Moore
7421	.....	Dr. William Pelon
7438	Shee-Na	Edwin S. Belknap
7605	Whisper II	Marshall Hornblower, Paul Warnke
7611	Lord Jim	Dr. James B. Gilbert
8420	Scrimshaw	Roderick C. McNeil

Season 1963 has come and gone and Fleet 50 had a busy year starting in April with a big meeting at Liz and Rod McNeils'. Jim Dillard, our Fleet Captain, got things rolling and it was decided to have the Fleet Championship run at the same time as our Fall Series. Our annual picnic was scheduled as well as many other ideas.

The annual Spring Series was held starting in April. Silverware was taken by Jim Gilbert, Marge Ware, and George Pendleton. Two Summer Series in July and August were held by N.Y.C. and the crown was captured successfully by our own Walt Galvin.

Most of our fleet were off and running to the regatta circuit. No one could complain for lack of wind this summer—there were, for the most part, two extremes, too little or too much. The Dixie Districts were held in June with no wind one day and a bloody gale the next. When we picked up our busted egos and boats and dusted ourselves off we found that from our fleet Marge Ware,

Jim Dillard, Rod McNeil and Jim Gilbert all qualified for the Nationals, but only Jim Gilbert could make it. For the first time the Dixie District offered a Novice Trophy and Marge Ware was the recipient and Jim Dillard brought home the 5th place trophy.

Something new held July 20th added to our activities, team racing with Severn Sailing Assoc. Two races were held. One at SSA and later one here at Washington. We swept them from the field tho' victory was not as stinging as it could have been. Our "first" boat neglected to round a mark and we all decided that Rod McNeil was up to his old tricks! Entrance fees are being collected for a perpetual trophy.

Jim and Nancy Gilbert had a big meeting at their home which was a most useful meeting—"How to get the MOST out of your boat" presented by Ken Lawyer.

Walt Galvin and family, third place trophy, Fleet No. 50's President's Cup Regatta.

The annual Presidents Cup Regatta in September held at our home base hosted 42 boats of which 15 were our fleet. Jim Gilbert took 2nd and Walt Galvin 3rd and Rod McNeil 5th. A party after the race was held at the McNeils' for all the Skippers and Crews.

Quantico, in October, was our next port of action. Jim Dillard had his new sails and while he didn't capture any silverware he greatly improved his position over last year. The wind was not there and some of us made the starting line in two hours flat!

Our Fall Series and Championship turned out a large number of boats and it was a real fight for the top positions. When it was all over Walt Galvin was our Champ with Jim Gilbert 2nd and Rod McNeil 3rd.

Our Fleet is getting more and more competitive with Skippers like Joe Kelly, John Soleau and Ted Belknap who are new to the fleet doing very well. We hope for an even better year in 1964 and we are all rarin' to go.

CRESCENT SAIL YACHT CLUB (51)

Michigan District

Based on Lake St. Clair, Grosse Pointe Farms, Michigan

Fleet Captain ..... Jim Kohls
Fleet Secretary ..... John Sherry
Fleet Champion ..... Hank Cawthra
Runner-Up ..... Bob Knop

Boat No.	Boat Name	Skipper
1821	.....	Chris Groschner
3613	Wet or Dry	Ken Kurtz
3676	.....	Bob Verhelle
6006	Make Room	Jim Millies
6066	XL	Henry J. Cawthra
6280	.....	Richard Drew
6550	Chipmates	Charles T. Ellery
6866	.....	Hank Kreider
7388	Gringo	Robert Knop
7576	Scythe	George Grenzke
7614	.....	William Tily
7795	Oops	James Kohls
8343	Cathy	John Sherry
8421	.....	Mike & Terrance Glancy
8593	.....	John Grant
8597	.....	Don Snider
8599	My Sally	Chuck Grant
8673	.....	Art Rautenberg

The season got off to a painfully slow start with as many drifters called off as were sailed in the Sunday "A" Series.

The weather man began to cooperate by June for the CSYC Lightning Invitational. Hank Cawthra (51) took that one hands down with three firsts. Dr. Benz of Devils Lake got second, followed by Jim Kohls and Bob Knop.

When the Michigan District Championships arrived at Crescent, the winds had risen to the verge of gales. Herm Nickels from Lake Fenton slugged through five races to win the series. Cawthra of Crescent pushed him all the way and got second. Our Bob Knop and Jim Kohls also placed high enough to qualify for the North American Championships.

Kohls led the North American series after two races and had his moment of glory until a couple of slips ended him in eleventh at the finish. Cawthra started out with a bang in the qualification races to tie for second. He didn't fair as well in the Championship where he finished sixteenth. Knop got tangled up and flipped in a qualification race but came back for a very respectable fifth in the Governors Cup.

Cawthra won handily in the "A" and Nitehawk fleet series while Knop copped seconds in both. Thirds were taken by Kohls in the Nitehawk and Dr. Lesesne in the "A".

John Sherry improved considerably this season to take the "B" Series. Dr. Lesesne made second and George Grenzke third.

We were pleased to have Mike and Terrance Glancy, John Grant and Bob Verhelle join our fleet this season. Active participation by young fellows can do much to maintain our fleets vitality.

Our Lightning was experimentally dry moored on a raft this season with good success. The reduction in boat maintenance and increase in harbor space utilization was so striking that our entire racing fleet will be using this method next year. We would be happy to pass on details of this type of storage to other fleets that might be interested.

LAKE FENTON YACHT CLUB (53)

Michigan District

Based on Lake Fenton, Michigan

Fleet Captain ..... Herman O. Nickels
Fleet Secretary ..... Herman O. Nickels
Fleet Champion ..... David Furey
Runners-Up ..... Allen & Tomblinson

Boat No.	Boat Name	Skipper
387	Kildeer	Bates & Silers
798	.....	D. Beveridge
804	Knot Our's	Sea Scouts
1250	.....	Jerry Martin
1566	Worry Wort	Robt., Wm. & David Furey

1654	.....	Leonard Lippincott
1918	.....	Christianson & Klinginsmith
2846	.....	David Walker
4704	.....	General Motors Tech Sailors
5885	Too Bad	Robert Miller
6402	.....	Dr. M. G. Fee
7344	Go Blue	Don Allen & Jim Tomblinson
8727	Windrider II	Dr. Ed Vaughan
8755	Joker	Herman O. Nickels
8818	.....	George H. Nickels

This year found us with the youngest fleet champion we have ever had when Dave Furey with his brother Jim as a regular crew walked off with the first place trophy. Allen & Tomblinson were a close second. We were happy to welcome Dr. Ed Vaughan back after a years absence. Dr. Vaughan walked off with the up-side down trophy.

As usual our fleet was well represented at many regattas. Herman walked away with top honors at the Districts. Herman is representing us at the World Championship Regatta in Peru. All our best wishes are with him and his crew, daughter Madolyn and Dick Summers. As spectators on this trip are Herm's wife, Margaret, Bill and Bessie Furey and Betty and Clarence Holman. Hope all have a very good trip.

With this writing the lake has just frozen over so now comes ice boating and work on the boats for next spring. So we stow the sails and rehash the summers races.

PONTIAC YACHT CLUB (54)

Michigan District

Based on Cass Lake, Mich.

Fleet Captain.....Mac Goodwin
Fleet Secretary.....George Bery, Jr.
Fleet Champion.....Leo Wasserberger
Runner-Up.....George J. Bery

Boat No.	Boat Name	Skipper
703	Spindrift II	Richard Patterson
835	Princess II	Fred Prince
837	Cass Toff	C. J. Strang
838	Aqua Leta	Neil Wasserberger and Jack Ostrander
839	.....	Dr. James Henderson
857	Beachcomber	Anton & Eugene Bego
1082	So So	Ray Ransom
1790	Margaret-Ann	Dr. Ralph Wigent
1820	Whim	Donald Harrison
2884	Aftermath	J. A. Goulding
3433	Planned Poverty	John Long
4947	Gizmo	Claude Bennett
5090	Can Do	Ralph Behler and Burt Bouwkamp
5260	Imp	Samuel L. Dibble
5299	.....	Earnest Scherer
5517	Goblet	Kenneth Bonnett, Jr. & Sr.
5518	Youngster	Donald Young
5665	Sabre	Kenneth Raymond
5770	Wood Work	Harold Dudley
5793	Sea Jay	Dr. James H. Van Doren
6132	Boat	Alton & Jerry Gray
6392	.....	Sheldon Kavieff
6611	Cro-Cus	John Plew
6966	Heymable	Dr. Kenneth Wood
7204	Marlyn	Gene MacCracken
7300	Triagan	Dr. Floyd Arnold
7335	T Square	Carl Marr
7356	Polaris II	Phil Miller
7360	Mach II	John Seaton
7407	.....	Alex Clark
7439	.....	Wm. McConnell & Bill Wiggins
7577	.....	Andre Roualet
7652	.....	Frank Bens
7663	Beats Me	Ralph Johnson
7676	Gusto	Mac Goodwin
7700	B Girl	Dave Barton & Bob Birney
7818	.....	Dr. Eugene Nalepa
7959	Flip	Les Huntwork
8145	.....	Fred Cowin
8307	Tiger Tail	George & Claude Bery
8744	.....	Dr. Leo Wasserberger
8778	.....	Clarence Holman
8800	Panic II	Phil Smith
8888	Susurrio	Paul Rich
.....	.....	Richard Beaubien

Sailing season at P.Y.C. started May 5th with the opening race of the Sunday Series and closed October 20th, final race of the Snow Ball Series—totaling 45 scheduled races. In Fleet 54 all competing skippers, except last year's club champion, are required to sail the Sunday Series. Based on their best nine races of this sixteen-race series, the top ten skippers sail off the five-race Championship Series to determine the club champion. The second ten skippers of the Sunday Series compete in the five-race Commodore Cup Series. All remaining skippers who were not in the top 20, or failed to sail the required nine races in the Sunday Series, compete in the Challenge Series.

For this reason the Challenge Series often becomes a blistering event, particularly when it contains two or three hot skippers who have been away at regattas all summer and return to wallop the home fleet, only to learn they do not qualify to sail with the "top ten"! It is not uncommon to have such skippers overtake the stragglers in the Championship Fleet.

These series have been used at our club for years with fine results since it allows skippers of equal stature to sail with each other in at least one major event of the season. Trophies were awarded the three top skippers of each series as follows:
Sunday Series: A. Roualet, J. Seaton, G. Bery
Championship: L. Wasserberger, G. Bery, K. Bonnett, Sr.
Commodore: E. Nalepa (no other eligible contenders)
Challenge: A. Clark, B. Bernie, P. Rich

The twelve-race weekly Nite Owl Series extended from June 5th through August 28th. This series was beset with unusually light air and some cancellations. The six-race Snow Ball Series, scheduled September 8th through October 20th was sailed in some of the warmest weather of the year with air ranging from strong to very light. Trophies for these events:
Night Owl: K. Bonnett, Jr., M. Goodwin, C. Bery
Snow Ball: M. Goodwin, K. Bonnett, Jr., C. Bery

When inches count at P.Y.C. Wasserberger No. 8744 vs. Goodwin No. 7676.

With Ken Bonnett, Sr. and George Bery exchanging tiller for sheets, Ken Bonnett, Jr. (17) and Claude Bery (16), club juniors, skippered these two events. Quoting Mac Goodwin, former Michigan District Champion, "These two kids are getting real hard to beat",—"and hard to crew for," add Ken Sr., and George.

September 21-22nd P.Y.C. held its annual **White Cap Regatta** with 35 boats racing. For lack of air, the first scheduled race was cancelled after two postponements. Two races of four legs each, back to back in light air on Saturday afternoon, resulted as follows:
First race: L. Wasserberger, C. Grant, C. Holman, A. Clark, W. Jones.
Second Race: L. Wasserberger, J. Harrison, H. Nickels, C. Bennett, W. Jones.

At this point all competition ceased as skippers and crews went ashore for P.Y.C.'s famous beer bust and chicken dinner.

Results of **third race:** (light east wind, 7 legs) L. Wasserberger, M. Goodwin, B. Knop, C. Holman, W. Jones. **White Cap Regatta Final Standing:** Leo Wasserberger (96¾), Clarence Holman (86), Warren Jones (84), Mac Goodwin (81), Bob Knop (81), Jim Harrison (81), Herm Nickels (79), Charlie Grant (79), Alex Clark (70), George Nickels (69).

The Regatta ended without mishap although Herm Nickels had Bob Furey hanging on the fore stay at times to help him navigate some of the shallows.

Following are the "Hardware Hustlers" of P.Y.C. and their "take" at various regattas:

Higgins Lake Boat Club: L. Wasserberger (1), Phil Smith (2), Claude Bennett (3), George Bery (4).

Bay City Yacht Club: L. Wasserberger (1), Claude Bennett (2).

Grand Traverse Yacht Club: L. Wasserberger (1), Claude Bery (3), Phil Smith (4).

North Cape: Phil Smith (3).

Devil's Lake: Phil Smith (3), Clarence Holman (4), Claude Bennett (5).

Grosse Point Yacht Club: L. Wasserberger (1).

Pontiac Yacht Club: L. Wasserberger (1), C. Holman (2), M. Goodwin (4).

P.Y.C. awards as follows:

Most improved skipper (Holman Cup)—George Bery

Best sportsman trophy—Harold Callahan

Most for the club trophy—Richard Beaubien

Most improved Junior Sailor (Vedder Trophy)—Scott Raab

Highest point score in Michigan Districts—Andre Roualet

Best wishes to Dr. Leo Wasserberger and his crew as they prepare for the World's Championship and the long trip to Peru!

LITTLE NECK BAY FLEET (55)
Western Long Island Sound District
Based on Little Neck Bay, Long Island, N.Y.

Fleet Captain.....Clifford L. Clark
Fleet Secretary.....Lillian F. Clark
Fleet Champion.....George Ascherl
Runner-Up.....Albert (Skip) Duryea

Boat No.	Boat Name	Skipper
260	Ali-Ann	John Helf
1045	Tin-Guin	Jim Wright III
2722	Dark Horse	Arthur A. Newcomb
2958	Cassie II	Maxwell Eichenwald
3432	The Virus	Joan Schwartz
5361	Anna	Joe Leggiadro, Jr.
5500	Guess Again	Edward J. McMullin
6329	Bijou	Branko Cerineo
7153	Megs	George Ascherl
7260	Skylark	Harry Bell
7444	Coriolis	Neal Diepeveen
7675	Chaos	Albert (Skip) Duryea
8169	Gurami	Pat Mulé

Hard Core members of Fleet 55. L. to R. Neal Diepeveen, Joe Leggiadro, Lillian F. Clark, Cliff Clark, George F. Ascherl, Jr., Arthur Newcomb, Skip Duryea.

For the 1963 season, Fleet 55 scheduled 40 races and completed 35. One race was scheduled for each Saturday, Sunday and Holiday, except for two races on August 4th, only.

The racing season started May 30th and terminated September 29th. Races were arranged to be sailed in four Series of 10 races each, known as SHAKE-DOWN, NO ALIBI, REGATTA DAZE and COLD NOSE, respectively.

COLD NOSE is always considered to be a post-season Series during which a Round-Robin Regatta will be conducted for those wishing to participate. This year a very interesting five-race Round-Robin Regatta was sailed on September 7, 8, and 14th.

Trophies were awarded to the first, second and third place finishers in each Series, excepting COLD NOSE, and also in the Season Championship, which consisted of 30 races terminating at the end of the REGATTA DAZE Series on August 31st.

A perpetual trophy for annual award was first established this season for the LITTLE NECK BAY LIGHTNING ROUND-ROBIN CHAMPION. Also this year for the first time a trophy was awarded to the Lightning second division champion (open to boats with numbers below 5000).

A trophy award dinner was enjoyed in the dining room of the Bayside Yacht Club at 7:00 PM on October 26th. Trophies were awarded as follows:

SERIES

Shake-Down	No Alibi	Regatta Daze
1st. 7153 MEGS	1st. 7153 MEGS	1st. CHAOS
2nd. 6329 BIJOU	2nd. 7444 CORIOLIS	2nd. BIJOU
3rd. 5361 ANNA	3rd. 6329 BIJOU	3rd. CORIOLIS

CHAMPIONSHIP SEASON

Champion	Name	Number	Owner
Runner-Up	MEGS	7153	George F. Ascherl, Jr.
Third Place	CHAOS	7675	Albert (Skip) Duryea
2nd. Division	BIJOU	6329	Branko Cerineo
Champ	DARK HORSE	2722	Arthur Newcomb

LITTLE NECK BAY LIGHTNING ROUND ROBIN CHAMPION 1963:
Joseph J. Leggiadro, Jr.

BURNHAM PARK YACHT CLUB (56)
Midwest District
Based on Lake Michigan, Chicago, Ill.

Fleet Captain.....Lincoln Maher
Fleet Secretary.....Arthur Orlowski
Fleet Champion.....Philip Nieman
Runner-Up.....Robert Erickson

Boat No.	Boat Name	Skipper
610	"K"	Barry Collins
726	Certainly	Richard Hoerger
4341	Blixt	Edward Wright
2554	Scalare	Arthur Appel
6032	Petrel	Bob Logelin
6039	Mickie II	Dan & Frank Hubbell
6194	Senta	Charles Wadsack
6225	Misty	Ray Teborek
6935	U 2nd	Jack Friedman
7327	Arleen	Arthur Wong
7504	Cookie III	Bill Paine
7784	Dot-N-Linc	Lincoln Maher
7846	Bowfin	Art Orlowski
7898	Sawbones	Dr. B. Yaffe
7903	Mal de Mere	Robert Erickson
8303	Pear of the Orient	Richard Mansfield
8374	Arne	Philip Nieman
8558	Sugarbaby	Albert Chilenskas
8590	Drifter	Raymond Brady
8611	Daydream	Frank Day
8715	September	Ronald Blair
.....	Simba	Frank Buck Jr.
	No Boat	Abe Jacobs

This year was very successful with good racing—only one series race was postponed because of bad weather.

Bob Erickson started the season as an unbeatable sailor with five straight firsts, and was well on his way to becoming the Fleet Champion. But this was before Phil Nieman started racing, Phil got firsts in all races except two, in which he took a second and third.

Art Wong succeeded in nosing Ray Teborek for third place by an extra coat of paint on the bow, it was that close. Ray is a skipper that will have to be reckoned with next season. He has been coming up fast.

The Burnham Park Small Boat Regatta drew over 75 boats of various classes including 48 Lightnings. A gala event of good sailing and festivities enjoyed by all. The Red Flannel Regatta was sailed at the Corinthian Yacht Club this year.

Ray Brady sold his boat and started building another, but he didn't have it finished until Red Flannel Regatta time. Consequently, he enjoyed a very short sailing season.

Ronnie Blair was not too active in series races this year, but did well in various regattas. He is sailing his new boat and seems to have it moving very well. Bernie Yaffe could not get his boat moving until the Red Flannels when he finally got it tuned and moved . . . Bill Paine had crew problems all season so did not get the required number of races to qualify for seasons standings. Art Orlowski had crew problems too.

We are all looking forward to next season's sailing pleasures. We will be hosting the Red Flannel Regatta in 1964 and cordially invite one and all to attend.

HEWLETT BAY FLEET (58)

Greater Long Island District

Sailing on Hewlett Bay, East Rockaway, New York

Fleet Captain.....Carl Cederblom
Fleet Secretary.....Tony Baroni
Fleet Champion.....Henry Dailledouze
Runner-Up.....Tony Baroni

Boat No.	Boat Name	Skipper
365	Manu Forti	Hector McKay
831	Wink Dink	Carl Cederblom
1144	Nala	Alan Murphy
1728	Sea Spray #2	Robert Grimmig
2070	My Gal	Tony Baroni
2786	.....	Donald Ziesig
3807	Escape	Herman Hering
4711	Lively Lady	Jack Byrnes
5406	.....	Harold Sutherland
6426	White Label	James Browne
6500	Me Too	John Eggers
7232	Tempest	Peter Neyland
7296	Karin	Raymond Harrington
8581	Furious	Henry Dailledouze

The Fleets sailing activity was started by the return of Tony Baroni from the Southern Circuit and the arrival of Bud Dailledouze's bright red new boat "Furious" from Buffalo. Bud and his new boat moved exceptionally well through out the season as proven by the results.

The boats were finally in the water after much trouble with the damp spring weather and weekend racing commenced in June through September.

Over the fourth of July, Tony Baroni attended Babylon Yacht Club Invitation Regatta and placed second. During the season on an interclub basis handicap races are held. A Lightning has seemed to make its way to the lead at the end but was followed very closely by a boat from each of the classes overall. The Lightning in this case in the Queen of the Bay, East Rockaway Board of Trade and Woodmere Invitation was Bud Dailledouze. John Eggers captured the Dusan-Koehne Trophy on September seventh. Fleet Point Building which was always at a very hot stage, took a break for the Districts in August. Held in our own waters at a neighbor club everyone fought for the opportunity to go to Tawas. As the waves calmed and the smoke cleared, two of our boats were in a three way tie for first. It was settled as Bud Dailledouze in second and Tony Baroni in third. They were then followed by Jim Browne, John Eggers and Ray Harrington. Bud and Tony couldn't wait to leave and all existing time was spent in final tuning and preparation. The weekend before leaving a new regatta was held at the Old Cove Yacht Club. To be held annually the premier was attended by John Eggers receiving the farthest distance award and Tony Baroni third place.

Our two representatives show up in Michigan, Tony with addition of some customizing of his fender and trailer. Typical, worn out excuses result during the eliminations but as the dust settles. Bud is in the Presidents Cup and Tony in the North Americans. Much is learned by both to bring home in sailing knowledge.

The Fleets racing maintained its fight all the way through the rest of the season, but Bud Dailledouze showed his best and captured straight first practically all the way for high points. Other firsts were also had by John Eggers, Ray Harrington and Tony Baroni. The seasons wind up is a "China Clipper" Trophy Race consisting of anything goes any way with no rules barred out on the coarse, while all Trophy Champagne has to be consumed on the grounds afterward.

Much credit should be given to Hector McKay and Carl Cederblom showing that the old time hulls keep living on and on. We regret the sale of John Egger's boat but this we all know is temporary.

Tony Baroni continued on a little more by attending the Frost Bite Regatta at Quantico and the Frigid Digit at Baltimore Yacht Club.

On the whole it was a very uneventful season, since there were no dumpings, sinkings, or any special cowboying and the race committee is getting so efficient that not many complaints can come of their affairs. The only excitement was a side vent installed in Tony's varnished hull during the Districts. One bad accident did happen that should be passed along to everyone as a warning. The centerboard is an item to respect and keep our limbs clear of at all times. If it is capable of splitting boat keels and trunks, the skipper should definitely insure that the crew at all time stay clear of the pin stop on the top of the trunk.

As this is written the Fleet also has the hopes of having everyone possible turn out to wave good-by and wish luck to our World Championships Representatives leaving International Airport. Everyone is looking forward to next season with improvements to beat that boat ahead.

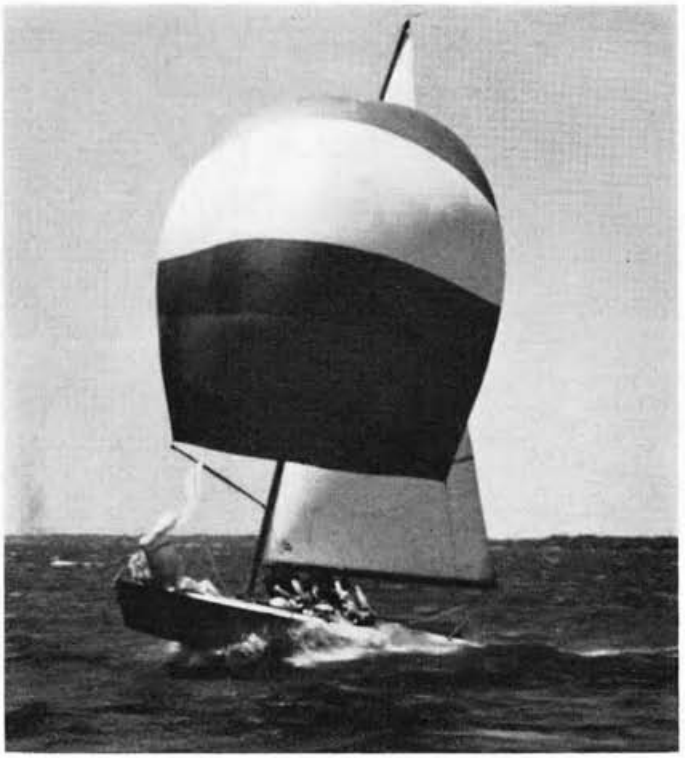
NIAGARA SAILING CLUB (59)

Lake Erie District

Sailing on Niagara River, Grand Island, N. Y.

Fleet Captain.....Stuart Anderson
Fleet Secretary.....Kenneth J. Rebman
Fleet Champion.....John Swanson
Runner-Up.....Robert Starck

Boat. No.	Boat Name	Skipper
1489	Misty	Joseph Tries
1684	Whim	Kenneth R. Hennig, Jr.
1959	Jam	Edwin A. Murray
2930	Pegasus	Mary Heath
4185	Pogo	W. Richard Barlow
6316	Twildo	Fred Scharf
6345	Sabrina	Jack & Jean Swanson
7398	Black Mariah	Richard C. Carrel
7948	Alert IV	Bob Starck
8141	The Elk	Kenneth J. Rebman
8503	Glockenspiel II	Stuart Anderson
8583	Blue Jean	Bob Aschenbach
8678	Ginger II	Cal Schmiege



Fleet 59 Champion Sabrina #6345 with Jack Swanson, Jerry Blake and Bob Haefner—Shown just after Glockenspiel capsized.

The Niagara Sailing Club had a major expansion program in effect this year. We extended our breakwall further out into the river, repaired the damage to our present dock caused by the ice in the river and put on a new 50' extension with a 60' lateral leg to get us out to deeper water. Low water conditions on the Niagara River have been a problem to us at our moorage during recent years. This work was completed on time so we did not suffer any loss to our sailing season.

Fleet 59 was happy to welcome back Bob Aschenbach, an old Lightning sailor, who returned in a new Lightning. Bob did very well for the first year back on the river after a long absence.

We have two major series for Lightnings at N.S.C. The Bowen Club Championship was won by Jack Swanson, with Jerry Blake and Bob Haefner as crew. Bob and Joe Starck were second and Dick Carrel with Bud Jones as one of his regular crew finished third. In the Wardell Lightning series, Jack Swanson was again the winner, with Bob Haefner and Jerry Blake as crew. Bob and Joe Starck were second and Bob Aschenbach finished third. Stu Anderson, not around for several races of the Club Championship, was a leading contender in the Wardell Lightning Series until he broke his rudder and capsized in a crucial race.

The Niagara River Championship is an invitation to all Lake Erie District Lightning sailors. This year, we had 35 Lightnings out in search of the trophy which was won by Stu Anderson in 1962. Stu Anderson finished first again with his crew of Ricky Hooper and Randy Dilliott. Cal Schmiege finished second, although one of his crew, Tom Allen sailed the boat on Sunday. Cal was unable to be there because of a strike which continued for all of last summer. Jack Swanson, with Jerry Blake and Bob Haefner finished third.

Some of our Club members traveled to many areas during the past season. Stu Anderson had an outstanding year, finishing first at Silver Lake and Red Bank, and well up in many other regattas.

Both Stu, with his crew of Bob Derrick and Randy Dilliott and Jack Swanson, with Jerry Blake and Bob Haefner, travelled to Peru for the World Lightning Championship. The Glockenspiel team finished fourth overall, while Sabrina finished well back in the pack, although they had one moment of glory in the last race, finishing fourth.

If the ice in the Niagara River does not wash out our Sailing Club, we are looking forward to a banner season next year with several new Lightnings in the Club.

SOUTHERN YACHT CLUB FLEET (62)

Southern District

Based on Lake Pontchartrain, New Orleans, La.

Fleet Captain ..... Erston Reisch, Jr.
Fleet Secretary ..... Jules Simoneaux, Jr.
Fleet Champion ..... Burt H. Keenan
Runner-Up ..... Robert Kammer, Jr.

Boat No.	Boat Name	Skipper
3498	Mystery	Burt Keenan
5484	Miss Cookie, III	C. Armond Bernius
5556	Finale	James P. Mullally
5596	Nike	Erston Reisch, Jr.
5799	Nauti-Gal	Jack Bertel
5895	Mary I	Luis M. Zervigon
6218	.....	Robert J. Fabacher & C. Palmer Jones
7282	Ticonderoga	Thomas S. Allen
8131	Blue Print	J. A. Livaudais, Sr. & Jr.
8186	Voodoo	Robert H. Kammer, Jr. & Fabian G. Fromherz
8186	VooDoo	Robert Kammer, Jr. & Fabian G. Fromherz

Fleet 62 opened the season April 21 participating in the newly inaugurated Opening Day Boat Parade before the Regatta. The Season's first cup went to Jim Mullally, Jr. who paced Bob Kammer, Jr. and Tom Allen. The Spring Series May 4th and 5th went to Tom Allen, Fabian Fromherz, and Jim Mullally in that order.

May 25-26 brought the Invitational Series with Fleet 209 from the NOYC. Honors for the 3-race event went to Francis Favolora (NOYC) and runner-up Jim Mullally (SYC). Burt Keenan, Tom Allen and Jim Mullally, Jr. captured honors in the June Races, and we scheduled no races for July.

The August crew Championship Series ended in a tie between VooDoo and Finale. Young Fritz Fromherz won the Junior Regatta Cup. Fleet Championship Series in September crowned Burt Keenan. Bob Kammer, Jr. was second and Jack Toye nosed out Erston Reisch, Jr. for third.

MAPLE BAY LIGHTNING FLEET (64)

Pacific Northwest District

Sailing at Maple Bay, Vancouver Island, B.C.

Fleet Captain ..... Bob Sherman
Fleet Secretary ..... John King
Fleet Champion ..... Charlie Coleman—HI-TIME
Runners-Up ..... J. Piers—HYAK
J. King—ZOT

Boat No.	Boat Name	Skipper
1372	Rebel	Eric Qualley
1697	Jolly Roger	A. E. Bigelow
2615	Hi-Time	Dr. J. U. & Charlie Coleman
3242	Hyak	Jim Piers
3244	Ben Gunn	G. Maggs
3582	Dsonqua	A. A. M. Stewart
3714	Frolic	Bryan Price
7258	Zot	John King
7754	Ventosa	I. R. D. Graham
8435	Klatawa	Bob Sherman

Fleet Champion Charlie Coleman, "These guys sail a race that is FORTY-FIVE MILES in length."

The Maple Bay Lightning Fleet had another successful season of racing with the largest Fleet in its history. The Fleet has grown to ten boats with the addition of three new boats and one older boat. Missed this year was George Maggs due to illness. The Fleet has shown increased interest in participating with other Fleets in trips to Nanaimo and Vancouver. We welcome other Fleets to participate in our long distance races and the B.C. Lightning Championships.

The season opened earlier this year catching most of the Fleet still in sheds, with the Sail Stretch Series on May 12th. ZOT swept the series, followed by Bob Sherman with his new KLATAWA. The remaining weekends in May featured tune-ups and the annual Sailpast.

Getting into the swing of the season, June started off with the Covetted Roome Cup Handicap Series, won again by the venerable HI-TIME, sailed by Charlie Coleman. Second went to ZOT. The nine mile Burial Islet Race through tide swirled Sansien Narrows followed. This proved an exciting outing with blustery winds and tide rips rapidly changing boat positions. Spinnaker and tide carried Mike Hanson's HYAK first around the rock, followed by ZOT and HI-TIME. Tacking back saw each hold the lead until ZOT grasped the weather position out of the Narrows. The three leaders reached almost neck and neck to the finish with ZOT first in one hour, 45 minutes, followed closely by HYAK and HI-TIME.

Next week featured the start of the Class Championships, which was completed in August. HI-TIME again emerged the winner with HYAK and ZOT tied for Runner-Up, in a series of very closely contested races in all types of conditions. These nip and tuck races showed the importance of rules and tactics.

The Crews Series ended the month with ZOT, sailed by Dick Marshall and Bruce Bevin, winning all three races in light to moderate winds. HYAK, sailed by Mike Stone and John Seymour, captured second.

Four Boats of the Fleet, HI-TIME, ZOT, KLATAWA and HYAK, travelled to Vancouver for the P.I.Y.A. Racing against different boats in different waters was enjoyed by all the boys. Unfortunately most of us were unable to remain for the Districts, but next year will see representatives from Maple Bay.

July began with the Nineteen Mile North Reef Handicap Race. A gusty offshore wind moved the Fleet briskly out of the Bay and through the Narrows where fluky winds were experienced past Crofton. The wind picked up to N.E. 15, around noon to take the widespread Fleet around the Reef with HYAK sporting a good mile lead. ZOT and HI-TIME closed rapidly as winds dropped in front. Drifting under sagging spinnaker ZOT slipped past HYAK into the Bay to pick up the Cup. HYAK crossed seconds later followed by HI-TIME.

The Twelve Mile Shallow Bay Class Race was highlighted by very light and fickle winds. KLATAWA rounded first, followed by HI-TIME and ZOT. After a close spinnaker battle down the Narrows ZOT finished first with KLATAWA sailed by Norm Gardner close behind.

ZOT won all five races with the Nanaimo Yacht Club. These were the closest battles to be seen all year with ZOT having to come from behind in most races. Three were held at Nanaimo and two at Maple Bay, all in mostly light winds. Hugh Dobson of Nanaimo Yacht Club handily captured second.

Long distance racing culminated in August with the Forty-five Mile Round Saltspring Island Race; supreme test of navigation and endurance for boat and crew, with some luck in tight spots. Contestants choose their own course either way around the Island, starting at 10:00 a.m., with due regard to wind and tide conditions. Usually an overnight race, the past three have seen the winner home before the bar closes at 11:30 p.m. This year three boats went north while five choose south, with the tide advantage. All experienced similar wind conditions. Tide and variable winds carried the south boats to Cape Reppel about 1 p.m. Light winds and chop slowed progress to Beaver Point where a 15 mph S.E. picked up about 4:00 p.m. with only 20 miles behind. Spinnakers went flying with ZOT leading, followed by HI-TIME and HYAK. The opposing part of the Fleet was passed at the half way mark with JOLLY ROGER leading them. The next two hours took ZOT the twelve miles to the north end enjoying a four mile lead, where we drifted through Houston Passage till sunset. HI-TIME and HYAK came up on the wind and moved to within ½ mile of ZOT. Off Parminter Point we caught the tail end of the south easter which took us to Arbutus Point at 9:15 p.m. with only one mile to go. HI-TIME and HYAK were left becalmed some six miles back while the rest of the Fleet, unknown to us, were becalmed off the south end of the Island, where they remained all night. ZOT crossed the line at 11:20 p.m., HI-TIME at 3:00 a.m., followed seconds later by HYAK, sailed by John Hutchinson. Of the north bound boats only VENTOSA finished with I.R.D. Graham at the helm Sunday afternoon. The remainder of the Fleet, after more than 24 hours hard at it, came home at the end of a rope.

The Maple Bay Yacht Club Labour Day Regatta again hosted a Fleet of seventeen for the B.C. Lightning Championships. The three race series was held in variable fluky winds, unusual for Labour Day, on a twice around six mile course. ZOT, well tuned after racing at Nanaimo, took all three races in close competition. The first race on Saturday went off with reasonable wind, but in the second race ZOT had to move from last place, after being becalmed, with hard driving to windward and sharp spinnaker handling to edge out HI-TIME at the finish. Sundays' race left most of the Fleet becalmed with ZOT having to hustle to beat KLATAWA and GAMMA. Defending Champion HI-TIME was second with GAMMA, sailed by H. Williams of Nanaimo Yacht Club, third.

The Round-Robin Series with five Skippers competing, ended the season on a flat note. Bob Sherman out drifted Charlie Coleman to emerge top man.

1964 beckons now, and we all look forward to an even better season with more inter-fleet competition.

MILWAUKEE FLEET (69)

Midwest District

Based on Lake Michigan, Wisc.

Fleet Captain.....Rev. Ensworth Reisner
Fleet Secretary.....Georgia Kucharek
Fleet Champion.....Dr. John Esser
Runner-Up.....Gary Arnold

Boat No.	Boat Name	Skipper
328	Cast-Off	Jim Shaner
713	Endeavor	Kenneth Morley
1701	Caprice	Betsy Morris
2535	Sea Steps	Tony Stepanek
2537	Chewink	Fred Becker
2564	Barb	Stephen R. Miller
3610	Swizzle	Lee Kaiser
4714	Rx Pillroller	Bill Ward
4853	Pequod	Dr. Richard Darling
4999	Baby Doll	Donald F. Schmidt
5123	Boat	Charles Ingwerson and Charles Drake III
5166	Tern II	Mark Kelly
5210	Sailbad the Sinner	Dan Mitchem
5707	Lady Luck	Robert Minahan
5764	Con Moto	Clifford G. Ward
5932	Rogue	Charles Jordan & Mrs. Harold Walker
5952	Sandy	Carl W. Manns
5953	Scarlet	Pete Brewer
6034	Oat Bay	Gerald P. Caffery
6159	Steropes	Bill Kucharek
6607	After You	James Casper, Howard Frank & Robert Wolfd
7003	Last Penny	Len Gardenier
7074	Psyche	Dr. Jack Geist
7262	Raffica	Eric Erdman
7505	Holy Smoke III	Rev. Ensworth Reisner
7523	Dot's Right	Floyd J. Cough
7602	War Horse	John Goldsmith
7737	Sea Breeze	George E. Percy
7900	San Souci II	Dr. John Esser
7920	Barby	Gary Arnold
8120	Avalanche	Jack Luthe
8267	Barb II	Guy Scrivner

The 1963 season started out with the usual twanging of shrouds, stepladders on the deck, tuning of jumper struts and the unveiling of "secret weapons" developed during the winter months (outhaul arrangements, jib downhaul levers, etc.).

As in the season before, the races were divided into a Seasons Series and a Championship Series—the idea behind the two series being to allow those sailors who had difficulty in achieving the ultimate in tuning at the start of the racing series or through bad luck or disqualifications to come back in a second series of races and overcome their disadvantages.

The first group of races, called the Season Series, was a series of eight races of which six counted—a total of five races had to be sailed to qualify. In a very closely contested series, Dr. John Esser won.

In the second series, called the Championship Series, Guy Scrivner was first with Dr. John Esser second and Gary Arnold third. Here again the first five boats were separated in most races by sixty seconds. It was gratifying to all of the Lightning sailors

to have but a matter of seconds separating the first five or six contenders.

This was undoubtedly the most hotly contested, closely fought Lightning racing season at Milwaukee Yacht Club within the last few years. A shift of wind, not enough tension on a jib, loss of a second on a spinnaker, easily balanced the scale between Dr. John Esser and Guy Scrivner.

Lightning Fleet 69 salutes both sailors.

The usual highlight of the Milwaukee season was the annual P&T Regatta held on July 13 and 14. The winners were as follows:

1. Bruce Goldsmith (1, 1, 1) Chicago
2. Tony Herrmann (2, 2, 8) Racine
3. Don Coggins Fleet 137 (3, 4, 5)

The first race was sailed in a howling twenty mile an hour blow with gusts to thirty with five foot rolling swells. The tragedy of the day was Harry Spitz dumping on a planing, reaching approach to the second mark, and in subsequent rescue attempts, his beautiful new Lightning was ruined. All were relieved when Harry appeared bright and chipper after a lengthy submersion in the cold of Lake Michigan.

The climax of the season was the annual picnic at the home of Dr. Bruce Brewer.

All members of the fleet were proud to see Jack Luthe re-elected Commodore of Milwaukee Yacht Club.

RED BANK-ON-THE-SHREWSBURY FLEET (70)

Metropolitan District

Sailing on the Navesink River at Red Bank, New Jersey

Fleet Captain.....Arnold Schwartz
Fleet Secretary.....Sandy Huntsman
Fleet Champion.....Bill Hills
Runner-Up.....Herman B. Vestal

Boat No.	Boat Name	Skipper
41	Spider	Robert Bruce
860	Bam	Virg Vaughan
1481	High Hopes	Neil Karkus
1938	Napentha	James Hickey
1938	Napentha	Jim Hickey
2620	Water Witch	John Spurdle, Jr.
2655	Banshee	Theodore Engberg
4864	Strike 1	Wm. Heron
5241	.....	Bob Perfetto
5380	Chantey	June Methot
6735	Mischief	Harold Beck
6784	Dragon	Fred Marusi
7082	Valkyrie	Roy Knapp
7302	Bubbles	Robt. Kuhnapfel
7786	Ranger	Irv. Lewis
7798	Pink Mink	Theodore Marko
7799	Spook	Herman B. Vestal
8101	Avenger III	Sandy Huntsman
8201	My Folly Too	Bill Hills
8301	Thatdamboat	Arnold Schwartz
8502	Dawnmere	Tim Millhiser
8505	Windsong II	Al Miller
Honorary Life Members		Charles Allaire
		Morris P. Sherwood

The second annual Long John Regatta inaugurated one of our finest spring series. Sixty MPH winds forced cancellation of racing Saturday, but 35 boats managed to get in three races Sunday. The Regatta was won by Stu Anderson. Second place went to Howard Mullin with Jim Carson third.

Twenty boats including many visitors sailed in our Spring Series which was won by visiting Skipper Ralph Messersmith. Irv Lewis was second followed by Bill Hills, John Orelup (Bay Head), and Sandy Huntsman. Following the last spring series race all sailors adjourned to the Union House for our annual Spring dinner and prizes. Everyone judged the affair a huge success, and are all looking forward to our Spring Series next year.

The club series in the summer was sailed from Memorial Day 'til Labor Day. Bill Hills was first with H. B. Vestal runner-up. June Methot broke a three way tie with Sandy Huntsman by beating him more often than he beat her. Bill Hills also won the Atwater Trophy and Cox Trophy to complete a most successful summer series. Al Miller won the novice trophy in an exciting duel with Bill Heron and Neil Karkus, during which the outcome was in doubt right to the finish.

Skipper Bill Hills with the crew Don Apgar and Bill Mahoney.

Our annual Fall Series saw a smaller turnout than usual but the competition was keener than ever. Bill Hills, Arnold Schwartz, and B. Vestal, finished in a three way tie for first, point wise, but after the tie breaking Bill Hills was first followed by Arnold Schwartz and H. B. Vestal.

Other fine showings by Fleet 70 this year included June Methot going to the Adams Cup Semi-finals and Charlie Allaire going to the Mallory Cup Semi-finals. In other regattas, Irv Lewis, Sandy Huntsman, and Arnold Schwartz finished 1-2-3 at Red Grant; Irv Lewis, June Methot and Sandy Huntsman finished 1-2-3 in the Sweepstakes. June Methot was 2nd and Arnold Schwartz 4th at the Districts; Sandy Huntsman first at Staten Island; and Arnold Schwartz first at Baltimore.

Bill Hills, a previous runner-up in the Wood-Pussy Nationals seemed to have no difficulty making the transfer to Lightnings this year. He was certainly the most consistant Navesink Sailor with a 3-1-1 in our three series and ending up as our 1963 Fleet Champion.

We plan to start our annual open Spring Series the week-end after Easter. Our 3rd Annual Long John Regatta will be held on the last weekend in April. Regatta Chairman is Irv Lewis.

Fleet 70 will host the Metropolitan Districts this year at a date to be selected by District Commodore and Regatta Chairman Arnold Schwartz.

Fleet Officers elected for 1964 are:
Fleet Captain—Sandy Huntsman
Fleet Secretary—Irv Lewis

ROCKY RIVER LIGHTNING FLEET (71)

Ohio-Indiana District

Sailing on Lake Erie, Cleveland Y.C., Cleveland, Ohio

Fleet Captain.....William Summers
Fleet Secretary.....Walter Sellars
Fleet Champion.....Carl F. Carsten
Runner-Up.....John Mueller

Boat No.	Boat Name	Skipper
3852	At Last	Clyde Jones
5265	Seedy	Carlos Smith
5293	Beach Comber	Vince Hlavin
6493	Can't Wait	Dwight Wait
6753	Vaquero	W. F. Bleckrie, Jr.
7645	Diaper Pail	Mark Auer

7865	Tickled Pink	John Mueller
7927	Fede	Paul Auer
7928	Bonnie Lass	W. M. Summers
7962	Lucky Star II	Carl (Pete) Carsten
8650	Sagona	Walter Sellars
8675	Pickled Tink	Jack Mueller

Fleet No. 71 Champion Carl Carsten, Mrs. Carsten, George Copeland.

The 1963 season has been a pleasant and rewarding one for the whole Fleet. We credit much of the success to the fine organization and devotion of our Fleet Captain, Bill Summers and his charming first mate Joyce. Under their direction our Double R. Regatta came off well, everyone having a good time, although the affair was abbreviated by the weather.

The Fleet Champion this season is Carl "Pete" Carsten. Backed up by his able crew consisting of his wife Starr, and George Copeland, "Pete" repeated his performance of last year. Hard on his transom were John Mueller and Mark Auer, in that order.

Other Fleet members who turned in fine performances during the summer were Dwight Wait, who took first place in the S & S Series and "Packie" Bleckrie, who won the Wednesday evening series. Carlos Smith has been having trouble all season with a recalcitrant leaking seam. Paul Auer has been having his troubles with an equally recalcitrant right knee.

Fleet 71 was well represented at the Ohio-Indiana District Regatta. The skippers on hand for the event, which proved to be a really windy one, were Bill Summers, Packie Bleckrie, Mark Auer, Carl Carsten, Carlos Smith, John Mueller and "Doc" Sellars. Both John Mueller and Mark Auer qualified for the North American's.

As the season winds up, we find John Mueller crystallizing his plans for competing in the World's Championship in Peru. John and his son Jack, by way of getting "Tickled Pink" warmed up for the occasion, sailed her to a second place at Quantico in October. John's crew for the World's will be Bill Rudge and "Doc" Sellars. Escorting their wives, Janis and Bobbe and Dorothy, respectively, they will be wending their way south on November 28th.

To John and crew and all of you we say "Good Luck and Buen Viaje" until 1964.

INDIAN RIVER YACHT CLUB (72)

Dixie District

Sailing on Indian River at Oak Orchard, Delaware

Fleet Captain.....Ken Pfister
Fleet Secretary.....Turner Hastings

Boat No.	Boat Name	Skipper
5	.....	John Jankus
298	Aurora	Ben Milliner
525	Rebel	George Dodd
527	Bo-Bo II	Bob Purnell
1374	Four Seas	Bud Hanby
1525	Blitzen	Tom Mertes
3481	.....	Jim Mumford & Linwood Miller
6920	Sea Star	Jim Tunnell
7373	.....	Hilly Purnell
7517	Echo	George Marshall
7585	Challenger	Bob Tunnell
7592	Capricorn	Ed Niemann
8518	Apollo	Jake Zimmerman
8585	Tireless	Robert Tunnell

Jake Zimmerman planing on Indian River.

With the appearance on the scene of four new "eager beaver" skippers, Ed Niemann, Jake Zimmerman, George Marshall, and Turner Hastings, Lightning sailing staged a comeback in our area this past summer.

We held a Spring Series, a Summer Series, and completed the scheduled activity with the Annual Indian River Yacht Club Invitational Regatta in September.

The Spring Series was won by Bob Tunnell, sailing his new boat #8585. Ed Niemann was runner-up, with Jake Zimmerman winning the Novice Trophy. Jake also has a new boat, #8518.

We lost Bob Tunnell to the Chesapeake Circuit for the Summer Series. Since Marshall, Zimmerman, and Hastings sail on Rehoboth Bay, the Series was alternated between Rehoboth Bay and Indian River. This gave us two contrasting types of sailing conditions. Indian River with current a factor, and breezes that can be very tricky at times, while at Rehoboth Bay there is very little current, with open water making for heavier and steadier winds. Jake Zimmerman, trailing Bob Purnell and Turner Hastings, won both races on the final day to win the Summer Series. Turner Hastings was runner-up with Bob Purnell taking third. The sailors want to thank Joe Green at IRYC, and Brice Hickman at Rehoboth Bay, for their great job of heading up the race committees.

The Annual IRYC Invitational Regatta was held on Sept. 14-15, 1963, with 22 boats from Delaware, Chesapeake Bay, Pennsylvania and South Jersey areas participating. The weather was a little rough, with very heavy winds both days due to a typical coastal Northeaster. Several boats dumped, among them; Herm Henschen, Ben Derrickson, Ernie Dean, and Don Dallmeyer. The first race was won by Marb Fox, second by Ernie Dean and third by Bob Tunnell. Marb Fox won the regatta, with Franz Schneider second and Mary Wilkinson third. A fine cocktail party, dinner dance Saturday night, and a crab-beer feast on Sunday, helped compensate for the less than ideal weather.

As of Nov. 1, 1963 we already have two new skippers, Ken Pfister and Skip Snyder, both with new fiberglass lightnings. In addition, both George Marshall and Turner Hastings have purchased new boats. We again plan to combine our schedule with Rehoboth Bay sailors. Everyone is looking forward to next summer.

An open invitation is offered to all Skippers to sail in our annual IRYC Regatta in mid September 1964.

CLUB NAUTICO DEL MUNA (73)

Columbian District

Sailing on Lago Del Muna at Bogota, Colombia, S.A.

Fleet Captain ..... Enrique Andrade Lleras
Fleet Secretary ..... Hubert Paupe
Fleet Champions ..... Vicente Hernandez & Mauricio Jacob
Runner-Up ..... Rafael Obregon (National Champion)

Boat No.	Boat Name	Skipper
1492	Varua	Alberto Londono
1996	Monserrate	Enrique Andrade
2878	Taroa	Carlos Castillo
2879	Kalleste	Hubert Paupe
6093	Parisienne	Gunter Schwochau
6097	Sicine II	Antonio Pacini
6371	Donald III	Guillermo Ballesteros
6923	Circe	Roberto Londono
6986	Santa Lucia II	Carlos Ortiz
6987	Katiuska	Gilberto Guerrero
6989	Bochica	Luis Escorihuela
7291	Vikingo	Manuel Isaza
7292	Caravel	Jorge Uscategui
7293	Sue	Jaime Casabianca
7452	Sicine	Mauricio Jacob
7453	Gitana	Rafael Obregon
7454	.....	Raymond Jacob
8133	Candelaria	Vincente Hernandez

This year has been again one during which we have been increasing the number of new members with new boats better equipped and better manned.

Due to the shortage of water in the Lake of Muna, some races have been cancelled and therefore we have taken a greater interest in the new dam of the Tomine, which is under construction forty miles north of Bogota and which will offer us a sailing area of approximately 15 to 20 square miles.

Steps are now taken to buy or rent a piece of land on the shore of the new lake, where we shall install our new club.

The new lake is already half full and 4 or 5 times bigger than our actual Muna. Some of our members have already tried it and reports are very satisfactory.

We plan to start the formal races there in February 1964 and hope that for the 1965 South American Championship we shall be able to offer our visitors a very fine possibility to display their ability.

As usual, we made this year our Internal Championship and the National Championship. Champions and runner-ups were:

Vicente Hernandez — Mauricio Jacob
Rafael Obregon — Rafael Obregon

Also we have sent to the World Championship in Lima two crews, one with: Rafael Obregon, Jorge Londono, Jorge Uscategui, and the other with Maurice Jacob, Manuel Isaza, Francisco Camargo. Obregon did a very fine job and finished 6th in the general classifications.

At the end of January and beginning of February we shall prepare, possibly in the new Tomine, for the choice of 2 or 3 crews, which will represent us in Guayaquil for the South American Championship.

DECATUR LIGHTNING FLEET (74)

Midwest District

Sailing on Lake Decatur, Decatur, Illinois

Fleet Captain ..... Dr. Welland Hause
Fleet Secretary ..... Roger L. Grohne
Fleet Champion ..... Bob O. Buckles
Runner-Up ..... Roger L. Grohne

Boat No.	Boat Name	Skipper
464	.....	John Dow
1447	Macushla	E. McConnell
2726	.....	Clint Shannon
2796	.....	Lee Ridgeway
2915	.....	Dave Carr
3214	.....	Robert Ohlsen & James W. Lackman
3930	Aquarius	Parke Boyer
4678	Patience	Roger Grohne
7465	Argo III	Welland Hause
8811	.....	Bob O. Buckles

Champ, Bob Buckles trains crew. Result—Eight races, eight first.

Our season's fleet racing came off too darn close: Bob Buckles' new boat that has been abuilding for two years or more was finally launched in August and he promptly proceeded to win every fleet race that remained to be sailed. We count only eight races to decide the trophy points and he did sail exactly eight races and ended up one-half point on top of Rog Grohne who had been struggling since the first of June to gain the points he knew that he'd need once "old" Bucks got to movin' again.

Grohne and Boyer trailed to Carbondale, Ill. for the Crab Orchard Lake regatta, all Decatur came home with from that one was no. one party winners. Boyer left his Aquarius over at St. Louis so he could have a good excuse to tell his Lois as to why he had to be back the next week-end and enter the Alton "Whale of a Sail". The writer did not make that trip but from what Boyer has said all we can figure out is that he had a very good time.

Our Intercity Regatta here on Lake Decatur came off real well, good weather and a nice group of close to twenty Lightnings on the starting line. This series was won by the Gorla brothers from St. Louis, Mo., with the help of our able Decatur crew member, Bob Ohlsen—who is now a Lightning owner.

Bob Buckles had to try out his new boat against someone other than his slowpoke fleet cohorts so he and his family trailed #8811 to Davenport, Iowa for their annual Snowball Regatta. He ended up seventh overall. Too bad the Chicago contingent had to show up. We seem to have trouble sailing on their big Lake Michigan but they never seem to have any trouble figuring out these land locked breezes and river currents. How do they do it?? Maybe next year we can get four or five boats to go up with Bucks and give him a little protection and moral support.

We do not like to report the following, but it would seem that these things are not in our control.

Jerry and Judy McNab, our good and great competitors, campers, and spark plugs of our fleet sailing #6633 are now teaching school and have moved to Wauwatosa, Wisc. They are expecting a new "crew member" in the spring.

Mrs. Louise Hause died in an auto accident on Sept. 11th near Chicago; she was a wonderful person, good sport, fine crew, and a warm hostess. We of Fleet #74 will all miss her enthusiasm very much.

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NYACK LIGHTNING FLEET (75)

Metropolitan District

Sailing on Hudson River, Nyack, N.Y.

Fleet Captain ..... Edward Mowerson
Fleet Secretary ..... Norman Graff
Fleet Champion ..... Howard Mullin
Runner-Up ..... Joseph Hoffee

Boat No.	Boat Name	Skipper
724	Winkle	Winston C. Perry
1302	.....	Stanley F. Luce
2357	Pied Piper	Robert S. Shuris
3108	.....	Warren H. Schroder
3280	Tzuris	Raymond H. Corwin
3716	RoJo	Joseph E. Hoffee
4680	How Tru	Norman Graff
5339	Born Tired II	Wm. E. Brandau
5959	Pan	Thomas V. De Stasio
5999	Tempest	James E. Reilley
6003	Pancho	Peter Zecher
6387	Tagalong	Edward Mowerson
6778	Spoondrift	Louis Fiedeldey
6898	Voodoo	Oliver C. Filippi
7134	.....	Wm. A. Day
7424	Gizmo	Robert W. Smith
7511	Tackless	Howard J. Mullin
7545	GiGi	George Garrecht
7627	Nimble	Russell H. Cobb
7633	.....	K. A. Pfleger
7852	QED	Karl K. Gleeson
7922	Miss Beth	Edward L. Hennessy
8228	Pop Up 3	Paul B. Murphy
8515	.....	Charles H. Singler
8607	.....	Jon Grossman

Fleet 75 started its first race in the Spring Series with 18 boats in competition. Enthusiastic skippers and crews maintained the number of competitors throughout both the Spring and Summer Series. Those sailors competing in the Fall Series found not only fewer competitors but no wind. In fact looking back "windwise" the sailing season might be best described as "40 m.p.h. or nothing".

We were pleased to welcome Bob Smith, Warren Schroder and Ray Corwin to the fleet early in the season. Bob Smith wound up the season winning the Annual Tarrytown Regatta with Jon Grossman taking a close second.

Sorry to say we did lose one avid competitor, Ed Hennessy, when business called him to Europe. However, 7922 will be back next season under the able hand of our newest member John Biegler.

Our racing schedule at the Nyack Boat Club this season was a busy one, since it not only included our regular races and regattas, but also the Atlantic Coast Championship. Fifty-seven entries were received for this regatta. All contestants enjoyed a full week-end of sailing and sociability which was highlighted by a Luau at the Club Saturday evening.

The Luau was preceded by a cocktail party given by George Garrecht and Oliver Filippi, the Atlantic Coast Chairman.

The wind on Saturday provided a stiff breeze for two races. The third race Sunday was sailed in very light air giving all skippers a chance to match themselves against the "old Hudson current". The championship winners were: 1. H. SINDLE, 2. HOWARD J. MULLIN, 3. STEVE BACHMAN, 4. JIM CARSON, 5. MIKE GRINNELL.

The winner of the Magnus Pederson Trophy (Old Timer's Race) this year was our Club Commodore JIM THURBER.

Fleet 75 was pleased to accept from Howard J. Mullin a Deed of Gift for the JEROME A. MULLIN MEMORIAL TROPHY. The trophy, dedicated to Howard's father, is to be awarded to the Lightning Skipper who has most improved his sailing ability during the year. The trophy was awarded this year to EDWARD A. MOWERSON.

We will close out the current year with our ANNUAL CHRISTMAS PARTY.

Our new officers for 1964 will be CHARLES SINGLER, Fleet Captain, and BOB SMITH, Fleet Secretary.

SERIES and REGATTA WINNERS for 1963 were: **Spring Series:** 1. Mullin, 2. Sullivan, 3. DeStasio; **N.B.C. Spring Regatta:** 1. Mullin, 2. Filippi, 3. Sullivan; **July 4th G. Moulton Regatta:** 1. Gleeson, 2. Mullin, 3. Garrecht; **Mory Merry Marathon:** 1. Brandau, 2. Luce, 3. Reilly, Jr.; **Sutherland:** 1. Ziemer, 2. Brandau, 3. Hoffee; **Labor Day Regatta:** 1. Hoffee, 2. Singler, 3. Brandau; **Summer Series:** 1. Mullin, 2. Hoffee, 3. Gleeson; **Bilge Boy:** 1. Grull; **Mid-Hudsons:** 1. Mullin, 2. Filippi, 3. Gleeson; **Shattemuc Invitational:** 1. DeStasio, 2. Hoffee, 3. Shuris.

NEWPORT YACHT CLUB (77)

Central New York District

Sailing on Irondequoit Bay, Rochester, N. Y.

Fleet Captain ..... Russ Morton
Fleet Secretary ..... Jim McIntosh
Fleet Champion ..... Bob Woolman
Runner-Up ..... Al Fields

Boat No.	Boat Name	Skipper
79	Black Knight	Thomas Hafner
234	Noah	Dr. Jacob S. Schaechter
400	Asbestos	Ray Hebert
458	Quest	Ernie Hamilton
1515	Carrousel	Victor Guzauski
1583	Cordelia	Ray Mercier
3194	Anwyl	Russell Morton
3410	Miss Hannah	Allen Fields
3480	Chasse'	Fred Darling
3541	Firecracker	Dr. L. H. Spector
3542	Eye-Aye-Ei	Max Presberg
3608	Guppy	Ernest Butler
3806	Spitfire	Bill Thomson
4724	George	Arnie Sahs
5584	Irish IV	Dick Doherty
5836	Trop Chere	Bob Woolman
5935	Kelpie	Allen Hamilton
6540	Palette	George Mayer
6803	Islander	Dr. Wm. Craver
7025	Our Gal II	Paul Jungjohann
7632	Chaste	Gene Notz
7974	Spindrift	Warren Duerr
8006	Windswept	Allan Perry
8322	Whitecap III	Bob Jamison
8479	Blue Jacket III	Dr. John McIntosh
8536	Trop Chere II	Robert Woolman

The Tigers of Fleet 77. L. to R. Jungjohann, Woolman and Morton.

The Irondequoit Bay "puffs" claimed their first victim in the initial race of the season when Warren Duerr earned the Unbehaun Tipover Trophy during the Burns-Hanna Series. The series was won by Al Fields, who, having sailed-out his own children, is now sailing with his grandchildren. Twenty-seven races later, Al took home the most hardware.

On June 2nd Bob Woolman launched his new Trop Chere II, and won, and kept on winning, collecting the Fleet Championship in nineteen races. Bob's regatta record this season is enviable, in that he won six out of nine district and invitational regattas. While any sailor would be proud of this record, it is likely that Bob is most proud of his new daughter. The addition of twins enhanced the Duerr family but curtailed their sailing this season. Nonetheless, Warren brought home the Skaneateles trophy.

In order to promote comradry between the fleets, the Joe Ochs Trophy was presented this year. In a Round-Robin Series, the two top skippers from the Lightning, Comet and Snipe Fleets sailed six races, two races in each class. By popular demand spinnakers were not flown. Despite this handicap, Bob Woolman won the Series.

Another innovation this year was the formation of two fleets, the A Fleet and the B Fleet. The B Fleet consisted of young skippers, new skippers, and tired old boats. Tom Jungjohann won the B Fleet Championship, and Tom Hafner was runner-up and most improved skipper.

The Newport Invitational Regatta had its first race washed out in a drought breaking rainstorm. When the weather cleared Bob Woolman, Hugh Dietz and Ace Finn.

Eight Newport Lightnings went to the Sodus Bay Invitational. Bob Woolman won, Fred Darling ran down a Sailfish, Bob Jamison tangled with a Thistle, and Ray Mercier disruddered the Race Committee boat.

The Sears Semi-finals were sailed on Irondequoit Bay in our Lightnings, with the following results: 1st. Northern Lake George Fleet, 2nd. Royal Brittania Yacht Club, Ottawa.

New Lightning owners this year are Dr. Wm. Craver and Vic Guzauski. The Andrews sold the Citation and upgraded to #7528, Cathy. Dr. McIntosh came home from the Southern Circuit with a new Lightning, Blue Jacket III, #8479.

Meanwhile, back on the Bay, there was a Sunday afternoon in August when eight boats set out to race; one did not start, two tipped over, four took down their sails, and George Mayer sailed the surviving Palette home for a first.

On Labor Day weekend the Brown Jug Race, a handicap start race for all sailboats on the Bay, was sailed. There were eighty-six boats participating and for the first time the "Jug" was won by a Lightning, Bob Woolman on the tiller. The Missal Trophy Handicap series was also sailed this weekend, the trophy going to Russ Morton in Anwyl.

As this season of sailing the Irondequoit Bay "puffs" began with Warren Duerr capsizing, so it ended with Dr. McIntosh going over in the last race. The season swung full circle.

SANDY BEACH YACHT CLUB (78)

Lake Erie District

Based on Niagara River, Grand Island, N.Y.

Fleet Captain.....Jack Taggart
Fleet Secretary.....Howard W. Compson
Fleet Champion.....Jack Sheehan
Runner-Up.....Jack Taggart

Boat No.	Boat Name	Skipper
1472	Scheherazade	Jim Tiffany
2935	Escape	Tom Lafferty
3333	Wilawa	John Heine
4032	Trident	Jack Sheehan
4870	Debby-J	Dick Robinson
4974	HI-Ball III	Howie Compson
6217	Lee Buoy	Victor Peterson
6220	Why-Knot	Red Norwalk & Andy Dannels
6309	Geronimo	Hank Henry
7950	Tar-Baby	Jack Taggart

As our 1963 Lightning season opened on Decoration Day with races for the Bates Trophies, it was quite apparent that the eventual Fleet Champion would be Jack, either Taggart or Sheehan. The smattering of wishful thinkers trailing in their wake complimented the minimum requirement for an official race and might win a stray trophy here and there during the season. However, "Tar-Baby" and "Trident" were to be top boats in our Fleet and would fight it out to the bitter end.

In the end it was "Trident", and the smile on Jack Sheehan's face, in the accompanying photo, indicates the joy in sailing, being Commodore of our Club, and winning out over his competition. Ex-Champion Jack Taggart was duly inducted into our non-exclusive "wet pants" Club as "Tar-Baby" flipped during Jack's over anxiety to win the final race in the Championship series.

Besides becoming Fleet Champion, Jack Sheehan also won the Chester Bates Memorial Trophy, the Art Little Tune-Up Series and The Compson Trophy. Jack's crew of Tom Lippard and son, Jeff, ably skippered the "Trident" in winning the Soch Crew Race Trophy.

Jack Taggart, in "Tar-Baby" was Fleet Runner-Up and winner of the Georgia Bates Trophy. Jack also did a masterful job in outdistancing the Fleet in one race at the Silver Lake Fleet's Harvest Regatta in September. In fact he came in so far ahead that the race committee insulted him by asking if the remainder of the Fleet had lapped him. Sometimes it doesn't pay to win with a comfortable lead over your nearest competition.

Fleet No. 78 Champion Jack Sheehan at the tiller of "Trident".

Howie Compson in "Hi-Ball III" retained title to the Duchscherer Trophy and also won the Law Trophy. One of our newer enthusiastic Lightning Skippers, Hank Henry piloted "Geronimo" to victory in the club handicap series and won the Commodore's Trophy. We expect Hank to be a strong competitor in '64 as he gains more racing experience. Tom Lafferty is a new addition to our Fleet and we expect to see "Ecape" supplement our meager number on the starting line next year.

Our racing season officially closed with the 8th Annual Haul-Out Regatta on Sept. 28-29. This ever increasing popular event attracted 46 Lightnings from our District as well as a few boats from Central New York. Veteran Karl Smither of B.C.C. again demonstrated his skill and won the Lightning Championship Trophy, Bob Bleasby of Toronto and Tommy Allen of B.C.C. took 2nd & 3rd place honors.

The total registration for the Regatta was 71 boats with practically all types of small center board craft represented, including Penguins. The Trophy for this event was won by SBYC's 12 year old Junior Sailor Tommy Little. Tom also received the coveted Grand Island maring Trophy signifying the most improved skipper of the year. Tom is the grandson of our Venerable Past Commodore Arthur N. Little who was instrumental in originating the Sandy Beach Yacht Club 25 years ago. Time marches on. . . . We hope that Tommy, as well as other Junior Sailors will be at the tiller of Lightnings in the not too distant future.

SOUTH SHORE YACHT CLUB (79)

Midwest District

Based at Milwaukee, Wisconsin

Fleet Captain.....Harold Lemke
Fleet Secretary.....Mary Gardenier
Fleet Champion.....Mike Emery
Runner-Up....Len Gardenier & John Christianson

Boat No.	Boat Name	Skipper
152	Nixie	Duane "Teke" Carlson
1299	Little Richard	Richard Pearson
2530	.....	Raymond Bethke
3622	.....	Harold Lemke
5606	.....	Richard B. Marsch
5677	.....	James Grady
6200	.....	Rickey Schulz
6440	.....	Mike Emery
7003	.....	L. R. Gardenier
7328	.....	Patrick Tully
7737	.....	Ralph Schaper
8302	.....	Mike Pierce
.....	.....	Dave Soudder
.....	.....	Jim Williamson

The sailing organization in the Milwaukee area includes combined racing by the two Yacht Clubs in the Bay, the other being the Milwaukee Yacht Club.

Sailing conditions, especially for Lightnings, are gorgeous in Milwaukee. It is probably true that the wind and water conditions are as good as can be found in most classical locations.

A regular and smooth southeaster moves in from off the lake on most days. During the summer, in fact the hotter it gets the more likely is the cool and refreshing southeaster. It's our favorite wind. Our wave conditions can vary from smooth to the heavy chop found in Ocean conditions, and you can't beat that fresh water.

Ours is a fine Yacht Club with extensive dry sailing facilities with several derricks and ample parking area.

Much the same can be said for our neighboring club, in fact the two Fleets freely use each other's facilities to the extent that very cordial relations exist between both.

This year, our Fleet tried an experiment in quality series racing that might be worth mentioning. We thought a regular three Race Series could be compressed into one day, which would contain all the aspects of a first rate series and yet be a bit on the gracious side and not too exhausting to be a drag.

Off a three mile triangle we found that a morning Gold Cup, followed by a single triangle in the afternoon, and then a windward-leeward to wind it up furnished a full fledged Regatta without using up the entire weekend. Naturally the weather must cooperate.

Dave Aston of Milwaukee Yacht Club won this, the Brill Series, followed by MYC's Guy Scrivner, with third going to Lon Gardenier of SSYC.

BUFFALO YACHT CLUB (81)

Lake Erie District

Sailing on Lake Erie

Fleet Captain.....Louis G. Roess
Fleet Secretary.....John E. Somers
Fleet Champion.....Stanley A. Tirrell
Runner-Up.....Alan C. Coho

Boat No.	Boat Name	Skipper
397	.....	Dr. Colin Grant
398	Image II	Norman J. Kantowski
437	Salty	J. Richard Dangl
469	Pet Two	Milton S. Perrott
620	Nansue	Parl R. Brooks
1453	Maser	Louis G. Roess
1683	Jabberwock	Richard K. Koegler
1796	Andy's Dandy	Robert Brenner
2151	Sudsbucket	Alan Coho
2988	Niord	David Sprague
3561	Double K	Donald Gregory
3629	Liki Tiki	Ray W. Ames, Jr.
3650	Mama's Mink	Cliff R. Delbridge
4644	Mojobe II	John Somers
4811	Little Sister	Charles G. Oversheimer
5300	Villian	Dr. Francis O'Donnell
5676	Barbann	Arthur Raszman
6270	Seacry	William E. Secor
6800	Linament	John Y. Sloan
7622	Decible	Stanley A. Tirrell
8318	Pokey	Bernard G. Walczak
.....	.....	Clement R. Arrison, Jr.

Fleet 81 experienced an increase in membership and in racing enthusiasm during the latter part of 1962 and in the early months of 1963. This enthusiasm led to the construction of a new hoist by the fleet at the Buffalo Yacht Club summer station at Point Abino, Ontario. With the completion of this hoist during the first month of sailing, the racing season was off to a good start and enthusiasm continued to generate throughout the summer months resulting in the racing events below:

Spring Series

1. Stanley A. Tirrell	Decibel
2. Alan C. Coho	Suds Bucket
3. Arthur D. Raszman	Barbann

Skippers only Race

1. Alan C. Coho	Suds Bucket
2. John E. Somers	Mojobe II
3. Milton S. Perrott	Pet II

Fleet Captain Lou Roess supervising launching of first boat with the new hoist.

Lionel V O Smith Trophy

1. Stanley A. Tirrell	Decibel
2. Norman J. Kantowski	Image II
3. John E. Somers	Mojobe II

Fall Series

1. Norman J. Kantowski	Image II
2. Francis W. O'Donnell	Villian
3. Stanley A. Tirrell	Decibel

Edwin B. Dietrich Trophy
Fleet Championship

1. Stanley A. Tirrell	Decibel
2. Alan C. Coho	Suds Bucket
3. Arthur C. Raszman	Barbann

SHORE ACRES YACHT CLUB FLEET (86)

Central Atlantic District

Sailing on Upper Barnegat Bay, Shore Acres, New Jersey

Fleet Commodore.....Bob Burslem Jr.
Fleet Secretary.....Sue McCann
Fleet Champion.....Bob Burslem Jr.
Runner-Up.....Johnny Scott

Boat No.	Boat Name	Skipper
6813	At Large	Kathie McCann
7008	Frustration	Bob Burslem Jr.
8339	Rampage	John Scott
.....	.....	Jim Davison

It has been several years since Shore Acres has seen Lightnings moored at her docks. We are now proud to report however, that Fleet 86 is re-activated. With four boats and prospects of many more, we again held races weekly, and very competitive races they were. All the older Lightning Skippers, married now, turned out to enthusiastically watch the "younger generation" sail. This year all skippers were Juniors, but many Lightning Skippers of years past have caught the bug and are planning to compete next year.

Bob Burslem Jr. in 7008 won our summer series this season, and Johnny Scott in 8639 was the runner-up. John also placed third in the weekly inter-club competition on Barnegat Bay, a very active sailing area in New Jersey. The third active boat in our fleet, 6813, sailed by Kathie McCann and crew Sue McCann and Mary Hills is one of the only all-girl sailing teams in this area.

The "Best Crew" trophy awarded by the Shore Acres Yacht Club was given to Lightning Class crew this year, Buddy Hills. Bud sails on 7008.

After patching torn seams on sails, redecking hulls and other minor repairs, Fleet 86 will be ready to sail again next year with as much and more enthusiasm as she had in '63.

VANCOUVER FLEET (90)

Pacific Northwest District

Sailing on English Bay, Vancouver, B. C.

Fleet Captain.....Dr. Don G. Marshall
Fleet Secretary.....Dr. J. E. G. Harrison
Fleet Champion.....Dr. Don G. Marshall
Runner-Up.....Geoff Ince

Boat No.	Boat Name	Skipper
2382	.....	C. H. S. Garling
3253	Hawk	Tom Sturgess
3780	Yellow Jacket	J. T. Biller
3812	Squall	W. Triggs
4474	Rania	Tom Lironi
4651	Moonraker	Dr. Jas. C. Osborne
5513	Thunderbird	Geoff Ince
5567	Hi-Lo	Les Alfreds
6370	Spindrift II	J. E. G. Harrison
7031	Alados	Gordon Kerr
7071	Fulmar	Peter M. Thornton
7076	Devon Maid	Dr. J. Sandilands
7089	Lola	Hart Long & John Lachance
7106	Haietlik	Dr. Don G. Marshall
8066	Suka	Dr. Tom Acheson
8337	Olympia	Lou Lanser

7106, "Haietlik"—Don Marshall reaching across English Bay in ideal conditions.

The Vancouver Fleet has enjoyed an active season of sailing, which commenced with a tune-up series May 4th, and terminated October 27th, with the Annual Invitational Regatta with Lake Washington Fleet 132, of Seattle.

Due to the variety of wind and weather conditions experienced, we had some interesting and exciting times which put both boats and crews to the test—swimming as well as sailing.

During the season, Fleet Races were held at Royal Vancouver and Kitsilano Yacht Clubs.

July 6 & 7: We hosted the Pacific North West District Championships at Royal Vancouver Yacht Club. There was a good participation of boats from Fleets #132, (Seattle) #229 (Eugene) #283, (Portland) and #90, (Vancouver).
The winners were:

(1) Don Clark, Fleet 132, Black Magic, #8787

(2) Bob Clark, Fleet 132, Moonshine, #8115

(3) Adrian Thompson, Fleet 90, Pastime, #3783

July 13 & 14: Three of our crews participated in the Annual Exchange Invitational Regatta with the South Okanagan Sailing Association in Penticton. This year the advantage was with the Interior Club, racing in their own waters in their favorite Jolly-Boats, they won handily. True to fashion, a marvelous time was had by all.

In the Fleet Championships, Dr. Don Marshall, in Haietlik, convincingly displayed he had the combination that makes Fleet Champions. Geoff Ince, in Thunderbird, was runner-up, while Hart Long, in Lola, placed third.

October 26 & 27: The Annual International Invitational Regatta between Fleet 90 and 132 of Seattle was sailed in English Bay. Six boats trailered from Seattle to join ten from Vancouver for the occasion. The weather was ideal, with brisk moderate winds. Top Honours were closely contested—

(1) Bill Davies of Fleet 132, in Habel, #6792

(2) Don Clark of Fleet 132, in Matador, #8748

(3) Geoff Ince of Fleet 90, in Thunderbird, #5513

It was fitting that Bill Davies became the first winner of the new perpetual Sundial Trophy, a unique trophy, the inspiration of Fleet 132. In making the presentation, Floyd Miller spoke briefly on the history of the Sundial, and of those who contributed to the creation of this symbolic trophy.

"Sugar Lips" Bill Effendahl won the special award for the most outstanding performance! In all, due to the generous hospitality of Kitsilano Yacht Club, it was a very successful and happy finale to our sailing season.

SPRAY BEACH YACHT CLUB FLEET (91)

Based at Spray Beach, New Jersey

Fleet Captain.....Christopher McCutcheon
Fleet Secretary.....Franz Schneider, Jr.

Boat No.	Boat Name	Skipper
737	Fram III	Christopher McCutcheon
3103	Largo	J. B. Maffenbier
8379	Ta'Aroa	Franz K. Schneider, Jr.

Interest in the Lightning Class is picking up again on the lower portion of Little Egg Harbor Bay. A whole new field of potential Lightning sailors has been opened up.

In particular, the picture at Spray Beach looks to be much improved by the return of some of our former racing skippers to this area. Chris McCutcheon has just recently moved to Princeton, N.J. and Franz Schneider to Moorestown, N.J.

With activity also picking up at Little Egg Harbor Yacht Club, there is a strong possibility that the interclub series with them may be revived this summer.

We are hoping that the class will give us good support for our club regatta in early August.

AWOSTING YACHT SQUADRON (95)

Metropolitan District

Based on Greenwood Lake, New Jersey

Fleet Captain.....Dick Davis
Fleet Secretary.....Mrs. Richard C. Davis
Fleet Champion.....Harry Ash
Runner-Up.....Hank Holterhoff

Boat No.	Boat Name	Skipper
762	.....	Richard Davis
827	.....	Hank Holterhoff
1309	.....	Ken Britting
1330	.....	Harry Ash
1788	.....	Clarence Arrowsmith
2912	.....	Ben Fortmann
3102	.....	Roy Sengstacken
5134	.....	Jack Sengstacken
7323	.....	Dork Sharp

Interest in Lightning Class racing at Awosting remained high throughout 1963 and the prospects for increasing the fleet size in 1964 are good. The excellent winds experienced this year have produced more than the usual excitement. During the 24 races of the season all but 3 were completed within the time limit.

Jack Sengstacken won the first two series, after winning a sail-off race against Davis to break a tie for the second series. Hank Holterhoff won the Vice Commodore and the Commodore Series; in addition he earned second in the Championship Series. The Championship Series was won by Harry Ash. The long race to Chapel Island and back on Labor Day was won by Jack Sengstacken, with his brother Roy earning 2nd place.

The Fleet Captain for 1964 is Harry Ash, who has already initiated action toward increasing the number of races to be sailed in 1964 and enlargement of the Fleet.

AMERICAN YACHT CLUB (96)
Western Long Island Sound District
Based on Long Island Sound, Rye, N. Y.

See Fleet #32 for Report.

NORTHPORT BAY FLEET (98)
Western Long Island Sound District
Based on Northport & Huntington Bays, N. Y.

Fleet Captain.....Ed Perry
Fleet Secretary.....Wm. Jorch
Fleet Champion.....Dick Crittenden
Runner-Up.....Phil Marriner

Boat No.	Boat Name	Skipper
754	Ebony Lady	Henry Zahn
1586	.....	G. Ochenrider
2525	Marcy	Allen Davison, Jr.
3108	Bete Noir	Mike Chamberlain
4107	Encore	Edward Morrison
4152	.....	John Hein
4250	Blitzen	William Jorch
4918	49'er	Robert Sherwood
5003	Hi	Harry Iurka
5005	Gooney Bird	Dave Chamberlain
5890	Goblin	John Greenacre
6059	Aeolus	Dave Gebhard
6699	Capypso	C. Wright
7091	Hokus-Pokus	Ken Grubbs
7198	Holomama	Bill Moss III
7203	Princess	Ed Perry
7210	Rebel	A. O. Powell
7608	Fury	S. Doepke
7827	Kittiwake	Jim Meehan
8118	Petticoat	John Porterfield
8232	Leading Lady	Richard Crittenden
8237	.....	S. Veckman
8514	Dorecho	S. Doepke
8612	Mischief	P. Marriner
8614	Puff	T. Maguire

Fleet 98, consisting of boats from Centerport, Northport and Huntington Yacht Clubs, enjoyed a very active and successful season in 1963 with 26 boats registered and an average of 15 boats qualifying in the best 9 out of 14 Sunday races. Dick Crittenden, in his sophomore year with the Fleet, sailed consistently good races to take first place in the season's standings by a substantial margin. The contest for the next three positions was not decided until the last leg of the last race of the season with Phil Marriner, an experienced sailor, but new to Lightnings, taking second place by two points. Fleet Captain Ed Perry nosed out Bill Moss for third by a single point. The season honors for boats under 5500 went to Hal Sherwood with Bill Jorch runner-up.

A tune-up race, held by the Centerport Yacht Club on Decoration Day, was won in a drifter by A. O. Powell. The competition tempo began to step up with the addition of four brand new boats as Ed Perry handily captured the Decoration Day week-end 3-race regatta with three firsts. Three-race regattas were also conducted on the week-ends of July 4th and Labor Day, with Ed Perry on top in the former and Phil Marriner breaking the monopoly in the latter. Although very few visiting boats participated, a three-race regatta was also held on the week-end of July 20th, as part of the new YRA Long Island Sound Sectional Championship. Dick Crittenden won this event which it is hoped will attract more YRA card-carrying members next year.

Six of our boats competed in the WLIS District Championship and two in the Commodore's cup hosted by the Knickerbocker Yacht Club on August 3 and 4. Ed Perry was nosed out of first place by one point and went on to take 10th spot in the President's Cup at Tawas Bay.

In order to beat the hurricane season and rush of college-bound students, the Lightning and Thistle fleets combined forces in a highly successful invitational regatta early in September hosted by the Centerport Yacht Club. Since the dates were in conflict with Tawas Bay, the attendance was somewhat lower than anticipated. Walter Scott, visiting from Sea Cliff Y/C, made scoring a relatively simple chore by taking three firsts, to the chagrin of the skippers with "local knowledge". Interest in Lightnings received considerable stimulus when they were selected for both the Ladies' Week Regatta and the YRA Junior Championships. The Ladies had a week of very robust weather and there is still evidence to prove in some instances they attempted to make sailing a bodily contact sport.

The 1964 season shows great promise with Ed Perry being re-elected Fleet Captain and some four or five new boats and skippers already on the horizon. Many Lightning skippers are keeping their tiller hand in tune by frostbiting Penguins each week at the Centerport Yacht Club. In addition, demonstrated lectures have been planned in such areas as committee problems, sail-handling, rules interpretation and starting tactics.

1963 ILCA Fleet 98 Champion, "Leading Lady" #8232

GREAT EGG HARBOR FLEET (99)
Central Atlantic District
Based on Great Egg Bay, Ocean City, N. J.

Fleet Captain.....William P. Clausen III
Fleet Secretary.....Bradford Linthicum
Fleet Champion.....William Clausen (Class A)
Dr. John Pfister (Class B)
Runner-Up.....Dr. Gordon Buzby (Class A)
Arthur Hartford (Class B)

Boat No.	Boat Name	Skipper
1723	Black Flash	Lester Asplundh
1885	Toddler	J. Scott Todd
2369	Lou Jim	James Bates
2630	Sunbeam	Art Hartford
2711	Phoenix	Jack MacCracken
2804	Coquina	Gene Wallace
3668	Allegro	Edward Walsh
4669	Octopus	Dr. John Pfister
4691	Bandit	Robert Brasler
5522	White Cap	Jim Hirsh
5538	Scamper	Amy & Janet VanGilder
5694	Good Grief	Bradford Linthicum
6001	Zorrita	Bill Fox
6694	Lady Rebel	Robert Wood
6957	Peaches	Mrs. Lillian Glen
7195	The Willies	Bill Clausen
7518	Bee Hive	Dr. Gordon Buzby

Fleet 99 members poised on the launching pad.

Fleet 99 was on the move again in 1963: thanks to the very hard work of Bill Clausen who saved the fleet from near dissolution by finding a new and permanent location for the fleet headquarters. The long labor of preparing the new site was finally rewarded with the onset of the official racing season which was heralded in with a gala picnic sponsored by the fleet ladies led by Mrs. MacCracken.

The racing itself in 1963 was the best the fleet has seen for many years despite repeated bad luck with the weather. Nearly every race was a neck and neck battle which was often decided only feet from the finish line; and nearly every participant was rewarded with victory at some time during the season.

As in years previous, the fleet was divided into two divisions, one for older boats and one for the newer, lighter ones. In addition, there was a Saturday and Sunday series which also included a separate series exclusively for girl skippers. The girls' series proved very exciting and was narrowly won by Suz Francis, a converted Comet sailor, who was closely followed by Mrs. Buzby and her daughter, Gail, each skippering a separate boat. The B Fleet competition saw the annual battle between Dr. Pfister and Art Hartford. Dr. Pfister finally emerged victorious in both series while Art Hartford made off with two seconds. The third position was shared by Ed Walsh and Jack MacCracken.

The A fleet competition also saw exciting action with Bill Clausen winning the Saturday series silver and Brad Linthicum taking the Sunday series. Dr. Buzby was a close second in both heats. All the keen racing would have been impossible without the work of our faithful Race Committee, George Lejeune and Dr. Linthicum.

The entire fleet was happy to welcome Dr. Glen and his family and we expect some keen competition from their boat, Peaches, in 1964. In addition, both Dr. Pfister and Gene Wallace expect to have new boats so the A fleet defenders will undoubtedly be hard pressed to retain their laurels in '64. Plans are already brewing for a bigger and better summer next year including improvements in the fleet facilities, and the possible addition of several new members. In short, 1964 shows all indications of being the biggest and most successful year for Fleet 99.

SANTA MONICA BAY LIGHTNING FLEET (102)

California District

Sailing on Santa Monica Bay at Redondo, California

Fleet Captain.....Robert Dallas
Fleet Secretary.....Thurman C. Wood
Fleet Champion.....Wendell W. Harter
Runner-Up.....James Boldt

Boat No.	Boat Name	Skipper
1609	Streaka	Robert J. Leckey
2420	Ariel	Robert H. Young
2421	Follomi I	Leon R. Gutstadt
3138	.....	R. H. Dickson, Artin Inglezian & Carl Von Zielcuski
3176	.....	Nimrod Torkmian & Stuart P. Whitcomb
3586	Tern	Charles R. Gleason
4700	Security First	Robert Carlson & Frank Buccela
5064	Jolly Radcliff	William Radeliffe
5690	Vespar	Ralph I. Branning
5618	.....	James Boldt
5960	Princess	Dave Davis
6028	Ondine	Gil F. Johnson
6543	PamBee	Thurman C. Wood
6638	Flamboyant	Gerald O. Noll
6650	Big Red	Keith Watts
7015	.....	Dick Heilemann
7716	Dusty	Robert Dallas
7869	Paddlin Madelyn II	Wendell Harter
8021	Follomi II	R;chard C. Benner
8525	.....	Thaddens Staniec

The sailing season for Fleet 102 started with the Southern California Yacht Association's Midwinter Regatta in February. This regatta was hosted by three yacht clubs located in Los Angeles Harbor and approximately 700 boats participated. Cabrillo Beach Yacht Club hosted the boats 20 feet and under, Los Angeles Yacht Club hosted the ocean racers and Alamitos Bay Yacht Club hosted the smaller ocean racers and dinghies.

The fleet has been dividing its time between King Harbor and Cabrillo Beach Yacht Clubs, with a few skippers trying their luck at five regattas in San Diego. The North American Regatta at Tawas Bay, Michigan was attended by Bob Dallas, one of the newer CBYC members. He was one of a contingent of six skippers from Southern California who trailered across country for this event.

In addition to the many racing events, several family-day sails were conducted during the year to introduce potential Lightning owners to the exceptional qualities the boat offers for sailing in California coastal waters. Harbor development at Redondo Beach in Santa Monica Bay has opened a favorable sailing area to Lightnings. Many owners of sailing dinghies are looking for larger boats, such as Lightnings, capable of open water sailing. King Harbor Yacht Club now has its hoist facilities installed and the new clubhouse will be completed the first of the 1964 year.

The major Lightning event sponsored by the fleet was the Hurricane Gulch Lightning Invitational held in September. The finishing order for the series of three races was R. Benner, KHYC; W. Harter, KHYC; and D. Wright, Mission Bay Yacht Club.

The Championship for the fleet was determined by the best score for 15 out of 18 pre-designated races held in local waters.

Due to a transfer to Buffalo, N.Y,. the fleet lost its Fleet Captain, Al Rowland, in the middle of the season. He and his wife Jean have been conspicuous by their absence from the local scene. Bob Dallas was elected to fill out the remainder of Al's term.

Among the social events were potluck dinners after the family day sail and a house warming progressive dinner party for the Benner's and the Boldt's. The party started at the Wood's for cocktails, moved to the Benner's for salads, progressed to the

Dallas' for the main entree. Here progress stopped as everyone was having such a good time that the Boldt's brought the dessert to the Dallas'!

Our sailing season came to a close after 29 major regattas with the Christmas Regatta.

LAVALLETTE LIGHTNING FLEET (104)

Central Atlantic District

Sailing on Barnegat Bay, Lavallette, N.J.

Fleet Captain ..... Dr. Ira S. Ross
Fleet Secretary ..... Richard F. Maguire
Fleet Champion ..... John J. Bonn
Runner-Up ..... Fred Slovak

Boat No.	Boat Name	Skipper
358	White Flash	J. Leslie White
657	One Shot	Dr. E. A. Zybulewski
1365	.....	Walter R. Lane
1378	Windaisy	Harold Chester
1725	Lazy One	Dr. Ira S. Ross
2067	.....	Chris Larsen
4110	.....	Nels Sorenson
4877	Sea Gwen	Dr. F. Parker Willey
5615	Jezebel	John J. Bonn
7073	Jodie Bee	Richard F. Maguire
7140	Star Dust Too	Fred & Marie Slovak

Lavalette Lightning Fleet wound up its most active season in many years. Two new boats, skippered by Chris Larsen and Nels Sorenson joined the Club early in the season and proceeded to "push the averages around." "Doc" Ross, our newly elected Fleet Captain, improved his sailing skill and became a dangerous contender, particularly in heavy air. The Season Championship was closely fought and the first three places were still undecided going into the last race. Dick Maguire and John Bonn fought a close duel, ending in a luffing match with spinnakers right on the finish line. John Bonn triumphed, squeaking across the line three seconds ahead of Dick. After the debris of battle cleared, John Bonn had clinched first place for the fourth season in a row. Fred Slovak in STARDUST-TOO beat out Dick Maguire in JODI-BEE by a fraction of a point for second place honors. In the Labor Day "Sail Off" for the Commodore's Cup, the lead seesawed back and forth a few times between John Bonn, Fred Slovak and "Doc" Zybulewski in "ONE SHOT". Furious spinnaker work was the key to success and the finish line found Fred Slovak out front closely followed by Dick Maguire and John Bonn.

Fleet 104 customarily sails a "Round Robin" in middle September but this was temporarily postponed due to excessively high winds and water, most of the boats going into "irons" when attempting to "tack". The fleet then retired to the home of Ward Thomas, our private race committee, to discuss the situation over a few beers. After two hours discussion the decision was made: "We're Lightning Skippers" and off the crews went to do battle with the elements. A wild race resulted in which the only time the boats were not planing was on the beat. Chris Larsen topped off the race by crossing the finish line and promptly turning over and going for a swim. "Doc Zybulewski earned "line honors" in this particular exercise in "cautious sailing".

A more important decision was reached at the impromptu fleet meeting: The organization of an annual Fall Series for Lightnings. Because of weather problems the series was limited to four races in which the entire fleet participated. JODI-BEE swept the series, winning all four hotly contested races. Second and third places in the series went to "Doc" Zybulewski and Nels Sorensen respectively.

Fred Slovak, Fleet 104's representative on the Regatta circuit started the winter activity by placing fifteenth in the 84 boat mob scene at Quantico. We hope to hear more of Fred's activities through the winter.

With the prospect of several new boats for '64 and the constant improvement being shown by our younger skippers, it appears that the veteran skippers are in for a rough time in '64. Third place finishes are going to be mighty hard to come by. If any of the "ILCA" members "come by" Lavallette during the season, stop in and turn a few buoys with us.

"Doc" Ross chasing "Doc" Zybulewski. (He caught him.)

GREAT SODUS BAY LIGHTNING FLEET (108)

Central New York District

Sailing at Sodus Bay, Sodus Point, N. Y.

Fleet Captain ..... Al Hosford
Fleet Champion ..... R. W. Hallagan
Runner-Up ..... Harry Fogarty

Boat No.	Boat Name	Skipper
2756	North Wind	Lawrence Morley
2792	.....	John Beiszad
2850	Wind Song	Bud Seymour
3274	High Tail	Sidney Schoenwald
5230	.....	Mark Buckman
5974	Polaris	Harry Fogarty
6693	Merry	Charles W. Hallagan
6698	Chaos	Dick Brown and Bob Bloomer
7087	Razzlefratz	Richard W. Hallagan
7535	Presto	John D. Sprague
7723	Little Toot	Al Hosford

The season opened with Hosford, Hallagan, and Sprague (in Seymour's boat) racing Memorial Day. It was Sprague's lucky day. Sodus Lightning sailing was held together by a group of five or six regulars. Several ex-sailors returned during the season. Fisk Hayden, appeared one day after a 6 year absence, and skippered and crewed the rest of the season. Dave Davis was around during a month's leave from the Army and Dick Coerss likewise from the Coast Guard. Though 7087 was not skippered too much by Dick Hallagan, the aging "Razzlefratz" proved hard to beat. With wife Anne, and crew, Jack Severson doing most of the sailing, 7087 was fleet champion. Labor Day Series was hotly contended with Bob Bloomer and Dick Brown finding the right combination.

Regattas featured the season. Dick Hallagan was second at the L.S.L.S. Sprague was second at the CNYYRA and third at the Districts. On the weekend before Labor Day the Yacht Club held its annual invitational Regatta and a total of 132 boats entered (31 Lightnings). Though Bob Woolman of Newport won, Dick Hallagan and Harry Fogarty were right there with 2nd and 4th.

On the fall circuit, Dick Hallagan was red hot: 3rd at Onondaga, 3rd at Silver Lake, a moral victory at Sandy Beach, and 3rd at Quantico.

4th of July	Championship	Labor Day
R. W. Hallagan	R. W. Hallagan	Brown-Bloomer
Sprague	Fogarty	Sprague
Fogarty	Brown-Bloomer	C. W. Hallagan

ST. PETERSBURG LIGHTNING FLEET (109)

Florida District

Sailing on Tampa Bay at St. Petersburg, Florida

Fleet Captain.....Byron K. Harvey
Fleet Secretary.....George Ritz

Boat No.	Boat Name	Skipper
318	.....	Harry M. Hale
777	.....	Byron K. Harvey
1081	.....	George J. Ritz
1581	.....	James L. Brown, Jr.
2837	.....	Henry DeMaesschalek
4123	.....	Capt. Edward N. Dingley, Jr.

Aside from the annual mid-winter Championships, the Fleet has been inactive. The present membership appears to prefer day sailing on the local bays to an arduous program of racing. We must be getting old!!

HIGGINS LAKE FLEET (110)

Michigan District

Based on Higgins Lake, Michigan

Fleet Captain.....Mike Dow
Fleet Secretary.....Peter Morley
Fleet Champion.....Peter Morley
Runner-Up.....Alex Carlin

Boat No.	Boat Name	Skipper
679	HiHi	Dr. H. I. Clark
1847	The Jermy	Bob Jermstad
2460	.....	Bob Busk
2844	.....	Ted Caldwell
2933	White Cap	A. B. Brand
4214	.....	Bob Thompson
4538	.....	Jim Redmond
4808	.....	Rickey Swinhart
4809	Flave IV	Dr. Don Brasie
5049	Ho Hum	Glen Osgood
5254	.....	Bob Klintworth
5603	Flicker	Lucy Schultz
6281	.....	Tom Brennan
6400	What's Buzzin	Peter Morley
6687	Sugar Beet	Art Buhl, Jr.
7010	Glen Garry	Alex Carlin
7300	Triagan	Doc Arnold
7309	.....	Ted Doan
7575	.....	Ormond Barstow
8285	Go-Blue	Bob Bennet
8309	Serendipity	Mike Dow

Highlight of the 1963 season was the 12th Annual H.L.B.C. Invitational Lightning Regatta. Twenty boats, including twelve guest boats, raced three races in air from 8 to 20 knots. Seven boats carried Pontiac Yacht Club colors joined by one each from Gull Lake, Crescent, Grosse Pointe, Saginaw Bay and Toledo. When the smoke cleared away Dr. Leo Wasserberger of Pontiac was first, Phil Smith of Pontiac second, Claude Bennett, Pontiac, third, George Bery, Pontiac, fourth and Pete Morley, H.L.B.C., fifth. Saturday night the happy throng listened to a long hair concert by the Michigan District Barefoot Philharmonic, maestro Al Oberson conducting from the podium with his Banjo.

Season's Results:

Arnold Lightning Cup—Peter Morley winner, Alex Carlin runner-up

Cal Barry Trophy—Alex Carlin winner, Peter Morley runner-up

Lightning Cruising Trophy—Ted Doan winner, Bob Bennett runner-up

Alex Carlin bought the island and is now a cottage builder and real estate tycoon. There is a move in the wind for the H.L.B.C. to sell it's present clubhouse and property and build on the island. We hope this comes to pass. We hope too the winds will be good, next season for each week-end this season brought air of infinite variety.

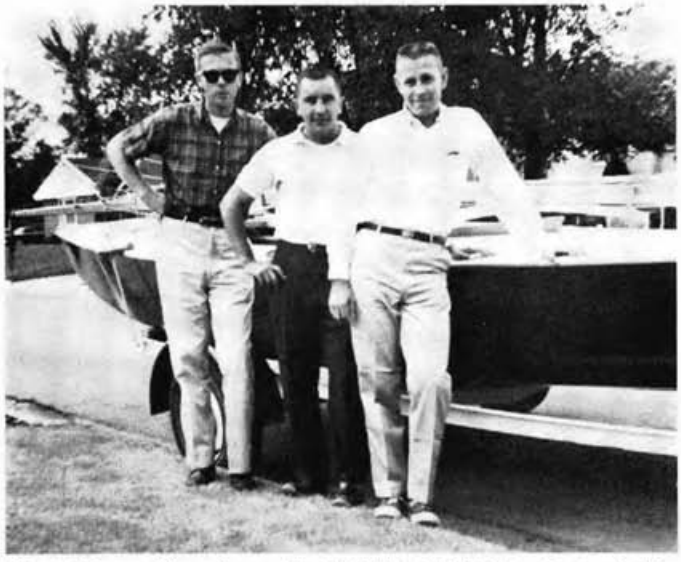
GREEN BAY FLEET (112)

Midwest District

Based on Green Bay, Wisc.

Fleet Captain.....Quinten J. Adamski
Fleet Secretary.....Ken L. Mathys
Fleet Champion.....R. G. Evans
Runner-Up.....James Hopkins

Boat No.	Boat Name	Skipper
730	Tips	Robert Rahr Flatley
1578	Four Belles	Fred Cross
2199	Matey	Ed Mattick
2326	.....	Ray Wahlton
2503	Geo. Claire, Jr.	Geo. Burridge
2505	Baby	Carl Witteborg, Jr.
2534	For Sale	J. Gagnon & Geo. Bielefeldt
3777	Pat-Sue	Ken Mathys
7075	Manukia	Jerry & Harold Koch
7144	Misty	Dr. Thomas J. Beno
7375	Snafu II	R. G. Evans
8025	Black Jack	Quinten Adamski
8246	Ginny Lee II	Arnold & Tom Biebel
8350	Blue Nose	Mary Campbell
8644	Hawg	James L. Hopkins
8746	Aurora	H. Impleman & Curt Olson
8749	.....	Ken LaFond
8750	Sandbagger	Jim Ford & R. Tilleman



Fleet 112 qualifiers from the Mid-West District. (l. to r.) Jim Hopkins and crew, Ray Leicht and Lyle Bracker.

Each year Green Bay Fleet 112 seems to come up bigger and better than ever. New members plus new Lightnings and other type sailboats help the incorporated Fleet in the Green Bay Sailing Club to grow each year. Higher numbers shown on the roster indicate some of the newer boats of the New Sailors such as Dr. Thos. Beno—Harvey Impleman—Curt Olson and Ken LaFond. Some veterans have taken up other interests and their boats are sailing in other waters. Jim Hopkins, Jim Ford, Mary Campbell, Robt. Tilleman, Arnold Biebel. Recent purchases of new boats has livened up the local races, and events which have been sailed on Fox River in Green Bay Area.

Low water has plagued the Club and Fleet the last couple of years and will cause them to move their home port this fall. Eagles Nest Resort located on Green Bay about 10 miles east of the city of Green Bay will be their new site and Race course in 1964. Moving of the Club's Hoist and facilities is being done before the winter sets in by a group of the members headed by Ray Leicht and Jim Hopkins. Dock footings have been installed and fell cappings are now in progress at the new location hoping to be ready come Spring. A larger area will be available for the Race course and if water level holds, some Invitational Regatta's could be held in the future.

After total points were figured for the Spring—Summer and Fall Series of local races, Dick Evans was Fleet Champ with Jim Hopkins, Runner-up. It seems the last few years these two have exchanged places every other year for L.C.A. totals. Class and handicap events are run off each year due to other type boats within GBSC and it sure helps the sailing interests.

Our usual Winners Banquet is held in April and our Fleet Captain did the MCing in his usual Bang up Fashion and had the members on the edges of their chairs again, with his comedy and surprises. Trophy Awards also had the winners a bit surprised after final tabulation of season's results for 1962. This year (1963) had a large number in the winning and placing results with Evans—Adamski—Hopkins—G. & B.—Campbell—Wahlton—Cross—Dorband—Ford—Tilleman and Jones all due to collect some hardware come Trophy giving time.

The Travelers were a little more fortunate this year and made their presence felt at a couple of the out of town Regatta's. Evans & Hopkins were 1 and 2 at Bratwurst Regatta of Sheboygan, Wisc. and six of seven local GBSC entries were within the first eleven boats out of 32 entries.

Jim Hopkins and crew of Ray Leicht and Lyle Bracker qualified for the North American Championships at Tawas Bay but didn't do consistently well there. Rough weather caused some rigging problems in other Regatta's so our Fleet had to be content with the above results for this year.

Climax to our season is the Walter Masse Trophy Race, a handicap event and this held true to form with no winner ever winning two consecutive years. Vic Jones in a Sea Gull took home the Hardware. Being back on the Large Bay Area should give the Fleet 112 Sailors some rougher going and be able to give other International competitors some better competition soon. Hope to see you all in "64".

ST. JOSEPH HARBOR FLEET (113)

Michigan District

Sailing on Lake Michigan at St. Joseph, Mich.

Fleet Captain ..... Henry Handy
Fleet Secretary ..... Ted Troff
Fleet Champion ..... Ted Troff
Runner-Up ..... Bill Campbell

Boat No.	Boat Name	Skipper
4674	Hard Tack	Ted Troff
5967	Droopy II	Dean DeVries
6378	Bertha	St. Joseph Jr. Foundation
6379	Wheeeee	Wm. Beard
6662	The Wren	St. Joseph Jr. Foundation
7313	Handy's Shell	Hank Handy
7578	Sea Smoke	Jim Taylor
7579	Donnie	St. Joseph Jr. Foundation
7966	Ibis	Joe Stueland
7979	Zamboanga	Bill Campbell
8569	Carl D. Bradley	Herm Zollar
8646	Prop Wash	Bob Brainard
8714	Lula Belle	Carey Long
.....	.....	Bud Crow

Fleet 113 had another fine season with an increase in our fleet and several new-comers interested in becoming boat owners. We are looking forward in the years to come of having quite a large active fleet. In addition to our own racing schedule, we were represented at eight out of town regattas by members of the fleet. We welcome Bob Brainard, Herm Zollar, Carey Long and Wm. Beard into the fleet as new boat owners. Carey, of course, has sailed for many years and placed in the North Americans but the others are all relatively new and they're all rich which overcomes a great handicap. Bill Campbell had one of his luckier years and seemed to come out on top on most of the important races but we have several other good skippers just waiting for this flash in the pan to stumble. He showed signs of weakening in the North Americans and had to settle for a second so look out next year. Stueland is getting ready to make his move.

The high point of our racing season was climaxed by hosting the Districts and we had excellent weather for a five race series. It was just a little on the warm side but we had a breeze and that's what counts. Ted Troff installed a new drain hole in the side of Herm Zollar's boat—Ted is having a small sign painted on both sides of his boom, one says, "Oh yes!" and the other "Hell No". This will keep the crew straightened out as to which tack they are on and avoid incidents like this.

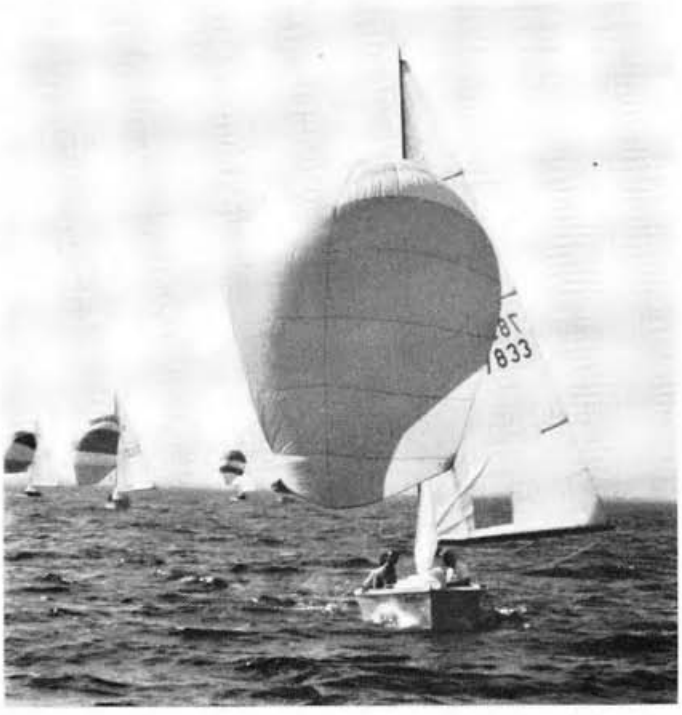
Our race committee czar, Jack Zuilhoff has a busy year planned for '64 so we'd best get ready because our races start on time.

SAN DIEGO BAY FLEET (114)

California District

Fleet Captain ..... Warren Gross
Fleet Secretary ..... Bernard Gross

Boat No.	Boat Name	Skipper
1909	Stormy	Henry Algert
2272	Full House	John Bothwell
3673	Chiquita	Robert Niemyer
5505	Purple Demon	Don McKinley
6240	Nasuke	Willoughby Mercer
6418	Easterner	Harold Smith
7833	Blixten	Warren Gross



Warren Gross "leading with his chute" on South San Diego Bay.

Four traditional Invitationals and the 1963 California District Championship attracted top west coast sailors. The terrific competition is best indicated by the variety of skippers in the trophy places.

California District—18th Annual
1st—BULL II—Carl Eichenlaub
2nd—CHINA CLIPPER—Dr. Barber
3rd—MAY DAY—Elton Ballas

Small Boat—27th Annual
1st—PANIQUE—Howard Macken
2nd—BULL II—Carl Eichenlaub
3rd—CHINA CLIPPER—Dr. Barber

Ken Reynard—15th Annual
1st—BULL II—Carl Eichenlaub
2nd—BLIXTEN—Lowell North
3rd—CHINA CLIPPER—Dr. Barber

Fall Regatta—Hermann—16th Annual
1st—INCOGNITO—Geo. Conrad
2nd—SHAZAM—Al Raffee
3rd—PANIQUE—Howard Macken

Thanksgiving—Elmer Muhl—17th Annual
1st—SHAZAM—Al Raffee
2nd—PANIQUE—Howard Macken
3rd—BLIXTEN—Warren Gross

In the Thanksgiving Regatta the first boat won by ¼ point and the third boat was one point behind the winner. Warren Gross won the first race, Geo Conrad the second and Al Raffee the third.

GARDINERS & PECONIC BAYS FLEET (116)

Greater Long Island District

Sailing on Peconic Bay at Greenport, L.I., New York

Fleet Captain.....Arthur VanDeWater
Fleet Secretary.....Walter H. Burden Jr.
Fleet Champion.....Mike Burden
Runner-Up.....Larry Dorman

Boat No.	Boat Name	Skipper
856	Falcon	Robert O'Connor
1879	Little Hope 4th	Herbert Evans
2739	Bon Ami	Robert Utz
3594	Riptide	Leroy Raush
3938	Bluebird	Warren Vail
4246	.....	Raymond Golder
4608	Blitzen	Peter Dinkel
5029	Lollipop	Lorette Prime
5075	Jolly Roger	Arthur VanDeWater
5085	Upset	Jim Holmes
5136	Galatea	Carol Hansel
5344	Mint Julep	Edmond Curcuau
5780	Sallie Ho	Sallie Krusen
6003	P	Peter Zecher
6982	Sakey	Mary V. Wilkinson
7098	Morning Star	O. W. Jaeger, Jr.
7330	.....	Hugh Luddecke
7555	Sneakaway	Debbie Brower
7915	Rebel	Lawrence Dorman
7971	.....	Dr. Robert Popkin
8254	.....	Dick Tiernan
8255	Tiki	Mike Burden
8274	.....	Linda Ward
8342	.....	Gary Kohut

Fleet Champion Mike Burden. (C'mon Mike, Hike!)

The active Fleet 116 members enjoyed a full season of sailing and racing activity in 1963. While we lost a few boats from the Fleet roster due to sales outside our area, the competitive activity was very keen. Individual yacht clubs conducted weekly events offering ample opportunity for groups of Lightnings to get together and brush a bit.

Our one annual event, the Eastern Long Island Yachting Association Regatta, brings most of the Lightnings in the area together and provides the test whereby we have always determined our Fleet Champion. We were fortunate in being able to sail the four races scheduled and Mike Burden won with Larry Dorman runner up.

We have high hopes of seeing Fleet additions in 1964 as several people have indicated they will move from other classes to Lightnings during the winter.

ROYAL HAMILTON YACHT CLUB (118)

Lake Erie District

Sailing on Hamilton Bay, at Hamilton, Ontario, Canada

Fleet Captain.....Robert Jocelyn
Fleet Secretary.....Mrs. Pat Boyce
Fleet Champion.....Robert D. Jocelyn
Runner-Up.....Donald M. Allen

Boat No.	Boat Name	Skipper
1845	Auld Cloutie	Frank Inrig
3548	Not Us	Tom Robertson
3654	Just Us	A. MacDonald
4017	Zephyr	Frank Hewitt
4233	Bob-Ed	John Howard
6851	Baleno	Harold Boyce
7142	That Boat	K. Ormerod
7472	Adelia IV	George Hampson
8300	Who Dat?	R. Jocelyn
8633	Endeavor	D. Allen

This past year, being our 75th anniversary as a Yacht Club, saw a welcome surge in Lightning activity with two new owners and another new boat for Don Allen. 1963 saw boats from our club at regattas in Buffalo, Toledo, Baltimore, Toronto, Niagara and last but not least Don Allen finished 15th in the World's Championship in Lima, Peru (a very respectable finish). The Lake Erie Districts were held at R.H.Y.C. for the 1st time since 1954 with Tom Allen "Me-Go-Fast" winning the regatta again. Best wishes to all Lightning Sailors and may we have good sailing and fellowship next year.

NARRAGANSETT BAY LIGHTNING FLEET (119)

Connecticut District

Sailing on Narragansett Bay, Rhode Island

Fleet Captain.....Henry Eldredge
Fleet Secretary.....Joseph Resch
Fleet Champion.....W. Edwin Stevens
Runner-Up.....Harvey Potter

Boat No.	Boat Name	Skipper
1577	Kitonuck	William Macomber
2338	Cutshausha	Dr. Samuel Rouslin
3039	Brand X	Theodore Goodchild
3434	Sea Hawk	Donald Bruce
3463	Windward II	Allen Howland
3970	Fleetwing II	Henry Eldredge
5792	Hope	Charles E. Collins, Jr.
5889	Blitzen	Harvey Potter
5978	Cimba	Edmund I. Leeds
6802	Elite	W. Lincoln Mossup, Jr.
7447	Skidoo II	Joseph Resch
7671	Adventurer	Dr. Arthur Phillips
7917	Restless	Patricia Heeley

This year members of Fleet #119 raced in three different groups. The largest group was the various Narragansett Bay Yacht Association races held most Saturdays and Sundays. W. Ed Stevens came out on top of this group of 19 contenders. Ed's new Lightning "Stormy" lived up to all expectations. Ed finished first in nine of the eleven races he entered. Harvey Potter was second in these series and Dr. Arthur Phillips was third.

Our Fleet #119 series held on off Saturdays and the Labor Day week-end finished up: First, "Stormy", W. Edwin Stevens; Second, "Blitzen", Harvey Potter; Third, "Skidoo II", Joseph Resch.

At the East Greenwich Yacht Club we have the biggest concentration of Lightnings in the Bay. Here the results were: First, "Restless", Pat Heeley; Second, "Stormy", Edwin Stevens; Third, "Sea Hawk", Donald Bruce. This is Pat Heeley's second year sailing and she is our only girl skipper. She also sailed in the Sears this summer.

(Courtesy Providence Journal)

Pat Heeley, Skipper of "Restless" at Narragansett Bay Yacht Association Regatta.

Duke McCann sold "Bugaboo" to Christ Bowes this year. Dr. Sam Rouslin has sold "Cutshausha" to Joe Ryan. Col. Charles Collins has brought his beautiful blue "Hope" to our Fleet. Bob McNaught is back with another Lightning. We also welcome Cheslie Carpenter to the Lightning Skippers.

CEDAR POINT YACHT CLUB (126)

Connecticut District

Sailing on Long Island Sound at Westport, Conn.

Fleet Captain.....Robert O. Shealor
Fleet Secretary.....Robert L. Ficks, Jr.
Fleet Champion.....H. B. Sprague & R. L. Ficks, Jr. (Team)
Runner-Up.....Robert O. Shealor

Boat No.	Boat Name	Skipper
1383	.....	Milan J. Daniel
2044	Optimist	William Pansius
2602	.....	Chas. Sampson
4567	Yes-Mad	Bart Price
4885	Skylark	John Honey
5438	.....	John Clarke
5822	Ta'Aora	Tom Roussel
6004	Little Ho	G. W. Hobbs
6070	Driftwood	Dr. Earle Brauer
6383	Sarcelle	Gordon Malm
7006	Mouette	Dr. Paul Brauer
7050	Lil' Dude	James R. Allen
7267	Panby	L. L. Brundred
7268	Lord Jeff II	R. O. Shealor
7269	Gay-Sha Girl	G. V. Land
7281	Tempo I	Arnold Berke
7337	Whiskaway	H. B. Sprague & R. L. Ficks, Jr.
7853	.....	A. A. Raymond, Jr.

Fleet Captain Bob Shealor in some dusty going during the Cedar Point Y.C. Lightning Invitational.

Fleet 126 enjoyed continuing growth this past year. With the prospect of new club facilities by the end of 1964, there is added interest centering around greatly enlarged dry stall areas, launching facilities and additional moorings.

Our program was continued right through the winter with regular monthly meetings devoted to racing tactics, rigging, rules and maintenance. Skippers from our Blue Jay Fleet were invited to these sessions to kindle their interest in the Lightning for their "next" boat.

Racing started Decoration Day weekend with the Vice Commodore's Cup Regatta, a three race series won by Bob Shealor in LORD JEFF. Weekly races were held each Saturday and Sunday until Labor Day. The July 4th series for the Commodore's Cup was taken by Jim Allen in LIL DUDE and the Labor Day Rear Commodore's Cup series by Bob Shealor. Season's honors went once again to Banny Sprague and Bob Ficks who sail WHISKAWAY alternately as co-owners.

Highlight of the season was the 4th Annual Cedar Point Lightning Invitational which drew a record 42 boats, and was marked by some of the wildest winds to blow on Long Island Sound in many a day. The series wound up in a unique three way tie for 1st place between Dave Chanoux, Housatonic, Y.C. in 7914, Banny Sprague of Cedar Point in 7337 and Wally Lineburgh, Pequot Y.C. in 8717, all with 15 points after 3 finishes. On the basis of best finishes, Chanoux was awarded 1st place followed by Sprague and Lineburgh. Steve Bachman, Pequot Y.C. in 8710 won both events on Saturday only to lose his mast in Sunday's blow. Joe Kelly, Larchmont Y.C. in 8674 took 1st in Sunday's event.

Frostbiting at Cedar Point is now under way with a number of our Lightning skippers sharpening their tactics and we look forward to continued success in 1964.

SAVANNAH LIGHTNING FLEET (127)

Southeastern District

Based on Wilmington River, Bradley Port, Savannah, Ga.

Fleet Captain.....James L. Daniell
Fleet Secretary.....Charles Kilpatrick
Fleet Champion.....John McIntosh
Runner-Up.....Charles Kilpatrick

Boat No.	Boat Name	Skipper
8	Pink Lady	Lee Thompson
68	Hurricane	James F. McIntosh
749	.....	Denis Doyle
3152	Lady Jane	Bogardus Werth

3515	Yes Dear	James L. Daniell
4040	Merrihel	James Artley
4670	Witch I	Reginald Brooks
4872	Rabbitt	John M. McIntosh
5570	Thunderbird	William B. Whalley
6612	Scalawag	Elmo S. Weeks
7342	If Only	Debele Maner
7530	Uglier	Roy L. Gordon, Jr.
7642	Playmate	Charles Kilpatrick
7745	.....	Einar Trosdal
8475	Moose	John McIntosh, Sr.

Fleet 127 again started our Sailing Year as host for the ever popular Deep South Regatta. Our Lightning Friends arrived from California, Michigan, New Hampshire, New Jersey, New York, among other states. Saturday found 50 boats maneuvering on our river in chilly weather, but we finished a good long week-end in the sun. This is always an enthusiastic beginning for the Southern Circuit.

We began our Spring Series in April with John McIntosh, Jr. winning first place, followed by Roy Gordon, Jr. and Jim Daniell. John McIntosh, Sr. was back in the summer series to cap the honors with Charlie Kilpatrick and John McIntosh, Jr. close behind. John, Sr. also won our Fourth of July Regatta and our Labor Day Regatta. In the Fall Series it was again John McIntosh, Sr. ahead of Roy Gordon and Charles Kilpatrick.

We were justly proud of our skippers as they traveled out into the District in Columbia. John McIntosh, Sr. took first place and again in Beaufort and Augusta followed by his son John, Jr. in the last two races. Our Jacksonville newcomer, Denis Doyle, who provides us such strong competition, came in first in Charleston and third in Augusta. McIntosh, Sr. won the District with Roy Gordon, Jr. in second place. Fortunately John, Sr. was able to bring the Cemere Cup home again from the South Atlantic Championships in Augusta.

We were delighted to play host—hostess to the Adams Cup this year in Savannah. Five of our Lightnings were used for this rousing three day event, for which we were represented by our own Barbara Ann McIntosh. Does that last name sound familiar by now? This was one of the most exciting week-ends on record. The ladies provided stiff competition for each other and much enjoyment for the on-lookers. Sparkle Graham from New Orleans took the semi-final honors up to Massachusetts for the final competition.

Recognition was again given for the "Lightning Crew of the Year". This year it was awarded to Marianna Whalley, wife of Skipper Bill Whalley.

We consider ourselves fortunate to have added Denis Doyle, Regs Brooks, and Debele Maner to our Fleet this year. They are definite assets with good competitive spirit.

We have been enjoying the fall evenings with lectures given by John McIntosh, Sr. We keep hoping he will give all his secrets away, but while we are all learning and putting this to use we don't seem to be putting a dent in his average. However, we are enjoying good fellowship and strengthening the already stiff competition. We are looking forward to another good year in 1964.

MADISON BEACH CLUB (129)

Connecticut District

Madison, Connecticut

Fleet Captain.....Robert H. Higgons
Fleet Secretary.....J. Robert Baylis
Fleet Champion.....Mary Lou Stearns
Runner-Up.....E. Corning Rawle

Boat No.	Boat Name	Skipper
2110	.....	Madison Beach Club
3283	.....	Edward H. LaFarge
4767	.....	W. H. Palmer
5214	Half Tide II	Hayden N. Smith
5947	.....	De Witt Barlow, Jr.
5950	Puff	E. Corning Rawle
6585	Splash	James Baylis
6852	Bobolin	Robert H. Higgons
6883	.....	Marie Birnbaum
7368	Blitzen	Robert Thorndyke
7913	.....	C. O. Davidson
7916	Erzule	Lewelen M. Stearns

The 1963 racing season was a good one for the Madison Fleet with a larger number of races sailed than usual due to the scheduling of "double headers" whenever there was sufficient breeze to make two races possible. We have been able to enlarge our relatively short season in this way and the idea which was tried as an experiment in 1962 has proven quite successful.

Mary Lou Stearns, sailing ERZULE, made a clean sweep of our series racing as she took first place in July, again in August and of course for the season. Bob Baylis was also consistent with second places in July, August and the season in SPLASH. The Roger Pape Memorial Race in which each skipper sails someone else's boat, the numbers being drawn out of a hat, was won by Bob Higgons sailing SPLASH with Peter Smith second in Pete Davidson's boat. There was a bit of excitement in this one as a squall hit the fleet on the first leg with plenty of wind and rain and no visibility for a while. In the Fisher Trophy Race, the final event of our season, Sandy Poindexter sailed PUFF to a well earned victory over Mary Lou Stearns with the lead changing hands several times as a result of abrupt shifts in the direction and the velocity of the wind.

In the junior series Ted Baylis took first place in the July and August series and also for the season. Bob Higgons, Jr. was second in the July series and Witt Barlow was second in August and for the season.

We again sailed team races against our good friends from the Sachems Head Yacht Club and maintained our consistent record of second places. This inter-club series provides a lot of interesting racing as well as some very enjoyable socializing after it's over and one of these days we expect to win one for a change.

LAKE WASHINGTON FLEET (132)

Pacific-Northwest District

Sailing on Lake Washington, Seattle, Washington

Fleet Captain.....Joe Guthrie
Fleet Secretary.....Bob Colyer
Fleet Champion.....Don Clark (8383)
Runner-Up.....Bob Clark (8497)

Boat No.	Boat Name	Skipper
751	.....	Kenneth Youngman
2274	Finesse	Lloyd Dohrman
2994	.....	Allan Taylor
3167	Loligo	Chas. Hitzroth
3168	Escape	Dave Blattner
3385	.....	Crellin Pauling
3791	Cloud 9	Eric Denton
3830	Mandy	Joe Guthrie
4064	.....	Ralph Deltenre
		Robert Sexauer
		Robert Willard
4397	Valentine	Bob Colyer
4746	Dondalee	Ray Strohm
6724	.....	Bill Bowman
6792	Habel	Bill Davies
7030	Tschitah	Ken Brostrom
7458	Flash	Dave Gosse
7665	My Pet	Bill Elfendahl
7673	.....	Paul Somm
7711	Thunder'n	Floyd Miller & James Smith
7713	.....	Dr. Wm. Jaquette
8024	Bob-a-lu	Bob Smith
8114	.....	Charles Piggott
8244	.....	James Beebee
8283	.....	Sheffield Phelps
8382	Disco Volante	Richard Saltonstall
8383	Black Magic	Donald Clark
8496	Tom-Tom	Tom Jobs
8497	Moonshine II	Bob Clark
.....	.....	Roger Anderson
.....	.....	Curt Wieners
.....	.....	Scott Rohrer

The 1963 season for Lightning Fleet 132 was a very busy one with 81 races on the schedule. Racing started in March with the spring frostbite series, and continued through December 15 with the fall frostbites. The 1963 season produced more than its share of light winds, many races being cancelled due to flat conditions. Nevertheless, the year saw a number of new skippers and boats, including two home-builts and one import from Japan.

Fleet 132 Champion Jeri Burchard Clark at the helm of "Black Magic".

MANHASSET BAY LIGHTNING FLEET (133)
Western Long Island Sound District
Sailing on Manhasset Bay, Port Washington, New York

Fleet Captain.....Dr. Al Field
Fleet Secretary.....Charles Grinnell
Fleet Champion.....Mike Grinnell
Runner-Up.....Elliott Oldak

Boat No.	Boat Name	Skipper
287	Habibi	Peter & Howard Swift
1955	Hibachi	Frank R. & Mary Dawson
3641	Bay Lady	Donald Lamar
3725	Whizzer	Frank S. Thorp Jr.
4253	Clarida	Bert Papanek
4249	.....	Ted Von Zielenski
5404	Hectic	Harold Hecht
5637	7 Up	Everitt F. Gamble
5771	Bubbles	William J. Fried
5834	Sylvee	Murray Scheiner
5841	Fireball	James & Steve Moore
6182	Wasp	George Wunder
6330	Lit'n Bug II	William H. Redding Jr.
6616	Enterprise	Edward F. Miles
6819	Dixie	Richard & Anne Sykes
6822	Dawning II	Thomas Sheehy
6927	Hurricane	Gale Rundquist
7562	Nice & Easy	David Sprafkin
7874	Hustler	James W. Obenhoff
7875	Songbird II	Al Field
7918	El Diablo	Peter Gonzalez
8170	Sly Fly	Elliott Oldak
8613	Mavis	Tex & Frederic H. Poor Jr.
8627	Thunderbird	Michael & Charles Grinnell
8708	Hurricane	Peter A. Aron
8780	.....	Ed Gonzalez

Continued keep competition in the fleet fostered many "go-fast" innovations, among them the introduction of the "sloppy" rig and jib "reaching blocks", both of which proved to be quite effective.

The fleet continues to travel afield: six boats went to Vancouver B.C. for the NW districts, two boats trailed to San Diego for the West Coast championships, and five boats visited Eugene, Oregon for the Memorial Day regatta. Particularly enjoyable was the International series with Fleet 90 in Vancouver B.C. in late October, when six of our boats trailed up for the annual event. The three races were sailed in mixed winds and unusually light conditions for that time of year. Highlight of the week-end was the Saturday night party at the Kitsilano Yacht Club, and the Award luncheon Sunday afternoon.

During the late spring and summer months, Seattle enjoys daylight until after 9 p.m., a condition favoring evening races. The largest turnout, at times exceeding 20 Lightnings, occurred for the regular Wednesday evening races, which continued to be the most popular with local sailors. An annovation this year was the Monday evening races for new skippers and non-winners the previous year. These races proved so popular that it is planned to have them again next year.

The fleet is looking forward to another active season in 1964. With the Lightning continuing to demonstrate its suitability for the racing conditions in the Seattle area, we expect to continue to grow in size and activity in the coming year.

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Dusty Day on Manhasset Bay.

The 1963 season was one of the most successful in the history of Fleet #133. Many trophies and honors were brought home during the season, but the culmination of our success was in the District Championships when five of the eight boats that qualified for the North American Championships were from the Manhasset Bay Fleet.

The spring series started in mid May and saw a better turnout than in past years. The winner was Charlie Grinnell in his brand new "Thunderbird". Second place went to Al Field.

The Championship Series, which determines which boats will qualify for the District Championships saw some real hot racing competition with a few days of spectacular winds. On July fourth, when only one of the nine snipes that started remained upright, Fleet Captain Al Field did such a good job of hiking out that he abandoned ship. Elliott Oldak fished him out of the middle of Long Island Sound, put him back on his own boat and both finished (not in the money). July 7th saw five Lightnings capsize, four on the spinnaker run and one on a beat near the finish. Elliott Oldak won that race and Al Field was second. The series was won by Mike Grinnell, second Elliott Oldak, third Al Field, fourth, Tex Poor, and fifth, Pete Gonzalez.

The August Series was marred by a number of outside races and very little wind in those that remained, however a good series performance won Dave Pryor a first place trophy with PELICAN.

We had another good turnout in the Fall Series with a battle for top honors going right down to the last race of the season in October. Three boats finished with a fractional difference in score. The winner was Ann Sykes in Dixie, with second place going to Charlie Grinnell in THUNDERBIRD.

The Fleet did real well for itself in outside events with Dick Sykes winning the Sea Cliff Regatta in Dixie. Mike Grinnell was third. Mike also was fifth at the Atlantic Coast Championships at Nyack. Al Field won Manhasset Bay Race Week in SONG BIRD. The outstanding performance of the year went to Don McNair, who was home on leave from the U.S. Army for Larchmont Race week. Don skippered Al Field's SONG BIRD, which used to be Don's FASCINATION to first place in the even numbered Lightning division of 36 boats. Two firsts on the first two days and a high performance the rest of the week earned Don the Anne Kathleen Cullen Trophy for the best performance by an adult skipper during Race Week. Not bad since over 500 skippers competed. Bill Cox and Bus Mosbacher are past winners of this piece of silverware.

Mike Grinnell, Elliott Oldak, Bob Goodwin, Al Field and Tex Poor place third, fourth, fifth, sixth and seventh in the District Championships and represented our fleet at the North American Championships. None did well out there, as only Al Field made the finals, but we blamed it on that boat sinking fresh water (excuse). We'd sure like to see Eichenlaub and Allen go nutz on Manhasset Bay.

1964 looks like it will be a banner one under our new Fleet Captain Howard Swift. We have five new skippers coming in with five new boats. We also have an old skipper returning in Don McNair who has set up his own boat building business in Port Washington and will concentrate on Blue Jays, Penguins and Lightnings. The competition is rougher all the time.

NOROTON FLEET (134)

Connecticut District

Based on Central Long Island Sound, Conn.

Fleet Captain.....Walter E. Hanson
Fleet Secretary.....David M. Sinclair
Fleet Champion.....Falconer/Sinclair #7806
Runner-Up.....Bob & Jim Crane #8666

Boat No.	Boat Name	Skipper
1665	Venerable Ancestor	John E. Massengale
3391	Larq	Gerard Larocque
3806	Spitfire, Sr.	William M. Thomson
3973	Sadie	Peter Haaren
4108	By Jove II	John H. Pierpont
4717	Mystery	Harvey L. Thomas, Jr.
5172	Skye	A. L. Putnam
5322	Ghost	Daniel R. Cooney
5405	Bid	Richard S. Biddle
5923	Thunder	M. T. Birmingham
5984	November	Walter E. & Frances B. Hanson
5989	.....	Joel & Witter Brooke
6181	Soho	Arthur Ward
6346	Caprice	Bill Howe
6347	Grand Slam	T. J., Jr., Andre & Stephanie Ross
6647	Touche	David S. Maclay
6845	Banshee	A. F. & A. F., Jr. Leonhardt
6869	Wizard II	S. R. & S. R., Jr. Dorrance
7012	Stymie III	W. A., Jr., Trey, Kim & Kerry Kipp
7019	A OK	Warren A. King
7202	Charge	E. J., Jr., & Virginia Zimmer
7225	El Rayo	Robert B. Polhemus & H. M. Jr., & H. M. III, & Livy Scott
7598	Moose	Darwin & Susan Heath
7661	Cinderella	Noroton Junior Yacht Club
7703	Slalom	E. O. Ted & Charles King
7806	Spitfire	David & Susan Sinclair Bruce & Sandy Falconer
7810	Black Jack	John E. Hammel
8222	Spider	R. N., Jr. & R. N. III Bavier
8236	Cygnet	Stuart Fillmore
8355	Rhythm	John & Lester Abberley
8507	.....	Robert & Mark Smith
8666	Jimlin	Robert, Patricia, Jim & Linda Crane
8687	Ole	Bruce C. & Bruce, Jr. Conklin
8689	Traveler	Virginia Kemball-Cook
8718	.....	Frederick H. Scholtz

The 1963 season will be remembered best as one of fresh breezes —particularly in August when we are usually searching for catspaws. Instead of such drifting matches we were most of the time hanging off our hiking straps. The impressive thing about sailing in these stronger winds was to see how quickly the younger and newer members of the fleet improved in their boat handling skills and how few boats had breakdowns or any trouble whatsoever.

In our fleet racing we held 30 races divided into 3 series of 10 races each. The average number of starters was 15 boats out of a total of 34 registered boats. There were 4 brand new boats plus 6 new fleet members who brought in good used boats. The competition was as intense as ever with the first 3 places in each series split up as follows:

June		July		August	
1. Jimlin—	.901	Spitfire—	.920	Spider—	.883
2. Spitfire—	.900	November—	.862	Ole—	.861
3. Spider—	.848	Caprice—	.859	Spitfire—	.848

The season's championship was won by "Spitfire" with a score of .892 sailed alternately by Susan and David Sinclair and Sandy and Bruce Falconer. Bob and Jim Crane were second in "Jimlin" with a score of .846 and Walt Hanson was third in "November" with .838. Probably the greatest improvement was shown by the Bruce Conklin's, Jr. and Sr., who took second place in the August series after finishing in the middle of the fleet in the first two series.

Our representatives at the Districts were Jim Crane, Bob Polhemus, Susan Sinclair, Walt Hanson, Tim Kipp and Tom Ross. Jim Crane finished ninth and qualified for the North Americans at Tawas Bay where he finished in the top half of the Presidents Cup Division.

At the Long Island Sound Lightning Championship held by our club, Bob Crane was second only a few points behind Steve Bachmann. Our other representatives were Walt Hanson, Bob Bavier, Harold Scott, Jr., Tim Kipp and Sandy Falconer.

The Cedar Point Regatta in September again had plenty of wind. Ten of our boats entered this event with Fred Scholtz, finishing eighth, and Stu Fillmore, ninth.

In the special races held by our club, which do not count in the regular standings but which are always hotly contested, the winners were as follows:

Commodore's—Susan Sinclair
Vice Commodore's—Tony Widmann
Rear Commodore's—Kathy Whelpley
Widmann (for gals 8 to 80)—Georgine Abberley

Already we know of 4 new boats which will be added to our fleet including 3 fiberglass hulls. The club has embarked on a dredge and fill operation which will enable us to haul and launch boats at all tides and therefore permit us to dry sail our boats next summer. With the new boats, the advent of dry sailing and the ever present skill and enthusiasm of all the fleet members, we look forward to an even more active and successful season in 1964.

MOBILE BAY FLEET (135)

Southern District

Based on Mobile Bay, Fairhope, Alabama

Fleet Captain.....Ed Overton
Fleet Secretary.....Richard Murray
Fleet Champion.....Ed Overton
Runner-Up.....Richard Murray

Boat No.	Boat Name	Skipper
1471	.....	Ed Baumhauer
2492	.....	J. Weldon
3680	Second Mate	Art Shiver
3802	Santa Rita	Girl Scouts
7399	Mauvillian	Ed Overton
7485	Winsok	Lloyd Patrick
7748	Fast Last	Richard Murray
7749	Kitty L. II	John Ladd
8364	.....	Glen Cobb
8365	.....	Robert Jeffcott

Fleet 135 had a very enjoyable sailing season in 1963, participating in local, regional, and district regattas. Our Fleet Champion, Ed Overton successfully defended both his Gulf Yachting Association Championship and his Southern District Lightning Class Championship. With two new wood boats in our fleet and three new fiberglass boats in the Pensacola Fleet, which is close enough to us wherein we can get together for weekend sailing, we are looking forward to a fine year in 1964.

GULL LAKE FLEET (137)

Michigan District

Fleet Captain.....Carl Engels
Fleet Secretary.....Richard L. Maurer
Fleet Champion.....Walter Tholen
Runner-Up.....Don Coggan

Boat No.	Boat Name	Skipper
1070	Mother's Mink	John Moeller
2343	Brigadoon II	Bill Kibbey
2945	Water Lou	Robert Shauman
3528	Ricklin	Richard Maurer
3771	.....	Barry Passman
4911	Vixen	Carl Engels
5050	Fifty-fifty	John Kauffman
5533	Two Bits	Bruce Murphy
5602	My Buddy	Walter Tholen
6895	Pink Lady	Sam Stearns
7234	Whitey	Thomas Crookston
7474	.....	Wes Cromie
7505	Holy Smoke III	Rev. Ensworth Reisner
7878	Sagitta	Duane Jamieson
7580	Yankee	James W. Harrison
7911	Psyched Out	Fred Coggan
7977	Runaway	Ron Macduff
8588	Blue Chip	Dan Chappell
8636	.....	Wallace Gilkey
8740	.....	Lester Coleman
.....	.....	Art Bates
.....	.....	Malcolm Brooks

In spite of a few drifters early in the season, the Gull Lake Lightning Fleet enjoyed a very fine summer of sailing and other social activities.

A young fella by the name of Walter "Bud" Tholen moved up from runner-up last year to Fleet Champion this year. Bud is 73 years young and has been sailing for 15 years. Aboard "My Buddy" pictured above and with the excellent teamwork of his crew, Bob Elwell and Glenn Proos, Bud placed first in both the Summer Sunday Series and the September Series.

The "Most Improved Skipper" Trophy was earned by Wally Gilkey. Dick Maurer humbly accepted the "Transom" Trophy for his fine work behind the fleet.

The Fleet Champion in the Junior Skipper Series was Ralph Mishler with Bob Harrison the runner-up. Thanks to junior skipper Rick Gilkey a Wednesday Evening Series was organized which proved to be very popular with an average of eleven boats participating. Winner of this series was Don Coggan.

Fleet Champion Bud Tholen, 73 years young.

The Gull Lake Regatta was held in very light air this year. Silver cups were awarded to Don Coggan, Bud Tholen, Bruce Murphy, Dean DeVries, and Jim Harrison who came in first through fifth respectively.

Our annual "Sail to Breakfast" was enjoyed by all hands, all of whom arrived by auto except Wes Cromie and crew who sailed. Bob Harrison and crew sort of half sailed and half swam over on their Sail Fish.

Bill Kibbey, Ron Macduff, and Tom Crookston attempted to convert their Lightnings into submarines this year but soon came to the surface.

We anxiously await another fine season of sailing and comradeship.

HEMPSTEAD HARBOR FLEET (138)

Western Long Island Sound District

Based on Hempstead Harbor, N. Y.

Fleet Captain.....Warren Kolkebeck
Fleet Secretary.....Ed Hine, Jr.
Fleet Champion.....Walter Scott, Jr.
Runner-Up.....Al Gaglione

Boat No.	Boat Name	Skipper
3063	Slip Stick	Louis DeLalio
3826	Skimmer	Robert Jacobson
4106	.....	Don Smith
5696	Claire	Ed Armata
5924	Jinger	Dick Harris
6009	Presto	Ed Hine Jr.
6928	Thunderin	Thomas W. Attridge, Jr.
7125	Spook	Walter Scott
7155	Vamp	Warren Kolkebeck
7656	Playmate	Al Gagliano
7851	Bo Peep	Peter Hannan
7941	Schuss Puss	Ted Henning
7961	Cirrus	Spencer Kellogg

Fleet Captain Warren Kolkebeck giving his crew spinnaker practice.

The 1963 season in Hempstead Harbor proved to be a very competitive one. Walter Scott, our 1962 Champion, retained his title by winning both the Saturday and Sunday Series. Al Gaglione in PLAYMATE gave Walter a run for his money and pressed him all season long. We were happy to have Tom Attridge up top in the final scoring also, as his third gave us new blood in the win, place, and show circle.

Louis DeLalio in SLIP STICK, Bob Jacobson in SKIMMER, Dick Harris in JINGER and Ed Armata in CLAIRE were new comers to the racing fleet and it looks like a real competitive year in 1964—Look Out, Walter Scott.

Fleet 138 held its 11th Annual Regatta on June 28 and 29th. It was a great success again, with 31 boats participating. We had two good races in 25 knot breezes on Saturday that made up for the no breeze "bomb out" on Sunday. Dick Sykes of Manhasset Bay copped first place 13 points ahead of Dick Meinertz of Sewanhaka Corinthian who was second.

Fleet competition includes Sea Cliff Yacht Club's Commodore Series. Tom Attridge in THUNDERIN breezed home with first place silver, followed by Warren Kolkebeck in VAMP. The Attridge and Kilkebeck families ended in the same positions as daughter Peggy Attridge won the Lightning Crew Race Series with daughter Joanne Kolkebeck second.

Our Champion Walter Scott closed out the season in great style by winning the Northport Lightning Regatta with three clean firsts, in the three race series. No doubt about that one.

Tom Attridge has been elected our new Fleet Captain for 1964 and we all wish him well and good racing next year.

CONESUS FLEET (140)

Central New York District

Based on Conesus Lake, Lakeville, N.Y.

Fleet Captain.....Charles Doerflinger
Fleet Secretary.....Nelson Bruce
Fleet Champion.....Charles Doerflinger
Runner-Up.....Frank Gottshalk

Boat No.	Boat Name	Skipper
196	Carita	Roy H. Hendrickson
413	Decoy	R. L. Henderson
5200	Mo-Lasses	Clinton F. Ballard
5331	Jeff	Frank Gottshalk
5601	B.E.S.—I	Bruce Weller
8033	Lamb Chop	Charles Doerflinger

The racing season Championship was well fought out with Doerflinger, Gottshalk and Henderson. Gottshalk in the last race capsized due to a broken stay. Doerflinger and Gottshalk entered the Sodus Bay Regatta and the District Eliminations. Doerflinger placed well up in these races.

The races of our Fleet are held at the North end of Conesus Lake and there are races held at the South end with three Lightnings and several Rebels and Comets.

On the 4th of July and Labor Day there is a free for all with all classes of boats on the lake participating.

One new boat was added to our Fleet this year. This boat is owned by Clint Ballard and skippered by his daughter.

Bruce Weller is now skipper of #5601, formerly owned by his Grandfather, Nelson Bruce, now a rocking chair Admiral.

Conesus Lightning Fleet No. 140 checking final scores with Skippers.

HAWAII FLEET (143)

Sailing on Kaneohe Bay, Oahu, Hawaii

Fleet Captain.....Dick McCool
Fleet Secretary.....Vernon F. Davies
Fleet Champion.....William Hole
Runner-Up.....Mitchell Todd

Boat No.	Boat Name	Skipper
1622	Xtabay	Richard Holmes
2069	Victoria	Chuck Kehl
3154	BoHoney	Vernon Davies
3261	Babaho	William Hole
3262	Kuuipo	Bill Matthews
3263	Dwamiga	Hugh Duffield
3305	Mahape	Ray Buisseret
3825	Mikihala	Wally Hawkins
3910	Wiki Wiki	James Wriston
4529	Boltov	Dean Straley
5198	Mary T.	Robert Stevenson
5199	Capri	Ray Cox
5661	.....	Richard McCool
5662	'Way	Robert Edmonson
6063	Jini Maru	Kenneth Meadows
6907	Lulu Belle	Albert Hyde
7029	Ekela	Robert Wuest
7056	Hornet	Mitchell Todd
7151	OOFFEE	E. F. Ebeling
7484	Frolic	Roy Bennett

The year, 1963, has seen many changes for the Hawaii Fleet. Our Fleet Champion, Bill Hole, and an up and coming contender with the leaders, Roy Bennett, have left our beautiful bay. Bill's job transferred him to the San Francisco Bay area while Roy's job moved him not so far away to the island of Hawaii.

TELL OUR ADVERTISERS YOU SAW THEIR AD IN THE YEAR BOOK

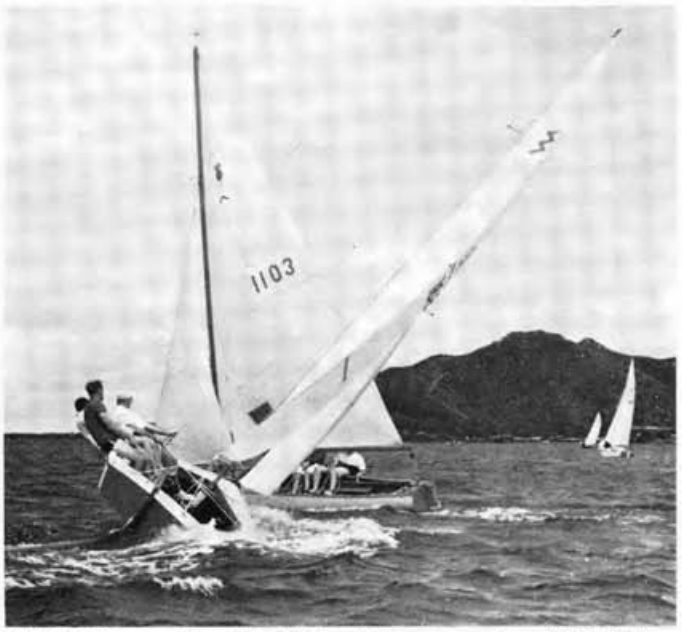
Some of the Lightning Fleet traveled over the mountains to sail in the Pacific Yacht Club Invitational and later in the Maritime Day Race. The Pacific Yacht Club Invitational was won by Dick Holmes with Mitt Todd close on his heels all the time. We hope that next year there will be more entries from this side of the island. We'll have to find more trailers as that seemed to be the biggest problem. If any of you know of any do-it-yourself Lightning trailer plans, we would greatly appreciate them.

The Maritime Day race was one to be well remembered by the 4 Kaniohe Bay entries and 2 from Pearl Harbor Y.C. There were about 112 entries from the 110' "Araner" to the 10' Moths. The race started off Waikiki and ended 15 miles later inside Pearl Harbor. Lightning sailors experienced thrills not likely to be forgotten. A reaching spinnaker run, gusty trades estimated at 25-30 knots and screaming down the long ocean swells resulted in almost a continuous plane for the entire coastal run. Boats were moving so much faster than hull speed that the maneuvering characteristics were no longer those of a Lightning as we know them. Bobby Edmondson won the race with Dick Holmes close behind on his wake, by a mere 10 seconds. There were several boats which capsized and those who just gave up. Needless to say, it was a memorable experience and race.

Our Kaneohe Bay trophy winners were Bill Hole, 16, Bobby Edmondson, 10, Al Hyde, 5, Mitt Todd, 3, Roy Bennett, 1. Ian Harrington, long time crew for Al Hyde, had been in Korea for a year but returned just in time for the Crew's Race which he won. Mary Ebeling won the Wahine's Trophy in Al Hyde's boat. That "reakin' Rippencott" sure can go! Fran Vaughan has chartered Roy Bennett's "Frolic" and has showed the men that wahines (girls) can skipper almost as well as they can. Give her a little more time and she will be amongst the winners. We have a former member of the Mission Bay Fleet with us now. Gary Grisham and his family moved here last winter. Welcome aboard Fran and Gary.

Bill Hole is going to represent the Hawaii Fleet in the 2nd World's Championship with his regular crew, Don Devine, and Dick Holmes. Others from Hawaii going along to root for the home team are Don's wife, Eva, Dick's wife, Charlotte, Mitt Todd, and Prissy Fisk.

We of Fleet 143 have had a wonderful year and are looking forward to the 1964 season.



Dick Holmes sailing No. 1622 with crew-members Ed Williams and "Casey" Case.

SPOFFORD LAKE FLEET (145)

New England District

Sailing on Lake Spofford at Spofford, New Hampshire

Fleet Co-Captains	Dan Mahoney & Wade Caruthers
Fleet Secretary	Bill Francis
Fleet Champion	Leonard Pratt
Runner-Up	Fred Hamblet

Boat No.	Boat Name	Skipper
3422	Susy Q	George Holbrook
5417	Sallie-Pet	James C. Gillespie
5654	Pa Ga Ka	Walter Tolman
6888	Flash	Bill Francis
7228	Touche Pas	David LaMarche
7322	Honey Bear	David Bischoff
7383	Winds Will	Harlow Cutting
7537	Kiki	Peter Engel
8008	Tiger	Peter VanIderstine
8308	Bon Joy	Leonard Pratt
8480	Gail	Fred Hamblet
8690	Beaufort V	Wade Caruthers

Spofford Yacht Club. Home of Fleet 145.

We are pleased to report another successful and enjoyable year for our fleet. Our junior sailing program for high school youngsters went into full swing. One junior regatta and three series of junior races were scheduled. David Caruthers emerged junior champion with Philip Hamblet a close second. Grant VanIderstine and Robert Pratt provided some hot competition. In 1964 we expect David Caruthers, Philip Hamblet, Robert Pratt, Chris Hamblet, Grant VanIderstine, Paul Tolman, Curtis Francis, Gregg VanIderstine and Eric Cutting to provide some interesting and exciting junior races.

This year we began what is expected to be an annual event, the Spofford Early Bird Regatta. This was held June 21-23 with about 15 participants. It is scheduled for June 26-28 in 1964. We expect 20 boats.

All of our skippers took part in at least one regatta. Fred Hamblet competed in twelve beginning with the southern circuit in February. In the New England Regattas, skippers from Fleet 145 made a creditable showing as follows:

REGATTA	Placing of Fleet 145 Skippers
1. Spofford	Len Pratt—1st, Peter VanIderstine—3rd, Wade Caruthers—4th.
2. State of Mass.	Len Pratt—3rd, Fred Hamblet—4th, David LaMarche—7th.
3. New England District	Len Pratt—2nd, Fred Hamblet—6th.
4. N.H.-Vermont Lake Bomoseen	Peter VanIderstine—1st, Fred Hamblet—3rd.
5. Wellfleet Mass.	Len Pratt—1st, Fred Hamblet—2nd, Harlow Cutting—3rd.
6. Winnipausaukee	Len Pratt—1st, Fred Hamblet—4th.
7. Massabesic	Robert Pratt—1st, Wade Caruthers—2nd, Fred Hamblet—3rd, Dave Bischoff—4th, Peter Engel—6th.

The local races were divided into four series. The results were:

SPRING SERIES	SUMMER SERIES
1st—Len Pratt	1st—Len Pratt
2nd—Fred Hamblet	2nd—Dave LeMarche
3rd—Dave LeMarche	3rd—Fred Hamblet
CAPTAINS SERIES	**CHAMPIONSHIP SERIES**
1st—Len Pratt	1st—Len Pratt
2nd—Fred Hamblet	2nd—Fred Hamblet
3rd—George Holbrook	3rd—George Holbrook

One of the biggest programs of the year was the building of our new club house. This was truly a team effort with Leonard Pratt, George Holbrook and Fred Hamblet leading the way.

In 1964 Fleet 145 will have the privilege of hosting the New England Districts, July 10-12. Plans are being made to make this one of the best regattas yet. Thirty-five boats are expected.

TORONTO BAY LIGHTNING FLEET (146)

Lake Erie District

Sailing on Lake Ontario at Toronto, Ontario, Canada

Fleet Captain ..... Pete Sulman
Public Relations & Publicity ..... Geo. Wootten
Fleet Secretary ..... Hartley Robins
Fleet Champion ..... J. R. G. Bleasby
Runner-Up ..... Don Allen

Boat No.	Boat Name	Skipper
329	.....	V. M. Booth
2171	.....	R. Wheeler
2310	.....	B. Collison
2375	Swoose	B. Beal
2433	.....	Gary Bomza
3832	.....	Geo. Lugsden
3877	Zorro	Les Arnoldi
4043	.....	Jack Moles
4081	Stinky	A. D. Jackson
4629	Brandy	D. Burke
4748	.....	Bob Reid
4762	.....	F. L. Doty
4831	Skylark	Bob Graham
4859	Black Sheep	Kent Richardson
5223	Seabiscuit	Ed Hearn
5234	Cosmos	Dave Millyard
5303	.....	Dr. E. Filby
5381	Ditto	Sandy St. Clair
5471	Sun Shine	A. Williams
5833	Flame II	J .Hanrahan
5897	Madonna	J. L. Musson
5927	Shelia II	G. W. Styan
6047	Eureka	J. Weakley
6168	Hot Foot	Al Foot
6239	Jezebel	J. Dryer
7054	Can-Can	Jim Lowe
7061	.....	John Harvey
7069	.....	J. Kamichaitis
7070	Cygnet	J. W. Swann
7079	Alibi	Gary Bomza
7100	.....	W. Cohen
7286	Cats Eye	Rod Ross
7390	Tweet	Dr. Don Woodside
7396	Cindy	Fred Woodall
7423	Snarfy	Bill Kennedy
7650	Serendipity	Bob Bleasby
7674	Sea Ren	George Crane
7780	Apache	Pete Sulman
7850	Dub Sam	Les Crocker
7951	.....	Marg Klein
7985	.....	R. Dyett
8102	.....	J. Oggy
8152	.....	C. Van Wonderen
8230	Cambria	G.H.D. Evans
8248	Kahona	Hartley Robins
8281	Marin VIII	M. Cowan
8321	Hubris	Ken I. McIntosh
8357	.....	Geo. & John Will
8388	.....	K. Craig
8489	.....	E. J. Napier
8579	Passe Partout	V. H. Olson
8630	Ne plus Ultra	Geo. Wootten
8633	Endeavor	D. M. Allen
8724	.....	Vern Booth
.....	.....	Ken Inglis
.....	.....	Gord Russell
.....	.....	Ron Cochrane

The '63 sailing season is past but the memories of an excellent summer will be re-lived all winter at our Monthly meetings. We have five monthly winter meetings planned. These are designed to keep all the skippers and crews sharp on racing rules, tactics, and the latest wrinkles on tune and go fast gimmicks. Last year we averaged 30 enthusiastic members at each meeting.

Typical Fleet 146 Start — 27 boats in this picture, count them. (Who got clear?)

Again this year we grew in members, not only on paper, but on the starting line, as we averaged over twenty-five boats in each of thirteen major regatta's within our own fleet.

We here at Fleet 146 are very fortunate as our fifty-seven boats are spread out over seven Yacht Clubs all in Metropolitan Toronto, and each of these clubs, plus others, provide ten open regattas during the summer. It's hard to find a week-end open to take your family on a picnic. In fact if you take in every race scheduled, including club racing, there are nearly sixty races between May 24th, and Sept. 31st. California may have twelve months of summer, but we sure try and make the most of our four months.

We found it necessary this past year to split our fleet into A and B divisions. This has worked extremely well and has given the 'A' skippers an incentive to keep going and try and keep ahead, while the 'B' boats race in their own class and can participate with added enthusiasm. A system was developed whereby a hot 'B' sailor could move up to 'A'.

We have a lot of new boats being built this winter and some have'nt even a number as yet, as you will see from our list. We are looking to an even better season this year.

Our Fleet Champion is decided on the best seven out of ten races in Open Regatta's during the summer. Bob Bleasby and his famed "Serendipity" showed us no mercy by ringing up a perfect score to establish himself as undisputed Fleet Champion.

Our earliest is a three race series for the Trade Fair Trophy. It was raced this year in varying wind conditions including an erratic third race where the lead was obtained and lost many times as the wind boxed the compass. The final winner being last years Fleet Champion Jack Swann #7070.

In mid August a three race series for the covetted Lou Marsh Trophy saw Bob Bleasby again in the winners circle. It was a close contest with the second, third, fourth and fifth place having a total point spread of only five.

The Lake Sailing Skiff Association regatta held at the end of June was raced in very light winds. The five race series was reduced to three and the winner for the second year in a row was Dave Millyard.

We were very fortunate this past year in being able to host the Canadian Open Lightning Championships. This was an excellent series and is reported in detail elsewhere in this year book. Young Jeff Bernel of the Buffalo Canoe Club sailed a fine series to capture the coveted 'Star' Trophy.

Ten of our fleet trailed to Hamilton for the Erie District Championships, but only Bob Bleasby qualified for the North Americans. In the first race Don Allen was dis-masted, Ken Inglis and Jack Swann overturned, damaging their boats.

While the Districts were being held, back at home the around the island race for the Fleet Captains Trophy was won by Ed Hearn in light winds.

After a series of elimination races for the Gorman Team Trophy, Toronto Sailing and Canoe Club paired off against Queen City Yacht Club, but again the Q.C.Y.C. boys pulled off a win to retain the trophy for the third year.

A Fall Series was run in the middle of September in all winds giving a good indication of boat speed and the skippers bungling.

Four races with the best three to count gave Dave Millyard 1st in 'A' and Bob Beal in 'B'.

The coveted 'Hyland' sportsmanship award was won this year by Jim Lowe, who mixed good sportsmanship with enthusiasm.

Lots of luck to the rest of the sailing world in 1964, and remember everyone's welcome at Fleet 146. Write and ask for our sailing schedule.

RACE SUMMARY

Fleet Champion	Bob Bleasby—7650
2nd	Don Allen—8633
3rd	Jack Swann—7070
Trade Fair	Jack Swann—7070
2nd	Bob Bleasby—7650
3rd	Don Allen—8633
L.S.S.A.	Dave Millyard—5234
2nd	Bob Bleasby—7650
3rd	Jack Swann—7070
Lou Marsh	Bob Bleasby—7650
2nd	Don Allen—8633
3rd	Jack Swann—7070
Fleet Captain's Trophy	Ed Hearn—5223
Gorman Team Trophy	Queen City Yacht Club
Fall Series 'A'	Dave Millyard—5234
2nd	Jack Swann—7070
3rd	Geo. Wootten—8630
Champion 'B'	Bob Beal—2375
2nd	Ken McIntosh—8321
3rd	Jim Lowe—7054

MANSFIELD LIGHTNING FLEET (150)

Ohio-Indiana District

Sailing on Clearfork Lake at Mansfield, Ohio

Fleet Captain	Woodie Armstrong
Fleet Secretary	Charles H. Huston
Fleet Champion	Charles Huston
Runner-Up	Tom McDermott

Boat. No.	Boat Name	Skipper
340	Sturdy Begger	Stan Kime
830	.....	Jack Davies
1225	.....	Vince Phelon
1269	.....	Everett Hoffman
2016	Gin-Jo-Ka	Kathryn & Johnson Smith
2018	.....	Tom Ross
2725	Firefly	David Ott
2854	Meg	John Hammer
3612	.....	Robert A. Bonham
4239	.....	John Yoakam
4447	Colleen	Thomas McDermott
5167	.....	Alvin Bales
5456	Busy B's	Jim Bierly
5485	In A Jam	Jack Mintz
6944	Toby	Walter Stevens
6945	.....	Howard Robinson
7422	.....	August Grotegut
7761	.....	Dr. Al Barbone
7783	.....	Vince Phelan
8625	.....	Charles Huston
8639	.....	Harry Warne

Fleet 150 opened its 1963 season on May 19th. The new season saw three new skippers, Al Bales, Everett Hoffman, and John Yoakam starting with the fleet. Howard Robinson purchased, #6945, from Paul Stienhour and Chuck Huston and Harry Warne had brand new boats.

Our Championship series was divided into two parts of twelve races each. Chuck Huston dominated the first half with Tom McDermott second. Harry Warne did well but failed to qualify when the new boat was late arriving. In the second half the old master Tom McDermott showed the way while Harry Warne nosed out Chuck Huston by one percentage point for second.

The Sunday morning and Wednesday evening series produced several new faces in the trophy circle with season's results as follows:

Championships

1st Half	2nd Half
1. Charles Huston	1. Tom McDermott
2. Tom McDermott	2. Harry Warne
3. Chandler Stevens	3. Charles Huston

Sunday Morning	Wednesday Evening
1. Tom McDermott	1. Chandler Stevens
2. Harry Warne	2. Harry Warne
3. Chandler Stevens	3. Howard Robinson

The most memorial event of the season occured one Saturday evening when a heavy wind storm blew through the mooring area. Of the seventeen Lightnings in the water only two remained upright. One was beached while the rest turned over at their moorings, four had spars broken while several others were damaged. The whole Club pitched in and by eleven p.m. all the boats were safe. The next day was spent on repairs and by the following week most of the boats were ready to race.

The Fleet was saddened by the death of our Fleet Captain Woodburn (Woodie) Armstrong on October 14th, he was a very active member, a good Skipper and a true sportsman. We in the Fleet will miss him.

Several of the Fleet traveled to various away Regattas with Harry Warne, Chuck Huston and Tom McDermott picking up hardware. Tom also secured an appointment as Chairman of the Protest Committee for the World's Championship Regatta and is making the trip to Peru.

The season ended with the Club Championship which was sailed in Flying Scots. Chuck Huston piled up enough points in the first five races of the six race series to win, making it the second time in a row that a Lightning Skipper has been Club Champion.

TAWAS BAY YACHT CLUB (152)

Michigan District

Sailing on Tawas Bay, Tawas, Michigan

Fleet Captain	Charles Schreck
Fleet Secretary	Herb Cox
Fleet Champion	William McKinley
Runner-Up	Ladd McKay

Boat No.	Boat Name	Skipper
6222	Relampago	Dewey King
6688	Merri Mac II	Ladd McKay
7615	War Paint III	Charles Schreck
7855	Deuces Wild	Nik Schulwitz
8455	Hum Bug IV	Bill McKinley
8668	.....	Herb Cox
8755	.....	Herman Nickels
		Gerald Murphy

The North American Championship Regatta held on Tawas Bay Sept. 1st through Sept. 7th was by far the main activity for Fleet 152. We were proud and honored to again have our club selected as the site for this important event. Our Fleet wishes to thank everyone who in any helped us in running the Regatta. We are especially proud of the fine job done by our General Chairman, Charles Schreck, & Race Chairman Ladd McKay and the fine cooperation received from all members of the fleet as well as members of our own club. Much, much help was donated by the Michigan District—Thanks guys & gals.

Fleet racing was done on a rather hit and miss basis, often run over short courses and once around. Changes are always occuring in the fleet level as Dewey King's boat didn't see water and Doc Murphy didn't show. On the other hand, our pram program is paying off as all boats had younger crew members on board. Just ask Ladd McKay! The Merry Mac took its only first's when skippered by Stan McKay and crewed by Carolyn McKay and Ginny Cox. Now that is going to create a problem next summer on his boat and other boats in the fleet, as there will be too many skippers and not enough crews.

Herm Nickels appeared in another new boat for a couple of weekends and gave us all a good work-out. Herm enters so many invitational regattas we don't count him in our fleet standings.

Herb Cox and Bill McKinley also appeared in new boats. Bill got his moving sooner and ended up with his usual first. Ladd McKay was runner-up.

The whole fleet trailered to the Michigan Districts and did better than average. Herm Nickels was 1st and Bill McKinley 5th. Both boats were back on Tawas Bay for the North Americans. We were proud to have two boats from our fleet entered in the big one.

TBYC is having an Invitational Regatta July 18 & 19, 1964. We invite you to share our bay with us at this time.

PEQUOT YACHT CLUB (153)

Connecticut District

Sailing on Long Island Sound at Southport, Connecticut

Fleet Captain ..... Stephen Bachman
Fleet Secretary ..... Wallace Lineburgh
Fleet Champion ..... Stephen Bachman
Runner-Up ..... Wallace Lineburgh

Boat No.	Boat Name	Skipper
255	.....	Lawrence Moore
4074	.....	Charles O'Neill
4415	.....	Pequot Junior Yacht Club
4524	.....	Lete Doty
5362	.....	Robert Hilgendorf
5599	.....	Donald Robbins
5986	.....	Robert Lansing
6117	.....	Bruce Payne
7126	.....	Richard Taylor
7420	.....	Tom Agnew
7639	.....	Ricky Sharp
8268	.....	Dana Smith
8290	.....	Eugene Hack, Jr.
8710	.....	Stephen Bachman
8717	.....	Wallace Lineburgh
8730	.....	Richard Miller

Wally Lineburgh making minor adjustments prior to Regatta.

Can you picture Long Island Sound with consistent breezes every week-end of 20-30 M.P.H.? Well, it wasn't quite that often but 1963 was a real heavy weather Summer.

Two consistent campaigners in this notorious Yacht Club of perennial hot sailors were on the circuit this year serving notice that Pequot Yacht Club Fleet #153 Skippers were out to win the silverware. Fresh from memories of the Buffalo Canoe Club where he was fourth after three races with a final standing of ninth, Steve Bachman served notice to everyone that he was the guy to beat in 1963, with two firsts and a second at the Niantic Bay Early Bird Regatta. He won the Long Island Sound Championships with a 1-3-1 and the Connecticut District Championships with a 4-1-1-1. He sailed his new boat "Havoc" to also a third place at the Atlantic Coast Championship, a fourth place at the Connecticut Governors Cup, and a sixth at the Black Rock Regatta. To top all of this off, he would have won the Cedar Point Regatta sailed in extremely high winds and rough seas except for a broken mast in the last race after having won the first two races. The second Skipper to actively campaign this season was Wally Lineburgh. After a lay off of two years he returned to the racing circuit with a new boat and although he did not win any Regattas, his sailing was most consistent. The Connecticut Governors Cup Regatta at Branford, Connecticut found Wally with his Zig Zagger II third out of 39 boats, fourth at the Black Rock Regatta with 44 boats participating and in the Long Island Sound Championship, third out of 40 boats. At the Cedar Point Regatta, he wound up in a first place tie which took the Race Committee over an hour to decide the ultimate winner. Wally again ended up third in this decision out of 41 boats.

As to the local Yacht Club racing, it was decided for the first time this year that any Skipper participating in an outside Regatta must use his percentage position in calculating the over all Fleet Champion and as a result of the seasons racing, Steve Bachman ended up in first place and Wally Lineburgh was the runner-up.

The only Skipper venturing outside Long Island Sound to the North American Championship was Steve Bachman and prior to his capsize in the qualifying round, Steve was in fourth place. He then went on to win the Presidents Cup Trophy by an amazing margin of 20 points with a record of 2-3-2-2-1.

All in all, Pequot Sailors are very proud of their 1963 racing record.

WAWASEE YACHT CLUB (154)

Ohio-Indiana District

Sailing on Lake Wawasee at Syracuse, Indiana

Fleet Captain ..... Paul Penn
Fleet Secretary ..... John Nixon
Fleet Champion ..... Dick Penn
Runner-Up ..... John Nixon

Boat No.	Boat Name	Skipper
2539	.....	Sogi Soder
2559	Scud	Paul O. Penn
4750	Duckling	Berkley Duck
4764	C-Winn	George Wright
4810	Suki	Larry Lorentson
4910	.....	Gordon E. Medlock
5259	Jibojo	Dr. J. S. Wellington
6133	Kathy II	Bruce Baiden
6902	Tag Along	John Nixon
7574	Wind Whistle	Paul Knauer

Wawasee Yacht Club sponsored the three-way Annual Hoosier Regatta, a series of sailfish-sunfish races for lake residents, and a 14-race summer series for its own sailing fleet during the 1963 season.

Sponsorship of the Hoosier Regatta travels each year to one of three Indiana Clubs. Other sponsors are the Indianapolis Sailing Club and the Michigan City Yacht Club.

The 1963 regatta saw Bill Campbell, St. Joseph River (Mich.) Yacht Club, drift in ahead of 22 other boats during the three-race series. Winds were extremely light all weekend. Second was Paul Penn Jr., of Wawasee Yacht Club, Bob Spitz, Michigan City YC was third and Dean DeVries, also of the St. Joe River Club was fourth.

The three-year old sailfish-sunfish 5-Race Series attracted several lake residents and plans are being made this winter to expand the open program designed to get non-racers interested in competition.

Dick Penn, Goshen, won the season racing series. Dick, a long time crew for his brother Paul, who won several season series, proved his own helmsmanship emphatically. He held the lead most of the summer.

John Nixon, who had never won a race in six years of racing, won five races during the series for a second overall. Although Nixon's number of wins was more than any other boat, several bad finishes put him out of top contention.

Bruce Baiden, who has also won several season series, placed third by only a few points.

SOUTHWESTERN YACHT CLUB (161)

Sailing on San Diego Bay, San Diego, California

Fleet Captain ..... George Hendry
Fleet Secretary ..... Dr. Gene Ephron
Fleet Champion ..... Dr. Gene Ephron
Runner-Up ..... Dr. James Gourley

Boat No.	Boat Name	Skipper
.....	.....	John Meyers
.....	.....	L. K. Babcock III
2368	Fanci	John Clark
2548	Bob Cat II	James Eschwege
3823	.....	James & Howard Curtis
5627	Cyclops	Mark Spitzer
6000	Six Grand	Dr. James Gourley
6242	Makai	Saul Harris
6483	Hornet	George Hendry
6597	Relampago	S.W.Y.C. (Gerald McCorry)
7990	Lori-Jean	Dr. Eugene Ephron

Fleet 161 Champ Gene Ephron in "Lori-Jean" planes across finish line.

The perpetual fair weather of San Diego allowed us to schedule our racing season over the entire year. We sailed four trophy series composed of three races each and three trophy series composd of one race each as club activities.

The first three race series was for the Fiore Trophy and this was won by George Hendry in HORNET with Jim Gourley in SIX GRAND taking second. Following this Gene Ephron got as hot as a gun barrel and cleaned up the Pohl, Lichty and Domen series with seven consecutive firsts. Jim Gourley, after a slew of second places finally won the Napier Trophy. Gene Ephron won the Sumpster Trophy in a race that saw all boats on an almost continuous plane on the down wind and reaching legs. Billy Kreysler, a junior member, sailing the borrowed LORI-JEAN handily won the last club race of the season, the Walker trophy.

The John Bate Invitational served as a final tune-up for several boats which went to the North Americans. This was won by George Conrod from Mission Bay Yacht Club with Allen Raffee taking second. This past season was one of the best we have had. Our Fleet, albeit small, showed great enthusiasm and spirit thanks to the energy of our Fleet Captain George Hendry. George, unfortunately was transferred to Texas in October. We all will certainly miss him.

We welcomed John Clark and Jim Eschwege into our fleet this year. They have steadily improved and should be up in the money next season.

Saul Harris was demasted and is secretly glad since his present baggy sails were torn. He is looking forward to a new set, courtesy of Insurance Company. Gerald McCorry who broke his boom three times this season during races, finally quit and took up crewing.

EASTCHESTER BAY LIGHTNING FLEET (163)

Western Long Island Sound District

Sailing on Eastchester Bay, City Island, New York

Fleet Captain.....Rudy Weisenbach
Fleet Secretary.....Trudy Weisenbach

Boat No.	Boat Name	Skipper
4105	Opus II	Alan Gilbert
7683	Wahini	Dr. Hal Dick
8169	Gurami	S. L. (Pat) Mule
8238	Minitaca II	Sam Cohen
8252	Falcon III	Rudy Weisenbach

Last year, a series of events all but cancelled out fleet activity. With two relocations beyond commuting distance, one to the recuperative period following major surgery (Falcon III) and another to the economics that spell business before pleasure (Apus II).

Highlight of the season was a race that started in a wisp of a zephyr and finished in a half gale. All conditions existed in this eight mile course and the first position Opus II commanded was clearly a reflection of young Alan Gilbert's excellent sailing ability —a very well deserved win. Pat Mule was runner-up in Gurami with Sam Cohen in Minitaca II following and Dr. Hal Dick, our newest fleet acquisition, a super tight fourth in Wahini. Rudy Weisenbach still recuperating, of course, followed in a perfect imitation of a one boat spectator fleet.

Our annual long distance event was taken by Gurami in a hotly contested deal that became decisive only in the last minutes of the last leg when Minitaca II took off on a desperation tack that didn't pan out.

Mrs. Trudy Weisenbach of 1735 Parkview Avenue, Bronx 61 N.Y. is our new Fleet Secretary. We would be pleased if all inquiries would be so directed. They would be most welcome. Phone Talmadge 8-7194.

CAZENOVIA LIGHTNING FLEET (164)

Central New York District

Sailing on Cazenovia Lake at Cazenovia, N.Y.

Fleet Captain.....Dr. Donald B. Sanford
Fleet Secretary.....Raymond Miller
Fleet Champion.....Dr. A. J. Penfield
Runner-Up.....John H. Griffiths, Jr.

Boat No.	Boat Name	Skipper
87	.....	Ralph Resnick
182	Red IV	Nelson Neidhardt
356	.....	David Ridings
373	Meri Kris	Richard Dower
768	Mad Cap	Hugh Auchincloss
1313	.....	Sherman Sable
1350	.....	A. Gordon Wheler
1960	Nervous	Lawrence Carpenter
2172	.....	John Searles
3412	.....	Gordon Phillips
4605	Bella Donna	Ray H. Miller
4687	.....	Jesse Silverman
4902	.....	Russell D. Holt
5712	.....	Marian Shoninger
5892	Pinion	Donald W. Diefendorf
5893	Flip	Donald & Philip Hart
5894	.....	Gerry Weiss
6077	Shamrock	Don Jaquith
6491	McCorkle	Dr. A. J. Penfield
6640	Mary Jane	Dr. Ernest Delmonico
6804	.....	Gerry Keane
7214	Rae	Dr. Louis Alkoff & Bernard Shoninger
7244	Foamy	John Griffiths, Jr.
7273	Doregasa	Dr. Donald B. Sanford
7549	Rainbow	Gerald Young
8055	.....	Dr. Edward Dunn

With individual performance improving, and competition keener than ever, not a single race was cancelled because of poor weather or lack of wind. A total of 22 point races were sailed. The annual "Crewettes Race" was won by Donna Miller with a fine display of feminine helmsmanship.

We were honored to host the District Championship Regatta this year. Four races were sailed in heavy winds August 3rd and 4th, with close to 50 boats competing. The winner of this series was Bob Woolman of Newport Yacht Club.

With several new competitive sailors anticipated in our fleet next season, the outlook is good.

HELSINKI FLEET (166)

Finland District

Fleet Captain ..... Raimo Aromaa
Fleet Secretary ..... Timo Korhonen
Fleet Champion ..... A-Group: Terho Aromaa
B Group: Waldemar Walli
Runner-Up ..... A-Group: Paavo Manninen
B-Group: Kaj Nuorivaara

Boat No.	Boat Name	Skipper
3847	Ghost	Risto Isomeri
3934	Wivyl	Jorma Lehtonen
4009	Sotka	O. Enbom
4011	Villervalla	S. Ulvinen
4013	Donna	Tuulitytot (Girl Guides)
4014	Chiquita II	Matti Kaltokari
4127	Compass	E. Jokela & E. Niskanen
4133	Angelique	Ilpo Hanninen
4134	Iron	P. Strand
4142	Susanna	Pentti Teppo
4143	Toutain	Ilkka Kaitila, Kai Ohman & Kalle Perkki
4327	Piraya	Rabbe Nordstrom
4313	Annica	Erkki Lojander
4331	Albatross	Petri Janhunen
4333	Sirri	Erkki Sevakivi
5054	Tiwa	Waldemar Walli
5545	Chianti	H. Harju
5548	Lotina	R. Roitto
6832	Sea-Hawk	Paavo Leinonen
6836	Hurricane	M. Karstunen & J. Harkonmaki
7163	Delphine	Antti Hohti
7181	Sunrise	Ali Biaudet
7182	.....	Kari Ulvio
7183	Annina	Urho Liimatta
7881	Go-Go	Mikael & Kaj Nuorivaara
7887	Masi	Terho Aromaa
7888	Tuuletar	Raimo Aromaa
7890	Venla	Esko Lindstrom
7895	Piraya II	Erik J. Suni
7894	Simppu	Hannes Ignatius
8210	Speed VII	Bjorn-Ole Owren
8211	VIB	Timo Korhonen & Heikki Alho
8216	Twist	Eugen Kalenius
8218	Ariana	Leif & Stig Haglund

The fifteenth season of Helsinki Fleet has been very active, especially in racing and cruising, but also in propaganda and information work. Our fleet have one new boat, No. 8211, which the owners Timo Korhonen and Heikki Alho built themselves, and well, as the boat was third in her first regatta, the District Championships. Two older boats, No. 4143 and 7181 have joined Helsinki Fleet this season. At the end of season we lost one boat, as Aimo Hanninen, last years District Champion, sold his "Marina" to Keni Fleet. He is, however, ordering a new Lightning for next season, so the loss is not for a long time.

Racing season has been very active, 21 of the fleets 35 Lightnings have participated in the races and regattas in the Helsinki area. The biggest events in homewaters have been Fleet Championships, 19 participants and Helsinki Regatta, 11 Lightnings. Terho Aromaa, with his "Masi", 7887 has been superior this past season, he has participated in about 45 races and has won about 35 of them.

During the winter-season our fleet participated in two Boat-Shows, which were held in Helsinki. The Lightning departments of both shows were arranged by Finland District of ILCA but Helsinki Fleet members gave a Lightning for the department and worked there as guides.

Nine of our boats participated in the District Championships, which were held in Loviisa at the end of July. Our members collected the "lions share" at the regatta, all races of which were sailed in very unsteady and mostly weak winds. Terho Aromaa, younger brother Markku (13) and Ilpo Halva crewing won District Championship superiorly, winning four of the races and placing second in one, about one boat-length behind the winner of that race. Runner-Up of Districts was last years Champion Aimo Hanninen, also of Helsinki Fleet and our other representatives placed: Timo Korhonen, with his brand-new "VIB", third, Leif Haglund, fifth, Eugen Kalenius seventh, Raimo Aromaa tenth, Urho Limatta eleventh, Esko Lindstrom 13th and Erik Suni 15th.

Lightning at the Helsinki Boat Show, in April. Mrs. Aromaa, our Fleet Captain's wife, is ready to tell people the merits of a Lightning.

Finland District's information booth at the Helsinki Boat Show. There is no people at the moment, but believe us, it was difficult to find such a moment.

Between the Championship races there was one "restday", but it wasn't much rest, as all of the participants took part in yacht-club ONS:s 75th Anniversary Regatta. There were altogether 20 Lightnings and the event was won by Raimo Aromaa, with "Tuulelar", who had a tight race with his younger brother Terho, who placed second.

After the District's four of our boats continued farther east, to Kotka, when the Eastern Finland Regatta began in the first Friday of August. All together 10 Lightnings participated in that Regatta and Helsinki Fleet boats took first, second, fourth and sixth positions. Superior winner was new District Champion Terho Aromaa, with his "Masi", who won all three races of the Regatta. Second overall was Raimo Aromaa, whose "Tuuletar" finished two times second and once third. Esko Lindstrom's "Venla" placed fourth and Urho Liimatta's "Annina" sixth.

Two crews from our fleet participated in the European Championships in Italy. They were unable to take their own boats, because the trip was so long and expensive and got borrowed boats from the Italians. They did not place so well, Aimo Hannenen was 15th and Stig Haglund 19th, but it was worth the trouble to participate, as they learned a lot and won many new friends. Stig Haglund participated also in a regatta in Switzerland, but that regatta was unlucky with weathers, first day it blew too hard, about half of the participating Lightnings capsized, and second day it was total calm. As can be seen of above, our Lightnings have traveled quite a lot during this season, but the local races have also had good participation. Races have been hot, even if Terho Aromaa, our Official Lightning Measurer has collected most of the silverware.

Fleet Championships were held as the last bigger event of season in September 7-8. First day it blew so hard that the racing jury had to cancel the race, so we had to sail all three races on Sunday the eighth. Fleet was again divided in two groups, A-Group consisting of active racing boats and skippers and B-Group was so called "Beginners Group". Nineteen boats participated, nine of them in A-Group and ten in B-Group. This was the biggest participation our fleet has ever had in Fleet Championships, of which we are rather proud, as in past we have had much more cruising and holiday sailors, who haven't minded racing so much in our fleet. Fleet Champion is not difficult to guess. Terho Aromaa, of course. Waldemar Walli won the B-Group Trophy with his rather old "Tiwa", No. 5054, winning two races and placing second in one race.

We are getting at least one new boat for next season, but possibly even four or five, if we can find a good boatyard who could make the boats.

RESULTS OF THE FLEET CHAMPIONSHIPS

A-Group: Skipper		Boat Name & No.	Positions	Points
I	**Fleet Champion**			
	Tero Aromaa	Masi, 7887	2-1-2	25
II	Paavo Manninen	Twist, 8216	1-4-7	18
III	Bjorn-Ole Owren	Speed VII, 8210	3-6-4	17
IV	Esko Lindstrom	Venla, 7890	5-3-5	17
V	Ilpo Hanninen	Marina, 7177	6-2-6	16
VI	Urho Liimatta	Annina, 7183	4-DNF-1	15
VII	Raimo Aromaa	Tulletar, 7888	9-5-3	13
VIII	Raimo Kuivalainen	Vib, 8211	8-7-8	7
IX	Erik Suni	Piraya II, 7895	7-DNF-DNS	3
B-Group				
I	**B-Champion**			
	Waldemar Walli	Tiwa, 5054	1-1-2	29
II	Kaj Nuorivaara	Go-GO, 7881	2-2-3	26
III	Hannes Ignatius	Simppu, 7894	3-DNS-1	18
IV	Pentti Teppo	Susanna, 4142	6-5-5	17
V	Ali Biaudet	Sunrise, 7181	5-6-6	16
VI	Jorma Hopeavuo	Lotina, 5548	4-3-DNS	15
VII	Ilkka Kaitila	Toutain, 4143	7-DNS-4	11
VIII	Martti Karstunen	Hurricane, 6836	8-4-DNS	10
IX	Risto Isomeri	Ghost, 3847	9-DNS-DNS	2
X	Erkki Sevakivi	Sirri, 4333	10-DNS-DNS	1

GET YOUR FLEET REPORTS

IN EARLY FOR THE 1965 YEAR BOOK!

LAKE DAVENPORT LIGHTNING FLEET (167)

Midwest District

Fleet Captain..... Duke Pelton
Fleet Secretary..... Dave Wardell
Fleet Champion..... Summer—C. Ebert
Fall—G. Hollen
Runner-Up..... Summer—D. Duley
Fall—C. Ebert

Boat No.	Boat Name	Skipper
107	.....	William Mass
194	Miss Cue	Bill Quaintance
212	Twilight	Rev. R. O. Williams
615	Quinadine	Dr. Eric Peterson
691	Faux Pas II	Larry Kohler
2036	Quee Queg	Marshall Smith & Dick Cooper
3312	Ye Olde Soak	Harry Pelton
4666	Our Buddy II	E. H. Hollen
5955	Tiki	Dave Wardell
6033	Toujour Gai	Clayton Ebert
7391	Tiki II	Jon B. Wardell
7954	.....	Jim Otis
8028	Duley Sip	Dick Duley

Hollen and Ebert — Early season forecast.

We enjoyed an excellent season in 1963. Our Race Committee scheduled 14 races (two every other Sunday) for the Summer Series and 12 races (Two every Sunday) for the Fall Series. Only one scheduled race was postponed, due to weather. About 10 of the skippers were active in racing most of the season, although Bob Williams generally crewed for Gene Hollen rather than racing his own boat. Bill Quaintance and his sons, who have always been very active day (and night) sailors, were in most every race and really have the bug we think. He's getting the itch for a competitive boat, and that's all he needs! Marshall Smith

has been tinkering with Queen Queg and was doing quite well toward the end of the season. We'll be seeing him in contention next year. Bill Mass has been working on old 107, didn't quite get her ready this year, but says he'll be on hand in '64 for sure. Duke Pelton, after finally launching Old Soak, beautifully reconditioned, tangled with one of the C-scows at our Polar Bear Regatta and broke his mast. Well, there's next year! Competition between the Wardells, Duley, Hollen and Ebert was close, with the Summer Series results: 1st) Ebert, 2nd) Duley and 3rd) Jon Wardell; The Fall Series winners were 1st) Hollen, 2nd) Ebert and 3rd) Dave Wardell.

Formal dedication of our new clubhouse took place on July 4. A special race for the occasion was won by Gene Hollen. Mayor Ray O'Brien of Davenport presented the dedication plaque, which has been mounted over the entry.

Taking advantage of the absence of the "Cs" over Labor Day, the Lightning Fleet held a Beer Barrel Regatta, finally won by Jon Wardell. This was a long-distance, handicap race, with varied and strong winds. Handicaps were established by two shorter races sailed on Sunday. Monday's race, finished in front of the Clubhouse, was a close one, causing considerable excitement on the Levy.

Highlight of our season was the 2nd Annual Polar Bear Regatta, sailed on October 12 and 13 for Inland C's and Lightnings. We were most pleased to welcome Lightnings from Chicago Fleets 5 and 56 as well as St. Joseph Fleet 113, Michigan City Fleet 20, Decatur Fleet 74, and St. Louis Fleet 266. There were 17 Lightnings registered, and our guests took the honors: Bill Wingard, first place, Ronnie Blair, second, John Burke, third, Al Berg, fourth and Joe Stueland, fifth. Those Lake Michigan sailors didn't seem to have much trouble finding the key to Ol' Miss! Nevertheless, our Club had a wonderful time and we in Fleet 167 felt we learned much from observation and discussions with these experienced sailors. We hope sincerely that they and others will come again next year.

A few of our skippers managed to do some traveling too, so our Fleet was represented at Gull Lake Fleet 137's July Regatta, the Mid-West Districts at St. Joe and regattas at Crab Orchard Lake, Fleet 330, Valley Sailing Fleet 226 and Michigan City Fleet 20's Sand Dunes Regatta. We hope to attend some District regattas in '64, both for the wonderful sailing experience and to re-visit the many friends we have made.

We closed our season November 16 with our Annual Awards Banquet at the Blackhawk Hotel. Now the boats are returned to storage, and to private improvement programs for '64. We plan several club improvements, particularly an additional crane, plus reconditioning of our present two, for faster, safer launching.

TAMPA LIGHTNING FLEET (168)
Sailing on Tampa Bay, Tampa, Florida

Fleet Captain ..... Raymond Chase
Fleet Secretary ..... Leonard J. Vidal
Fleet Champion ..... Lewis Hill III
Runner-Up ..... Leonard J. Vidal

Boat No.	Boat Name	Skipper
2144	.....	Charlie Williams
2889	.....	Hal Harper
3192	.....	Lamar Daniels, Ray Raines, & Vernon Sanders
3231	Blue Feather	Wilfred Bregler
3876	.....	Reese Smith, Jr. & Leonard Gilbert
3883	.....	Arnold Kotler
4419	Hubba-Hubba	Raymond Chase
4939	Malahini	Chet Franz
5600	.....	Ted King
7057	Mandykin	Leonard J. Vidal
7117	Playmate II	Lewis Hill III, & Solon F. O'Neal

We Lightning sailors here in Florida are more fortunate than our counterparts in other areas in that we can and do sail 12 months out of the year. 1963 proved to be a good year for Fleet No. 168. Four of our boats changed hands, but we didn't lose one. Our fleet was well represented in most of the nearby regattas, taking home our fair share of the silver.

The Gasparilla Regatta, sponsored by the Tampa Yacht and Country Club in early February, is always accompanied by very heavy winds, so much so that one of our boats capsized and made the front page in the next morning's paper. Winners were Lewis Hill, first; Rip Rundle, second; and Lennie Vidal, third.

In March we travelled about 90 miles to beautiful Mt. Dora for their annual regatta. This lake is noted for its tricky and shifting winds. Needless to say, we had lots of wind. As a matter of fact, about 22 boats of all classes capsized during the three races. We Lightnings were spared but not without some rigging failure and close calls. The races ended with Ray Chase taking first, Lennie Vidal second and Lewis Hill third.

May brought about the end of the Davis Island Yacht Club Spring Series races with Lewis Hill taking first, Ted King second and Ray Chase third. This was a series of ten races held during the previous three months.

The Gulfport Regatta, sailed in early June, started with very light winds, but ended with all that we could handle. The winners were Chet Franz first, Ray Chase second, and Lewis Hill third.

During the summer months most of us took time out to work on our boats a bit and just do some lazy summer sailing, but before we knew it, Labor Day was upon us.

The Labor Day Regatta, sponsored by the Sarasota Sailing Squadron, is always one of the highlights of the season. This two-day regatta, which is sailed in beautiful Sarasota Bay, also makes for a fine social weekend for skippers, crews and wives.

The weather was beautiful as always, with lots of sun (too much) and light winds for the first and second races. Then, true to the Labor Day tradition, the wind picked up and a squall hit after the beginning of the third race. By then it was all we could do to keep from capsizing—Wow!—What a beautiful sight to see Lightnings planing. The results showed Bob Tylander (#7808) of Boca Raton first, Vidal (#7057) second, and Chase (#4419) third.

November 24 brought about the end of the Davis Island Yacht Club Fall series, a series of ten races held throughout the past three months. Final results were: Lewis Hill (#7117) in first place; Chet Franz (#4939) in second place and Lennie Vidal (#7057) in third place. The championship of Fleet No. 168 was determined at the last four races sponsored by the Davis Island Yacht Club. The scores showed Lewis Hill in first place and Champion of Fleet No. 168 with a tie for second between Chet Franz and Lennie Vidal. A toss of the coin resulted in Vidal in second place and Franz in third place.

During the year the Fleet held several social functions, including informal cookouts as well as a victory banquet.

Our main objective at present is not only to keep our members racing regularly, but also to generate interest and enthusiasm among prospective boat owners, hoping to bring them ultimately into the Lightning Class.

Fleet Champion Lewis Hill III sailing "Playmate II".

FLOTTE DES LACS DE NEUCHATEL ET MORAT (169)

Swiss District

Based on lac de Neuchatel, Switzerland

Fleet Captain.....Claude Lambelet
Fleet Secretary.....Claude Lambelet

Boat No.	Boat Name	Skipper
924	Ra	Meinrad Mooser
4450	Damalo	Louis de Pourtales
4709	Puck	Pierre Soguel
5183	.....	Dr. Paul Labbhart
5396	Plein Vent	Paul Dresco
5840	Vasco	Claude Wuthrich
5898	Peruto	Tony Grieb
6174	Santa Maria	Jean Pierre Monnier
6299	Trutz	E. Buttikofer
6398	Baraka	Yves Burrus
7467	Garoupa	Claude Lambelet
7801	.....	Rudolf Geiser
7803	Bourla Papey	David Henriod
8067	Oly	Pierre Grobet
8192	As de Carreau IV	Jean-Pierre Luthy
8292	Ithaque II	Bernard Linder

Sailing on lac de Neuchatel.

During this year we had pleasure to welcome a new fleet: the one of the lac de MORAT Nr 358. Our fleet has thus changed her name into: "FLOTTE DU LAC DE NEUCHATEL". Because of the formation of the fleet of the lac de Morat, the effectif of our fleet has lessened, as 8 LIGHTNINGS have left us. Nevertheless, the fleet 169 continues to be one of the most prosperous of Switzerland.

This year we didn't organize any fleet championship, because of the very unfavourable atmospheric conditions, the few regattas, competitions on the lake, numerous travelling in Switzerland and abroad. The fleet of the lac de Neuchatel has delegated 3 LIGHTNINGS to the District Championship which took place in Rapperswil and was organized by the fleet of the lac of Zurich. This championship has been run—as it is tradition—by light airs, and our representatives have not succeeded to impose themselves as usual.

Two members of the fleet 169 removed in September with boats, trailers and crews to CASTELLAMMARE DI STABIA to practice to the European Championship. "AS DE CARREAU" and "GAROUPA" had very mediocre results and were very handicapped by the waves. All the same this championship was magnificent, for we found over there foreign friends of the European districts and a new water plan.

For 1964 2 new units are foreseen to enrich the list of the boats.

At the time of the meeting of the representatives of the European District the fleet of the lac de Neuchatel has accepted the organization of the EUROPEAN "LIGHTNING" CHAMPIONSHIP on her basin.

We hope to reckon a numerous participation and invite all friends to join it.

BRANT BEACH FLEET (173)

Central Atlantic District

Based on Little Egg Harbor at Brant Beach, New Jersey

Fleet Captain.....Thomas R. Hedges
Fleet Secretary.....Samuel C. Streep
Fleet Champion.....Thompson W. Coe
Runner-Up.....Joseph L. Serrill, Jr.

Boat No.	Boat Name	Skipper
580	Bounty	John H. Hay
3218	Susy-J	Robert Hesse
4204	Simpatica	C. H. Twining, Jr.
4206	Jade	Bruce and Meredith Galloway
5077	Riptide	Mary Ann Schmit
5346	.....	Doss Struse
5559	Spindrift	Dr. Thomas R. Hedges
5837	Barracuda	Joseph L. Serrill, Jr.
6026	Circe	Dr. Manley Brunt
6297	Lucky Star	Robert B. Roth
6962	Leprechaun	Donn H. O'Brien
7206	Cohere	Thompson W. Coe
8104	.....	Howard Adelstein
8184	Vimabesa	Samuel C. Streep

Standing: T. R. Hedges, B. Galloway, T. W. Coe, M. Galloway, J. Hay, B. Roth, B. Heese. Sitting: J. L. Serrill, Jr. J. Schmit, D. Struse, M. A. Schmit.

During the past year, this fleet has seen a great increase of enthusiasm and competitive spirit. The facilities of the club have become increasingly better despite the problems created by the ancient Garvey and the natural insults and accidents of weather and poorly timed sailing maneuvers. Your Fleet Captain is in no way omitted from the latter group of offenders.

One can see that the fleet is expanding and the roster for the coming year we hope will include between three to five more Lightnings with several of the older group increasing their prowess by acquiring newer boats.

The great storm of March 1962 produced some shifts in the bottom of an already shallow bay and there may be some feeling on the parts of the less experienced sailors that the challenge of sailing on an already shallow bottom with changing shoals could well be omitted from the hazards, particularly when faced with the experience of men like Tom Coe who not only know the shoals by heart but the shifting winds and tides.

Our Lightning races were begun with the agreement that A and B classes would sail since at least a third and perhaps a half of the newer sailors in the club wanted the slight chance of some silver which could never be appreciated with the old timers so far out in front.

July 4 saw Tom Coe, Joe Serrill and John Hay finish in that order. This started John Hay out with a roar with old 580. By the time Labor Day came about, Coe and Serrill were still out in front and having a closer battle than in times past and Sam Streep made a good showing coming in 3rd in this race as he had in the Saturday series which were now our only championship races throughout the summer season.

The order of boats in the championship series in the "A"s were Coe, Serrill, Streep, Hay, Struse and Galloway and in the B series: Hesse, Roth, Schmit and yours truly. The fact that Tom Hedges was last naturally entitled him to become Fleet Captain for the coming year. The reason for this is obvious, since he had a better chance from that vantage point to note the tactics and capabilities of the other boats.

As usual we still start our season in the spring and this time the club will be host for the spring series beginning in April, since Surf City was the host last year. The reason for omitting the summer Sunday series was the fact that we had no Sundays available of any consequence except for two or three and these could easily be spent in reviewing tactics and going over starts and spinnaker runs. The remainder of our Sundays were devoted to the interclub meets with Surf City and to the Little Egg Harbor and Spray Beach regattas. This fleet is of course proud to boast of the victory over Surf City and the competition between these two clubs is certainly one of the high points in the sailing season. It can only be hoped that such competition pursued in a sportsmanlike manner will continue through the coming years.

Lightning sailing on Barnegat Bay is improving every year with some new boats in all the clubs. It is only hoped that anyone in the Association in this area will feel free to come by and share in the excellent sailing conditions, competition and arguments in Lightning Fleet 173.

OMENA-TRAVERSE YACHT CLUB (174)

Michigan District

Sailing on Grand Traverse Bay at Omena, Michigan

Fleet Captain ..... Norman Johanning
Fleet Secretary ..... Robert L. Morse
Fleet Champion ..... Dr. Carl Koch
Runner-Up ..... Norman Johanning

Boat No.	Boat Name	Skipper
1602	Talisman	Dr. Carl Koch
2206	.....	Ben Taylor, Jr.
2723	Whistlewing	Robert L. Merse
3008	Bedlam	Dr. Robert Lyon
3401	.....	Al Belfour
4238	.....	Mrs. Mary Foltz
6244	Queen Bee	Norman Johanning

Although our numbers have not increased as we would have liked, our present fleet enjoyed a full summer of active racing. The outstanding job was turned in by the Koch boat which came up from last place two years ago to first place this year. Young Susan Koch was the responsible Skipper most of the season. She also was given the Club's annual Sportsmanship Award.

Several of our boats competed with over 30 others in The Traverse City Yacht Club's annual George Smith Trophy Races—named for a Past Commodore of our Club. Gale winds caused many capsizes and rigging failures, and our skippers felt fortunate in finishing as they did, in the middle of the standings.

SHREVEPORT FLEET (175)

Southern District

Based on Cross Lake, Shreveport, La.

Fleet Captain ..... Joe Labarbara
Fleet Secretary ..... Gay Griffith
Fleet Champion ..... Cliff Prados
Runner-Up ..... Robert G. Lawton

Boat No.	Boat Name	Boat Owner
4062	.....	Roy Hughes
4158	Ho-Hum	W. C. West
4161	Joheda	Robert E. Buchanan
4264	.....	Paul Shaughnessy
4627	.....	Shirley Graft
4721	.....	W. L. Trowbridge
4747	Zoom-Zoom	Alton Parker
4996	Mary E. II	Walter Heiman
5202	Dixie Doodle	R. G. Lawton, Jr.
6116	Boom-Boom	Luther B. Griffith
8340	Little Ripple	Clifford J. Prados
8822	Mystery	Robert E. Buchanan
.....	.....	Joe Labarbara

Our fleet had a very active and very successful racing season.

We have added several new boats this year and we have one new one on the way, so we anticipate our successful racing season to continue.

"Your editor cannot tell the players without a program."

We have two major events at our club and a number of local races. The first big event of the season was the Shreveport Yacht Club Spring Regatta held the first week-end in May. The Regatta was won by Francis Favaloro of the New Orleans Yacht Club, New Orleans, Louisiana.

In October we held the Inter-District Class which was won by Dr. Culley Cobb of Nashville, Tennessee, followed by Bert Kennan of the Southern Yacht Club, New Orleans, Louisiana.

GREAT SOUTH BAY FLEET (178)

Greater Long Island District

Sailing on Great South Bay, Long Island, N. Y.

Fleet Captain ..... George McCormack
Fleet Secretary ..... William A. Madison
Fleet Champion ..... Robert T. David
Runner-Up ..... Herbert M. Buerger

Boat No.	Boat Name	Skipper
24	Scarlett	Robert T. David
35	Knotso Grande	Temple Robinson
863	Good Bye II	Robert Anderson
2610	Latifa	John Fairweather
3148	Mr.	Maxwell Revenson
3358	Tara	Helen McCormack
3904	Black Orchid	William E. Thomas
4695	Adios	Angela Parker
4899	Mist	George McCormack
6051	8-Ball	Warren Pulver
6427	Fury	Louis Jones
6443	Huntress	Herbert Buerger
6568	Cover Girl	William Madison
6921	Geisha Girl	Kenneth McGinity
7200	Oh! Oh!	Joseph Zuhusky
7624	Mistress	Robert T. David
7993	Chimera	Otto Hoglievina
8423	.....	Roy Ward

Competition in Fleet 178 was the best ever in 1963, one indication of which can be seen by the division of honors in the following list of the major events of the season:

EVENT	WINNER
Narrasketuck Spring Series	Herb Buerger
Narrasketuck Summer Series	Herb Buerger
Narrasketuck Evening Series	Bob David
Narrasketuck Fall Series	Bob David
Narrasketuck Frostbites	John Fairweather
Great South Bay Race Week	John Fairweather
Narrasketuck Invitation	Herb Buerger
Unqua Invitation	Bob David
Long Island Invitation	Herb Buerger
Bay Shore Invitation	Bob David
Babylon Invitation	Bob David

Not obvious from the above is the fact that, this year, the point spread between the competing boats was much narrower than in the past, and second and third places were widely distributed among the other boats.

This leveling out has been a result, primarily, of the good attendance of our enthusiastic sailors at the various events (with the consequence that we are all beginning to know our boats and tactics better), rather than the result of an "armament race" for new equipment, sails, etc.

We extend a most cordial invitation to all Class members living in our area to contact one of our officers and join our ranks so that we can make 1964 an even better year for Fleet "178".

A tense moment during the 1963 Great South Bay Y.R.A. Men's Championships. (Typical Great South Bay "breeze".)

CONNEAUT LAKE FLEET (180)

Lake Erie District

Based on Conneaut Lake, Conneaut, Pa.

Fleet Captain ..... Wayne Titzel
Fleet Secretary ..... Nona Esenbies
Fleet Champion ..... Wayne Titzel
Runner-Up ..... Bill Ralston

Boat No.	Boat Name	Skipper
705	Tee-Hee	Eddie Shaeffer
2886	Hied-A-Weigh	Dr. R. D. Good
3402	.....	Charles Henderson
3404	Shu-Fly	Charles Berry
5022	Confusion IV	Dr. John Hanek
5070	.....	Wayne Titzel
6996	Tsk-Tsk-Tsk	Franklin M. Miller
7998	Jan-Bee	H. G. Heineman
8261	.....	Dr. R. J. Ralston

Trophy Winners."

An enjoyable race season, beginning in July and ending on Labor Day, consisted of 10 races in the regular Sunday Series and 3 races for the Labor Day Series.

The Winners for the Sunday Series:
1st—Wayne Titzel
2nd—Bill Ralston
3rd—Franklin Miller

Labor Day Series:
1st—Dr. Duane Good
2nd—Wayne Titzel
3rd—Bill Ralston

A new trophy this year, donated by the Commodore was won by Bill Ralston.

The winds were kind to Fleet 180 this year and blew with gusto for all but one race, when it teamed with rain and lightning to enliven the proceedings. Titzel lost his rudder and four boats couldn't find the finish line.

Dr. Duane Good surprised everyone with a new boat in mid-season and from what we can observe will give the old regulars a fine run to the finish line. Several other members suddenly seem interested in trading their old boats for a new speed merchant. With 3 new boats, things are getting tough.

We look forward to welcoming two new members to race with us next season; Chuck Waldschmidt, who bought a Lightning at the end of the season and Bill Johnson, who purchased Dr. Good's #2886.

We are sure the next year will be better than ever with new enthusiasm, new equipment and I'm sure, new tactics. What more could you want for '64'?

LELAND YACHT CLUB (184)

Michigan District

Sailing on Lake Leelanau at Leland, Michigan

Fleet Captain ..... Mike Fisher
Fleet Secretary ..... Don Gilligan
Fleet Champion ..... Mike Fisher
Runner-Up ..... Jack Gilligan

Boat No.	Boat Name	Skipper
3403	.....	Carol Brady
4298	Tangle Toes	David Workum & Lee Workum
4393	Frelvido	Don Mitchell
4679	Ibis	Frank Bracken
4772	Wind Lass	Dick Evans
4842	Two A.M.	Jack Larson
5227	.....	John & Mike Derrick
5318	.....	Norbert Gits
5333	Celerity	Phyllis Riley
5367	.....	Fred Ball
5718	Decibelle	Judy Hilsinger
5883	Grayling	Frank Mead
6037	Poor Pearl	Jack & Don Gilligan
6224	Brazil Nut	George & Wally Bennett
6606	Follow Me	Jim & Jeff Fisher
6649	.....	Jan Hottenstein
6664	Luffer Buoy	Toby Tyler
7007	.....	Mike Fisher

The old and charter members of the Leland Yacht Club's Lightning Fleet are revising their tactics, checking their gear, and eyeing catalogue advertisements for new boats and sails this winter. The younger generation beat them handily this season. In fact, three of the first five places in the final standings, including the Fleet Championship, were won by skippers under twenty!

Mike Fisher repeated as Fleet Champion this year, sailing #7007 to its third championship in a row. He had a struggle all season, and actually didn't win the cup until the last leg of the last race of the season. Jack Gilligan made a battle of it, and did beat Mike in the Handicap standings. Mike also won the Bill Miller-Labor Day Regatta, winning every race.

In the "B-Class", two skippers dominated. Don Gilligan took first in "B" Lightnings, first in "B" Handicap, and also the "Commodore's Award" for the most improved skipper. The Fisher twins, Jim and Jeff, captured second in "B" Lightnings, second in the Labor Day Regatta, first in "B" for the Labor Day Regatta, and third in the annual Marathon. Don also took third place in the Fleet.

The sailing itself this year was wonderful. The weather was good and the wind fair. Some of the more memorable events were the biggest Barbecruise ever, a delightful Yacht Club Dance, and the Awards Dinner.

Next summer we at Leland are looking forward to the best season in a long time. The fleet will be the biggest and the racing the best. Jim Pendergast and Dave Workum, both former fleet champions, are threatening to have new boats on the lake next season, and the rest of the skippers are making the minute adjustments needed. By the way, any of you sailors in the Michigan District, come to the Leland Yacht Club's Lightning Regatta the second weekend in next August. We promise you keen competition and a wonderful time.

RARITAN BAY FLEET (185)

Metropolitan District

Sailing on Perth Amboy, New Jersey and Great Kills

Fleet Captain.....William H. Cutting
Fleet Secretary.....William W. Jacobson
Fleet Champion.....William H. Cutting
Runner-Up.....William W. Jacobson

Boat No.	Boat Name	Skipper
52	.....	William W. Jacobson
988	.....	William Seeman
2761	.....	Jack Wilson
4045	.....	William H. Cutting
4295	.....	Dr. Anthony Leitner
4773	.....	Milton Bloom
.....	.....	Donald C. Bennett

"Mischief" No. 52, Runner-up in Fall Series.

Fleet 185 has been hard at work getting the owners of boats in Moth balls to get them ready, and rebuild a once very active class on Raritan Bay. We now have seven boats. They are all old, and some are in excellent condition. The Fall Series had four entered, and it is felt that this is the beginning of a new fleet. Most of the old pros at the club have either sold their boats, or transferred to more active Lightning Fleets.

Bill Cutting in "Red Devil" took all the honors in the fall series. Runner-up was Bill Jacobson in Old Ironsides #52. Since all the Old Pros are gone, we all have to help each other in the fine art of tuning the rig, racing rules, and how to make these old boats go.

SHEBOYGAN LIGHTNING FLEET (187)

Mid-West District

Sailing on Lake Michigan at Sheboygan, Wisconsin

Fleet Captain.....William Moir, M.D.
Fleet Secretary.....Joseph F. Kovacic, M.D.
Fleet Champion.....Chris Jacobson
Runner-Up.....Roger Bierman

Boat No.	Boat Name	Skipper
694	B & B	John Buchen & John Bolgert
1975	Lu-Lo	William Gunther & Ed Westfall
2225	Islander	F. C. Jacobson
3621	Wrapid	David Wilson
3624	Griffin	Sea Scouts
6202	Vixen	Arthur Perry
6283	Trio	Robert Senty
6441	Marba	Jerald J. Kovacic
6776	Corixa	Arthur Kroos, Jr.
6915	Til-Lykke	Roger Bierman
6975	7-Up	William Moir, M.D.
7879	Nike	Herbert Gibbs
8027	Triumph	Ralph Brotz
8305	Winsome	Eric Larson

Fleet Champion Chris Jacobsen with crew Dick Orlebeke and Tom Meyer. Some guys have all the luck.

Activity with the Lightning Fleet of Sheboygan ran extremely high during this past season. With a nucleus of but 5 boats not many years ago, the fleet now numbers 14, and more and more sailors are showing marked interest in this sport.

Two major events are held annually. The Piper Series, to determine the Club Champion, consisted of the best seven out of eight races, and was won by Chris Jacobson, the only female skipper in our fleet. Close behind was Roger Bierman, followed by Ricky Larson in third position.

The BROTZ REGATTA is an annual event in the memory of Roman Brotz, whose "Sabre" was always conspicuous in the Mackinac Races, bringing many honors to our Yacht Club. This event is regularly run the first week-end of August, in conjunction with our City-wide Celebration of "Bratwurs Day". This is an invitational affair and attracted 26 Lightnings this year. The

Green Bay Fleet showed its prowess in bringing "Misty", owned by Jim Hopkins, and "Snafu II", owned by R. G. Evans, in first and second positions, to walk away with the honors. Our own sailor, Tom Roess, skippering Dr. Senty's "Trio" followed in third to offer them considerable competition.

As added attractions in our Lightning Fleet, other events are held from early June until the end of August. Roger Bierman came in first in the Fourth of July Series, and Ricky Larson brought his "Winsome" into the winning circle for both the Junior and Tune-Up Series.

Some of our boys entered the regional regattas, and although they could not bring trophies to the home club, they made an adequate showing of themselves. The future of Fleet 187 looks very promising, and from the enthusiasm being shown, we are sure that the next season, together with its 5th Annual Brotz Regatta, will be another successful year of sailing at Sheboygan.

BRITANNIA LIGHTNING FLEET (188)

Canadian District

Sailing on Lake Deschene, Ottawa, Ont., Canada

Fleet Captain.....Mike Buckley
Honorary Fleet Captain.....Dr. Victor Pinard
Fleet Lieutenant.....John Bolton
Fleet Secretary.....Tim Dauphinee
Fleet Champion.....Bill Whiting
Runner-Up.....Bertie Criddle
Champion B Division.....Mike Buckley

Boat No.	Boat Name	Skipper
1451	Gralyn	Ron Conway
1520	Jaunty II	Lorne Smith
2957	Blue Fin	Mike Buckley
3085	Falcon	John Bolton
3329	Kestrel	Bertie Criddle
3678	Pickle	George Bleakney
3976	Mistral IV	Victor Pinard
4199	Brillig	Charlie Rand
4745	Corinthian	Jim Flynn
4830	Curlew	John Kemper
4958	Frolic	Tim Dauphinee
5066	Blue Belle	Jack Evans
6180	Sparrow	John Reiffenstein
6788	Pegasus	Gerry Garrard
7257	Thimk	Jack Noonan
7469	Bobolink	Ward Gowland
7470	Whitecap	Bill Whiting
7825	Thunder	Bert Walker
8816	Dragoon III	Peter Wilson

The popular Winter Sailing Course for beginners was held again last year at the Britannia Yacht Club and in addition a course on racing was started.

Lectures by the experienced sailors in the area proved most instructive and when the racing season opened on May 28th the Lightning sailors were anxious to put into practice their knowledge of jockeying for position at the start, windward leg tactics, reaching and running and, of course, rules and protests.

Races were held each Tuesday and Thursday evening throughout the season and either a course or an up-river race on Saturdays.

The first championship series was won by the Criddles in "Kestrel" after a very close contest decided on the last race with Mike Buckley, our enthusiastic Fleet Captain, a close second.

Mike was the victor, however, in the Pinney's up-river race, which was a real test for Spartans with little wind but continuous rain.

For the second year Bill Whiting's "Whitecap" was the only Lightning to complete the gruelling race up-river to Quyon and return.

The National Capital Regatta was held the week-end of July 20-21 in brilliant sunshine but not much wind which developed into a drifter and number of dehydrated sailors. A toss of the coin was needed to name the Lightning winner after a tie between Ann Wilson of the Royal St. Lawrence Yacht Club and Bill Whiting. Ann called right and so the Whitings were second and the Clarks, also from Royal St. Lawrence, third.

Prior to the Regatta an exchange of boats with the visiting Civil Service Recreational Association Yacht Club gave the R.A. sailors an opportunity to sail Lightnings on Lake Deschenes and saw some interesting results.

The value of a Junior Squadron at Britannia was again obvious by the number of times teen-agers skippered Lightnings to good positions in the races.

Winning six of the seven races in the second series, the Whitings, qualified to meet the Criddles in a match for the Class Championship. Then after winning one race each it was a neck and neck affair in the decider. A tacking duel on the last leg, closely watched from the side lines by the remainder of the fleet, saw the Whitings cross the line just seconds ahead of the Criddles to become worthy Fleet Champions.

Bert Walker in "Thunder" won the 34 mile race to Constance Bay and back in a record time of about two and a half hours each way. Mike Buckley was the hero of this race. After his rudder broke in half at Aylmer Island, just five miles from the start, he completed the race with the help of a paddle to receive loud cheers and congratulations on his arrival back at the club. Good Sailing Mike!

The Saturday series was won by the Bolton's "Falcon" by just half a point from Bert Walker, decided once again only after the last race.

The Fall Series of five races for the Evans & Kert trophies was held over the Labour Day week-end. Good weather, a good turnout and good winds made it a most successful event. Bill Whiting won the A division trophy and Doctor Pinard won the B division trophy.

A successful racing season was rounded off by a Presentation Dinner and Dance in the Club House on the 28th of September but a long Indian Summer of beautiful weather during the whole month of October saw some pleasure sailing and also a lot of work done on a large project for enlarging the harbour facilities at Britannia to cater to the ever growing number of sail boats in this area.

While there were a few losses to the fleet during the year, there were new arrivals to take their places and these were welcomed and invited to the regular social and business meetings held throughout the year.

MARBLEHEAD HARBOR FLEET (189)

New England District

Based on Marblehead Harbor and Massachusetts Bay, Marblehead, Mass.

Fleet Captain.....Dr. Louis Pocharski
Fleet Secretary.....Pauline Nagle
Fleet Champion.....Dr. Louis Pocharski
Runner-Up.....John Carien

Boat No.	Boat Name	Skipper
2305	.....	Howard Sorenson
3373	Tia Maria	William Seaver
3440	Sansar	Raymond Moore & Paul Muray
3521	Calabo	Robert Booth
3989	.....	Robert Maxon
4099	.....	Harry Sedgwick
4801	Three Cheers	Robert Coble, Robert Folweiler & David Chipman
5282	Panic	John Earon
5660	.....	Joseph Blount
6103	Sprint	W. E. Thorp
6130	Parlay	Richard Martin
6531	Torrens	Ray Maletz
6595	Vagus	Dr. Frank Healey & Dr. David Johnson
6652	Thumpa	Laurence Coffin
6656	Chaos	W. Whitney & Meredith Bradley
6828	Firefly	John Grehan
6896	Schusser	Diana Wallace
6910	Nuggett	John Abbott
6924	Lancer	Bill & Dave Caldwell
7139	Cuddles	Harold Nagle
7218	.....	John Collins
7299	Spook III	Dr. Louis Pocharski, Jr.
7553	Neirac	John & Paula Carien
7557	Jamerie	Dr. Merrill Feldman
7814	Nereid	Suzanne & Frank W. Warner, Jr.
8034	Warrior	Stanley Goodwin
8333	Creeper	Duncan McInnes
8456	Wil-Vi-Lee	William Bray
8577	Bali III	Dr. John Ballou & Dr. Robert Liming

Fleet 189 Clam Bake

8660	Susy Too	Dr. Frank Morse
8720	.....	Richard Price & Dr. Frank Colombo
8741	.....	Pleon Yacht Club
8742	.....	Pleon Yacht Club
8743	.....	Pleon Yacht Club

Marblehead Fleet 189 opened its season on May 26th with sail measuring and dinner at the Boston Yacht Club. Many new skippers were present, and it looked like a busy season ahead, with keen competition and good times.

Our racing season began on May 30, and continued until Sept. 7th with 20 to 25 boats racing. Races were held on Tuesday and Thursday evenings, Saturday afternoon and Sunday morning: with additional races on Wednesday and Sunday afternoons for those who are eager. We had three twilight series, the first and second won by Dr. Louis Pocharski in Spook III, John Collins in Nugget and Duncan McInnes in Creeper, second and third. In the third series first place went to John Collins in Nugget, followed by William Thorp in Sprint, and Frank Warner in Nereid. Next season John Collins will be competing with his newly acquired 7218, with a name yet to be revealed.

On a windy July 4th, the race was won by Frank Morse, Jr., in his new Suzie.

On July 12, 13, and 14 we had our New England Districts with 30 boats competing. We had our District meeting and dinner at the Corinthian Yacht Club on the 12th, on the 13th, a cookout at the home of our Fleet Captain Frank Warner. It was attended by over 100 skippers, crews and guests, a wonderful time had by everyone. Light to moderate shifty breezes prevailed for our first 2½ days of racing; and then, during the final race, a squall roared out of the darkened southwest, and left in its wake 2/3 of the fleet capsized, many on, or near the finish line. A very wet and tired group received their prizes; the winners Dr. Louis Pocharski, Len Pratt second and Jack Burwell third.

Race Week started on Saturday July 27th, the winners in the Championship Division were: Teaser VIII, with Spook runner-up, with Vagus and Snail runner-up in the consolation division. On Tuesday evening of race week we had a cookout on Goldthwaite Beach, where we renewed old friendships and kindled new ones, while planning strategy for the rest of the week's races.

The Sunday before Labor Day found us at Abbott's Island for our annual season's end clam bake. A soft breeze. sunny skies, lobsters and clams made for a wonderful time. Tne next day our Labor Day Race was won by Bill Marsher sailing Bill Thorp's boat.

On Sept. 13 we had our banquet and trophy night at the Boston Yacht Club. The prizes went to Dr. Louis Pocharski as our Fleet Champion, John Carien in Neirac second, third to William Caldwell in Lancer. A Fall series of 5 races was planned.

During the Winter a series of sailing seminars are planned on tuning, sail handling and tactics, to prepare Fleet 189 for an even more successful 1964 season.

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NAPLES FLEET (191)

Italian District

Sailing on Naples Bay

Fleet Captain	Carlo Postiglione
Fleet Secretary	Gaetano Pesce
Fleet Champion	Gaetano Pesce
Runner-Up	Gino Ucchiello

Boat No.	Boat Name	Skipper
6390	Posillipo 2nd	Matteo Martinelli
7212	Fandango 2nd	Giuseppe Volpi & Gaetano Pesce
8138	Proteo	Gino Ucchiello & Carlo Postiglione

The fleet entered many events and the boats Fandango and Proteo were first in the final standing in many of them.

Fandango 2nd, with Pesce was the winner of the challenge trophy "ALESSIO LANFREDI" at Lido degli Estensi, and took a second place and third place, in final standing in the Italian and in the European Championships at Castellammare di Stabia.

NORTH EAST RIVER FLEET (192)

Dixie District

Based on North East River, Chesapeake Bay, North East, Md.

Fleet Captain	Frank E. Nelson
Fleet Secretary	Mary Wilkinson
Fleet Champion	Richard T. Heald
Runner-Up	Frank E. Nelson

Boat No.	Boat Name	Skipper
355	Tornado	Wallace McKee
1156	.....	William Whiting
1162	.....	Frank Gluckert
1722	.....	Robert Walker
1792	.....	Lee R. Millett
3438	.....	Darrel D. Meyer
3444	Ladika	Robert Manning
3500	.....	Henn Kilkson
3704	Simbi	J. Robert McWhorter
3705	Bee Hive	Walter Bartoshesky
4263	.....	Fred Johns
4571	Seductress	George Douglass
5160	Whisker	Frank E. Nelson
5424	Seductress II	John Teigland Jr.
5501	Silhouette	Erich Westfield
5553	Mihero	Al Dutton
6310	True Luff	L. William Stafford
6617	Mira	Richard T. Heald
6729	She-Hasa	Stanley Hoffstein
7529	.....	Hayden E. Williams
8664	Chaos	Mary Wilkinson

North East River Lightning sailors enjoyed a fine season with unusually good sailing weather, a full racing schedule and a healthy increase in racing enthusiasm and competition.

The racing season got underway in May with a three-race tune-up series won by Frank Nelson, with Walt Bartoshesky second and Al Dutton and Wally McKee were third and fourth. Bill's "True-Luff" was really in high gea.· as he swept to a string of 1st places in the nine race series. When Bill couldn't sail himself, he just turned his boat over to his capable crewman, Don Bomann, who skippered and continued her winning ways!

The Summer Series of six races was also won by Stafford, despite a spectacular spinnaker knockdown in the breezy fifth race. Nelson was second in "Whisker", followed by newcomer Hayden Williams in his beautiful natural-finished "Natty B", and by McKee and Dutton.

The Championship Series saw eleven boats turn out for the five races, which were sailed in light variable winds. Dick Heald sailed a steady, consistent (2,2,2,1,2) series to win the Championship going away. Second place was closely contested with Nelson (4,3,3,4,1) getting the nod over Bartoshesky (1,4,4,2,4) by a "Whisker" by the slim margin of a 3 to 2 win over Walt. (Walt's "Bee Hive" and Frank's "Whisker" have "squared-off" in over 30 fleet races in recent years, with honors about equally divided

and have resulted in a number of memorable close finishes!) Don Bomann in "Tru-Luff" was a constant threat during the series (3,5,5,3,3) and garnered fourth place, and was followed by Dutton, Williams and Bob Manning.

At mid-season, Bill Stafford's work required him to move to far off Iran. We'll certainly miss having Bill on our river, and we hope he'll be able to keep his sailing hand in with the Iranians.

An innovation this year, to encourage greater participation by the older boats in the area, was the inauguration of a "Dreadnaught" trophy to be awarded to the skipper of an older boat amassing the highest number of total points for the season. Wally McKee, our newest skipper sailing the oldest (355) and probably the heaviest boat in the fleet won this trophy, as each weekend he and 1st mate Barbara managed to coax a little more speed out of their "Tornado". Wally was being pressed for total points by Fred Johns and Bob Walker.

Our Fleet Secretary, Mary Wilkinson was elected Commodore for the Dixie District for the second straight year. Mary well represented our fleet with her new "Chaos" in important regattas around the Chesapeake Bay area, as did Walt Bartoshesky, Stan Hoffstein, Al Dutton and John Teigland.

We were happy to welcome a number of newcomers to our fleet this season, including Bob Walker, George Douglass, Bill Whiting, Henn Kilkson and Darrel Meyer. We were also pleased to welcome John Teigland to our fleet, as he returned to Lightning racing. John is a former National Lightning Class Champion, whose business interests have kept him on the beach for a number of years. We hope that he will find time to keep his famous "Seductress II" active in coming seasons. The fleet looks forward to continued good sailing as everyone plans their strategy for next year.

MISSION BAY FLEET (194)

California District

Based on Mission Bay, San Diego, California

Fleet Captain ..... David P. Wright
Fleet Secretary ..... Harry James
Fleet Champion ..... Manning Barber

Boat No.	Boat Name	Skipper
1457	Viva	Jack Penfield
1531	Adios	J. R. Thomson
1596	Torchy	Eugene La Fond
1675	Twinkle	Ernest Vitucci
1974	Relampo	Archie Walker
2429	Fury	Jack Forman
2633	Flash	Robert A. Stahl
2802	.....	Eugene Swantz
3614	Pejaro	John L. Guinther
3838	Black Magic	E. L. Anderson
4938	Zoom	George Rayfield
5249	Arriba	Harry James
5474	.....	Lloyd Munson
5536	Firefly	John A. Brand
5634	Elsie-Ev	Everett K. Ames
5699	Virus	Glenn E. McPherren
6177	Delta	Lawrence Boles
6240	.....	Robert Gilbert
6260	Scamper	Dick Weems
6432	.....	Edwin J. Russ
6560	Gold Crown	Wm. V. Hutchinson
6679	.....	John Stewart
6985	Hustler	Norman DesChamp
7600	Wright One II	David P. Wright, Jr.
7606	Panicque	Tom & Howard Macken
7767	.....	Myron C. Lyon
7787	Now-Or-Never	Fred Knauer
7788	Beezil	Fred A. Covalt
7860	Tiki	Paul Brady
8051	.....	L. Dean Gibson, M.D.
8122	.....	John Wamser
8370	.....	George Conrad
8390	Bull II	Carl Eichenlaub
8481	.....	Donald Miller
8528	China Clipper	Manning & Merritt Barber
8529	Sha-zam	Allen Raffee
8745	Fish	Marty Gleich
Under Constr.		Trever Lewis
Under Constr.		Elton Ballas
Under Constr.		Alfred P. Coha
Under Constr.		Wm.V. Pirie

Mission Bay Lightning Fleet again is gearing up to host the North American Championships on August 24-30, 1964. Of the seven California boats to invade Tawas in 1963, five of them were from Mission Bay with Carl Eichenlaub back to his winning ways and creditable performances by Manny Barber, 5th, and Howie Macken, 6th. Al Raffee and Elton Ballas rounded out the MBYC contingent.

Our new clubhouse with increased docking, boat and car parking facilities will help make the 1964 "Big Casino" a more successful event than the last time we entertained the "Easteners".

MBYC's sailing Dentists, Merritt and Manning Barber, and their new "China Clipper" lost out to Carl Eichenlaub in the California Districts by one point. This was a tough one to loose as they dropped 3 boats when a hiking strap let go and they lost their crew overboard. Fleet 194 cleaned up the rest of the hardware with Howie Macken 3rd, Elt Ballas, 4th and Dave Wright, 5th.

Al Raffee had a particularly rough time at Coronado when he held his starboard tack right of way over a Navy seaplane runway marker. These particular marks are steel reinforced concrete sticking above the water to the height of the main spreaders —yep—that exactly where the mast sheared off.

George Conrad got into the swing of things by taking the winning trophies at the John Bates series at Southwestern Yacht Club and the Ken Reynard series at Coronado. Al Raffee took the Annual Thanksgiving series, also at Coronado.

Al Coha has been missed this past year after selling his boat to Larry Boles. Al will be the General Chairman of the 1964 North Americans, and he and Bill Pirie are getting their new boats ready for the 1964 season.

SEE YOU IN AUGUST!!!

SURF CITY FLEET (196)

Central Atlantic District

Sailing on Barnegat Bay

Fleet Captain ..... Newton Wattis
Fleet Secretary ..... Helen Sullivan
Fleet Champion ..... Newton Wattis
Runner-Up ..... John Sullivan, Jr.

Boat No.	Boat Name	Skipper
477	Tempest	Frank Temme
780	Sea Nymph	Fred Lorenz
5353	Shady Lady	Sue Sullivan
5754	Hurricane	Robert Freeman
5943	Scotch-Irish	Jack Elfman
6015	Sinnerella	Al Serwazi and Tom Sweeney
6899	Alleluia	John Sullivan
6918	Impulse	Alan Stoneback
7020	ME 109	Ralph Messersmith
7800	G. P.	Claude Sullivan
8344	Spectator Boat	Newton Wattis

Surf City Yacht Club began its sailing season by hosting the "Early Bird Series". Thirteen boats participated in the five weeks of Sunday races. There was plenty of sunshine for these races but the air proved a little too heavy at times and several sailors practiced swimming techniques. There were four clubs represented. The winner was Tom Coe from Brant Beach, with second and third places going to Dale Allen from Riverton and Jack Elfman from Surf City.

Most of our boats sailed in the Brant Beach Regatta and Sue Sullivan, skippering Shady Lady, came back with a second place trophy.

Although a veteran in sailing, we welcomed Newt Wattis as a new Lightning Skipper this year and Sue Sullivan returned after a year's absence. Co-skippering with her was Charlie Howe.

In our Saturday series, some of the crew members took over tiller duties while the regular skippers turned crewman. The trophy for this series is the Claude Sullivan Sr. Memorial Bowl and was awarded to Johnny Sullivan Jr. sailing "Alleluia", with Dad as Crew. Second Honors went to Newt Wattis in "Spectator Boat" while co-skippers John Williams and Mike Lucas, in "Scotch Irish" took third place. In our Sunday Championship series, the Julius Christian Hansen Memorial Trophy was won by

Newt Wattis, Champ Fleet 196 with crew, Tom Temme and Pat Horsley.

the new-comer Newt Wattis. It was a red hot contest with the last two races deciding the winner. John Sullivan Sr. took second place, followed closely by Jack Elfman in third position.

Our club hosted the Central Atlantic District this year. Twenty-two boats, representing seven fleets participated. The third race with winds up to forty-seven M.P.H. will always be remembered.

During the season we have several races with our neighbors from Brant Beach. That big beautiful Inter-Club Trophy is now in their possession, but we'll be out to win it back next year. Our Annual Invitational Regatta was well attended. Sunny skies and just the right amount of air gave the eighty-six boats, twenty-seven of them being Lightnings, a chance for some keen competition.

The skippers voted this year to have Ralph Messersmith's name added to the Achievement Trophy.

After our own club sailing was finished, several Surf City boats traveled to Washington, Quantico, and Baltimore.

We'll have a mid-winter meeting to reminisce over the 1963 season and make plans for an even better year in 1964.

CHAUTAUQUA FLEET (198)

Lake Erie District

Based on Chautauqua Lake, Chautauqua, New York

Fleet Captain.....Jim Patton
Fleet Champion.....George Reading
Runner-Up.....Tod Lawson

Boat No.	Boat Name	Skipper
710	Wind Song	Paul Norton
1150	Clubtub	Boys and Girls Club
1344	Mimmie	Boys & Girls Club
2526	.....	Boys & Girls Club
2758	Tarde Venit	Camel Brandon
2763	Telos	Jim and Walt Braham
2922	.....	The Neubauers
2923	Raven	Fred Tim
2924	.....	David Duhme
5579	Tina	J. P. Jones
6207	Kitty	Dick Karslake
6333	Lee	Bob Birmingham
6660	Black Jack	Jack McCredie
6670	The Doll	Becky & Tilda Sample
6931	Windlass II	Art Wade
7143	El Waga	Walter Shaw
7604	Ginger	John & Keith Varnum
7766	Play Mait	Lewis Morgan
7828	Dem-SOBS	Clark & Paddock
8263	.....	Robert Clark
.....	Gold Volt	James S. Patton

Now that Fleet 198's 1963 summer sailing season is over, its members are looking forward to next year with vigor. Until the ice leaves the lake, a review of our individual mistakes, a long close look at our boats, and a survey of our competition will help to speed those long winter days.

Next summer's competition will be different, for the fleet found some new names receiving trophies this past summer. "Doc" Reading let everyone see the stern of "The Doll" at least once to emerge with first division laurels. In second place was #7766 skippered by Tod Lawson who was teaching Lew Morgan the fine points of racing. (We hope to see Lew at the helm next year.) Without the able assistance of son Curt every weekend, Bob Clark had to settle for third place.

Curt was not the only hot competitor the Chautauqua Fleet missed. Jack McCredie and Jim Patton did not start racing until late in the season, and Bob Birmingham did not race at all. We hope these four will be back next year as they have a good bit of CYC "hardware" on their respective mantels.

Two new boats helped make up these absences. The Varnums' #7604 and the Morgans' #7766 were welcome additions to the growing fleet. Next summer will find more additions. Jim Patton is getting a new boat ready for 1964 and Fred Tim will be sailing #7755 in the first division.

It is nice to have Fred in the first division. He has been second division winner for too many years; this year was no exception. With Fred in the first division we hope to see either the Newbauers or Campbell Brandon, who finished second and third, respectively, take the second division crown next summer.

Yes, the 1963 season was great, but with more people interested in the fleet as evidenced by this summer's winners the 1964 season will be even better. We extend a hearty welcome to any one who wishes to join us for a pleasurable Saturday or Sunday of racing in 1964.

SAN ISIDRO LIGHTNING FLEET (203)

Argentine District

Based at San Isidro (Buenos Aires) Rep. Argentina

Fleet Captain.....Carlos de Grandes
Fleet Secretary.....Tomas Sinclair
Fleet Champion.....Jorge Salas Chaves

Boat No.	Boat Name	Skipper
6859	Rocket	William Bekker
7628	Whisky	Carlos Oscar de Grandes & Jorge Salas Chaves
8410	Mousy	Tomas Sinclair

Unfortunately our base activity has been rather poor but this has been due to the fact that our members have participated in neighbor bases regattas.

However we expect that new members will be joining us and a larger number of boats will then be available giving us a better opportunity for local regattas at our base during 1964.

TULSA SAILING CLUB (205)

Central States District

Sailing on Lake Yahola, Tulsa, Oklahoma

Fleet Captain.....Bob Lennart
Fleet Secretary.....Velma Romeis
Fleet Champion.....Stan Brander
Runner-Up.....Bob Lennart

Boat No.	Boat Name	Skipper
30	Kate	F. C. Ziegler
120	Gail	Eugene Hunt
130	Tally 'Ho	C. R. Westgate
439	.....	J. D. Gold
440	Semaj	Jim Favell
583	Whispering Wind	Horace Hanlon
616	Lady Spray	Jim Boyd
836	.....	Bob Huff
1704	Impromptu	Joe Lennart

2967	Yo No Se	Paul Tucker
3419	.....	Roger Wheeler
3535	Debonaire	Kent Johnson
3931	Sea Lamb	Velma Romeis
4275	Mrs. E.	Harry Ells
5093	.....	Robert Sullivan
7045	Sugarfoot	Art Murphy
7115	Shoo	George Groom
7199	C-Wolf II	Hereld Coman and Phil Caudle
7283	.....	Dick Peterson
7402	Piranha	Cleve Spillers
7747	Alice Bee	Virgil Berry
7831	Impromptu Too	R. P. Lennart
7832	Kate Too	Frank Ziegler
7999	Jeudi	Russell Howard
8258	.....	Dave Lhevine
8332	.....	Al Pitchford
8373	Kayjee IV	Stan Brander
8422	.....	Dick Howe
8667	.....	Jack Zink

Tulsa Sailing Club Members relaxing after a brisk race.

The 1963 season was one of hotly contested races, and full Club activity. More than 30 races were scheduled for the season, and numerous outside races were sailed by members of the Tulsa Sailing Club.

The Season got under way in April with the annual Tune-Up Series. All boats were handicapped under a formula based on previous performance. The final standings in this series, based upon three races were Rod Hall, first; Charlie Westgate, second; with Bob Lennart, third.

May saw two trophy series, and some concentrated tuning efforts getting ready for the District Championships. Bob Lennart won the Tulsa Bronze Trophy, followed by Charley Westgate and Dick Peterson. Lennart also took the honors for the one-race Reisher Memorial Trophy, with Dick Howe moving into second place followed by Dick Peterson. The Spring Series of ten races ended in Mid-June with Bob Lennart in first place, Dick Howe second, and Charley Westgate third.

Later in June many of the Fleet's boats trailed to Lake Fort Gibson for the Districts, but this year we were only able to salvage a third place position won by Stan Brander.

Our Summer Series, again ten races, included no trophy races with the exception of the Handicap Series sailed over Labor Day. These races are open to all classes on an adjusted time allowance, with even the Lightnings working under a handicap system based on past performance. Lyle Fogle, sailing George Groom's Lightning, won the series with Vice Commodore Virgil Berry second and Bob Lennart third. The Summer Series was won by Stan Brander with Frank Ziegler second and Cleve Spillers third.

The ten race Fall Series started with the Standard Magnesium Trophy Series. Stan Brander and Bob Lennart tied in points, but the trophy went to Brander on a "Who beat whom most" basis. This put Lennart second with Dave Lhevine taking third place hardware. The Fall Series ended with the Ziegler Trophy races, and again Brander was first. Newcomer Jack Zink tied with Frank Ziegler for second place, and again the tie-breaking precedure was put into use. This put Zink second with Ziegler third. The Fall Series was won by Brander followed by Bob Lennart and Dick Peterson.

A novel event was held after the scheduled racing when the Club held a "Skippers Only" race. Bob Lennart won the honors after defeating some rather sloppy spinnaker setting and jibing by Brander who took second. Gene Meador took third after falling out of his boat and then swimming to catch it.

The season saw several boats change hands, we had some new boats added to the Fleet, and in general had a very active and enjoyable season. A firm vote of thanks is expressed to the 1963 Club Officers for their efforts in making the season a successful one.

We must also express our thanks to Dorothy and Harris Squire and Velma Romeis who served faithfully as a very fine and able Race Committee.

OLIVOS LIGHTNING FLEET (206)

Argentina District

Based at Olivos (Buenos Aires) Rep. Argentina

Fleet Captain..... Santiago Perez Penalba
Fleet Secretary..... Pedro Sisti
Fleet Champion..... Alberto Migone
Runner-Up..... Pedro Sisti

Boat No.	Boat Name	Skipper
4351	Swan IV	Rodolfo Udaeta & Pedro Sisti
7722	Chicago	Carlos O. Keller
7812	Sta. Barbara	Roberto A. Orrequia
8010	Sewanee	Charles N. Solomon
8239	Repunte IV	Alberto & Daniel Migone
8413	Siempre Vanigre	Santiago Perez Penalba & Carlos Colombo

This season has been without doubt one of the most important in our fleet's life as we had the honour of acting as hosts for the Lightning Class South American Championship and where Alberto Migone has a most successful performance and won first class honours, and followed by Pedro Sisti.

We had Lightning brethereus from Chile, Ecuador, Peru and Uruguay and this great event gave quite a lot of work to our fleet members as we planned the Championship in such a way that all our guests would be satisfied; we expect that we reached our aim fully and absolutely.

Another very successfully event has been the National Lightning Championship also raced in Olivos where Carlos Collet won with a great performance.

Separate to above stated Championships we had the Argentine Selection of skippers and crews to represent our country at the next Lightning Class South American Championship to be held in Peru as well as for the X Lightning Class South American Championship in Ecuador and for which events we are proud to point out that our Fleet has had absolute privileges to represent our country in both events.

To complete 1963 season we raced another 50 regattas in the year, including our participation in other Lightning bases, such as Fleet 331 where we trailed our boats for about 230 miles from our base, and must say had a jolly good time with our pals there.

As regards increase of our Fleet we lost one but have been able to square with a new skipper, Carlos Keller, a very good and distinguished yachtsman who has competed in Europe with other boats and is actual Argentine Penguin Champion.

Fleet Champion of Fleet 206, Alberto Migone.

NEW ORLEANS LIGHTNING FLEET (209)

Southern District

Sailing on Lake Pontchartrain, New Orleans, La.

Fleet Captain ..... "Buck" Ballatin
Fleet Secretary ..... Francis Favaloro
Fleet Champion ..... Buck Ballatin
Runner-Up ..... Francis Favaloro

Boat No.	Boat Name	Skipper
526	Schuss	Richard Harper
2363	Annie	Francis Favaloro
3196	Stars 'n Bars	Horace Jacob
5343	Aphrodiete	Bob Brent
5373	Asterperious	Greg Zettler
5677	Rooney G.	Pete Graffagnino
5798	Karen Rose	Dr. Andrew Macaluso
6157	Tipajaan	Winter Trapolin
6343	Aphrodiete	Louis Pendarvis
6712	Shirley B	"Buck" Ballatin
6979	Dutch	Gil Whitworth, Jr.
7485	Winsok	Andrew Schneider
7910	Tootsie	John J. Mahler
8472	Sweet Sue	Gene Gardner

Since this fleet report will be read primarily by Fleet 209 members now, and years to come, as secretary I would like to record in general terms what the members accomplished this year.

Starting with the Sugar Bowl Regatta in January and ending with the Frost Bite Regatta, the various members sailed in over fifty races. At the start of the year there were **eight** members, two left the class and thus the fleet, and **three** new and very active members joined the fleet near the end of the summer season. All of the boats are dry sailed and most of them were refinished during the year, thus in the final analysis the fleet is good looking.

The Fleet Champion this year is Buck Ballatin—again. He was champ last year also. As usual, Buck could be found up with the first of the crowd in most races and especially out there spinnaker and all when it really blew.

The runner-up to the Fleet Champion was the Fleet Secretary (that's me). This season started well for me winning a few races but apparently my luck ran out. Like most of us, however, I am looking forward to the next regatta to try some new ideas.

Probably the most improved skipper, who also won third place in the Fleet Championship, is Horace Jacob. After turning to devoting the winter months to remove some eighty pounds from the Stars'n Bars—he too found how to get rigged and running and did just that many times. He now finds it necessary to know the race course since he is frequently the lead boat.

Another very active fleet member showing considerable improvement is Gill Whitworth. Gill had a few problems such as leaks to over come early in the season, but when these were under control he frequently found the combination, got in gear, and showed us all the way around the course. He certainly won more races this year than last and helps establish the fleet reputation as a fast, active one.

Considering interest shown and races sailed, Winter Trapolin can now be considered one of the racing skippers. This is really his first year of active racing, but he is learning fast and certainly is a fine fellow to have around.

In somewhat the same class as Winter Trapolin is Richard Harper. He unfortunately was unable to sail most of the races but was there when time allowed and is also learning more about what makes them go.

One of the newer members and skipper of a very pretty yellow boat is Joe Mahler. His racing was limited because he worked a lot this race season but did sail enough to prove that he knows how to get going. Now sporting a new spinnaker, he means business.

Pete Graffagnino has been a member of the fleet for about a year now. He spends a lot of time sailing but as yet does not race. He does, however, have a very good looking boat and we hope that he too will get the racing bug, some day.

Fleet 209 is fortunate to have three new members that are good fellows and eager sailors. Gene Gardner, Bob Brent, and Greg Zettler. This fleet wishes them lots of luck and hopes that they will enjoy sailing with us.

Editor's note — These are all very fine, salty appearing individuals, but the Fleet Secretary neglected to identify them.

ATWOOD YACHT CLUB (212)

Ohio-Indiana District

Sailing on Atwood Lake at Dellroy, Ohio

Fleet Captain ..... Tom McCain
Fleet Secretary ..... Marian Whisler
Fleet Champion ..... Tom McCain
Runner-Up ..... Karl Rollius

Boat No.	Boat Name	Skipper
844	Black Blitz	John Rundt
1646	Blue Chips	Robert Hobson
1668	Bare Bodkin	Howard E. Whisler
1983	Nereid	Paul Chenot
2727	Snifter	Henry Partridge
3431	Jo-An	Joseph Streb
3666	Ruth	D. B. Dutton
3752	Fancy Free	Victor Free
4370	The Bug	Clifford Whitson
4444	North Star	Karl Rollius
4766	Resolute	Cal Friar

5314	Siren	Merle Spring
5431	Buttercup	Dr. R. F. Deetz
5700	Four Winds IV	Tom McCain
6886	Tammy	Carl Hummer
7307	Glassy	H. J. Deal
8380	Penny Wise	Kenneth Smith
8586	Blew Bird	Veryl Lord

Fleet Champ Tom McCain asks crew — "Which way's the beach?"

Lightning sailors of Atwood sailed in a better than average wind during the 1963 season. The usual gusty conditions prevailed at Atwood but for a change we had more steady air than in years past, which made for a good sailing season for all concerned.

Our Harvest Moon Regatta was a great success and we enjoyed ten more visiting lightnings than last year. The two races on Saturday, September 14, had average winds, while on Sunday we returned to a floating condition, but all managed to finish. Mr. (fiber glass) Bud Nelson won all three races while our own Tom McCain finished second and L. Nye was third from South Shore Yacht Club.

Atwood racing season began May 12, and concluded October 27. Trophies were presented to the winners of all the events at the annual Sailor's Banquet held November 16, as follows:

SPRING SERIES
1. Tom McCain
2. Karl Rollius
3. Cliff Whitson

SUMMER SERIES
1. Karl Rollius
2. Tom McCain
3. Cliff Whitson

COMMODORE'S RACE
1. Tom McCain
2. Karl Rollius
3. Merle Spring

CREW RACE
1. Susie Rollius
2. Judy Whitson
3. Emily Smith

CLASS CHAMPIONSHIP
1. Tom McCain
2. Karl Rollius
3. Cliff Whitson

As Club Champion of the Lightning Fleet, Tom McCain also received the rotating trophy. The dunking trophy for the year went to Bob Hobson for his escapade in the swimming department.

News Tidbits

We welcomed Calvin Friar and family into the Fleet this year. Cal is sailing Lightning #4766 which formerly belonged to R. H. Vredeveld. Veryl Lord built another new boat, #8586, and managed to launch it toward the end of the season. Ken Smith bought a new Lightning, #8380, and has enjoyed improved success this year.

Memorial Notes

In many ways this has been a very sad year for our Fleet for two of our members passed away.

Early in the season we all lost a wonderful friend in R. H. Vredeveld and know it will be a great loss to our Fleet.

In June, our senior Lightning Member, Ed McCain, past Lightning Association President, passed away after complications set in from an operation. We all feel the entire Association has lost a friend and comrade. Ed was instrumental in building Fleet 212 and the entire Association and we know he will be watching over us in the future.

Election Notes

Bob Hobson was elected as the 1964 Fleet Captain and his wife Mary Fleet Secretary at our annual meeting November 16th.

Karl Rollius was elected Commodore of Atwood Yacht Club for the year 1964. We are extremely proud of Karl and look forward to the best season yet.

FLEET (215)

Sailing on Lake St. Louis, Dorval, Quebec

Fleet Captain.....Russ Scrim
Fleet Secretary.....Ted Wilson
Fleet Champion.....Ann Wilson

Boat No.	Boat Name	Skipper
1620	Gallant	P. N. Bowle-Evans
2327	Jane Ann	A. E. (Ted) Wilson
3083	Jo-Anne	John Perry
3325	Zeus	Clary McGuire
3872	.....	M. Rowe
4628	Alcala	Dr. D. Calder
4839	Louise Ann	M. Parent
5277	Thunder	W. Clark
5389	Godiva	H. Sutton-Brown
5521	Jenolin	E. S. (Stu) Laurie
6079	C-Siren	G. Copping
6412	St. Louis Blues	G. Nickerson
7078	Widgeon	A. Farrow
7211	Freya	R. Leckie
7775	Freya	R. Leckie
8297	Sheila III	R. Scrim
8549	Wren II	C. A. Spencer

The 1963 season re-established the Lightnings as the most progressive fleet of our club, which means much in a Club of over 200 sailing craft. Before the year's end, we had at least another three owners to join the gang, so 1964 appears very bright.

Competition is getting keener, with the trophies being divided among a greater number of sailors and this is a healthy sign. Ann Wilson, sailing with crew of father and sister took the Class Championship by a small margin, and also added the Annual R. St. Lawrence Regatta to her efforts. Bill Clark, with his refinished boat created quite a stir by winning the opening Regatta and Spring Series, and Russ Scrim who received his new boat in July, was before the season's end, the "boat to beat". In the largest Regatta in this area (some 225 boats), Russ, established a "first time" in the Cup's history of 50 years, by tieing for first place, on elapsed time. This caused great interest in Lightnings.

Other Club results showed Laurie winning the Gold Cup, and Robin Leckie taking the June Regatta. Jane Wilson, not wishing to be outdone by Sister Ann, skippered the winning boat in the Fall series.

In outside Regattas, Clark won the St. Lawrence Valley, and at Pointe Claire, Russ Scrim at Hudson Yacht Club, and Ann Wilson at Brittania.

Clark, Scrim and Ann Wilson journeyed to the very successful "Canadian Open" at Toronto. Our results were poor, although Ann was awarded the Lady Skipper Trophy. We all enjoyed the participation, the meeting with fellow Canadian and U.S. Skippers, and concluded that the "Canadian Open" was firmly established as a top flight meet and a great boost for Canadian Lightnings.

Ted Wilson, our Lightning stalwart, was elected President of the Canadian Lightning Association. Because of his many years in Lightning affairs, and association with the origin of the C.L.A., the future growth of organized Lightnings in Canada will greatly benefit. Russ Scrim, is the new Chairman, Sailing Committee at the Royal St. Lawrence Yacht Club. This is a great honour and responsibility for him, with whom we Lightning sailors are proud to be associated.

The sailing will soon be back—we expect great things for Lightnings in '64.

SAGINAW BAY FLEET (216)

Michigan District

Sailing on Saginaw Bay at Bay City, Michigan

Fleet Captain.....James Johnson
Fleet Secretary.....Sherman R. O'Dell
Fleet Champion.....James Ault
Runner-Up.....Joseph Dissette

Boat No.	Boat Name	Skipper
367	Oh Oh	Ronald Anderson
841	Nautigal	Howard Warner
2844	Miss Karen II	P. Windover
2900	Alibi	Hubert Dembouski, Carl Raeck
3340	Nancy K	F. Reinbold
4590	Calypso	Walter Ladwig, David Harmer and Forrest Wortman
5086	Hambone	Guy T. Moulthrop
5574	Drewpy	Robert Drew
5577	Carousel	Joseph Dissette
5802	Maverick	James Ault
6262	B. J.	Charles Anderson
6855	.....	Maurice Melcher
6889	Frantic	Wesley McMullen
7169	All-R's	Charles Requadt
8059	Fiesta	Sherman R. O'Dell, Jr.
8288	Mere-Maid	Harry Hooker
8294	Niva Belle II	James Johnson
8596	.....	T. Wisniewski

Our 1963 season began on May 30, 1963 with our Memorial Day Regatta sponsored by the Bay City Yacht Club, and closed with the Labor Day Regatta Sponsored by the Saginaw Bay Yacht Club.

The Invitational Regatta sponsored by the Bay City Yacht Club and the 4th of July Regatta by the Saginaw Bay Yacht Club.

We had 17 races in all during our regular season. Season trophies were awarded as follows: 1st place, James Ault, 2nd place, Joe Dissette, and 3rd place to Wesley McMullen. Most-Improved-Skipper Award went to Sherm O'Dell.

Tom Wisniewski has a new fiberglass Lightning this year and finished in 4th place. This boat will bear watching closely next season.

Our Wednesday night "anything goes" series winner is Sherm O'Dell, 2nd place Jim Johnson, and 3rd place Tom Wisniewski.

We have a Lightning-International 110 challenge race each season. The 110's won this year in a drifter.

Phil Patterson and Chuck Curtiss did a very fine job of handling the Race Committee duties this season. Thanks fellas!

BRIGANTINE YACHT CLUB (217)

Central Atlantic District

Sailing on Brigantine Bay, adjacent to Brigantine, N. J.

Fleet Captain.....John G. Walton
Fleet Secretary.....Sir Robert Bray
Fleet Champion.....John G. Walton

Boat No.	Boat Name	Skipper
1726	Starlight	John G. Walton
2443	La Duchessa	John J. Lawler
7044	Blue Mist	Edward Budd
7679	Thunderbird	Edwin W. Hance

The 1963 Season was an active one for our fleet. We were sponsor of three major Lightning events. These were the New Jersey State Championship, the South Jersey Lightning Championship and the South Jersey Yacht Racing Association quarter-finals for the Sears Cup and the Mallory Cup NAYRA competitions.

Dave Siddons of Island Heights won the Jersey States in June with John Walton of the host club just ¼ point behind, and Newton Wattis of Surf City, third.

The South Jersey's were won by Franz Schneider with Walton again second by ¼ point, and Bill Clausen of Ocean City, third.

Robert Bray, who later in the year was to be an able crew for Bob Seidelmann at the Second World's Lightning Championships in Peru where they finished second, won the Sears Cup elimination. It was a very close series. He won over Jeff Murza, a promising young sailor from Cooper River Yacht Club. Bray's crew was Valerie Hance and Scott Rogge of Brigantine.

John Walton won the SJYRA Mallory Cup Elimination against three rival SJYRA crews and later in August finished second to Harry Sindle in the semi-final runoffs, in Lightnings, at Bay Head. Oh, yes, he was nosed out again by ¼ point in this contest, which ought to set some sort of a season record for frustration.

In other regattas only Walton travelled. He won the Ocean City Yacht Club Invitational and was fourth in the Central Atlantic District Regatta, but was unable to make the trip to Tawas for the North American's and passed his qualification to Dave Siddons for this trip. Gardner Cox sailed Walton's POOR OL' STARLIGHT No. 1726 at Quantico and finished in the upper first division.

The disappointing element in our picture is that despite a lot of lightning activity, increased costs have forced our fleet to continue to shrink. The 1964 season will probably not show any increase in boats. The Brigantine Yacht Club will, of course, host the South Jersey Lightning Championship (see Central Atlantic District Adv. herein for the date) and all are cordially invited to this MOST hospitable of all Lightning events.

ZURICHSEE FLEET (219)

Swiss District

Sailing on the Lake of Zurich, Switzerland

Fleet Captain.....Heinrich Keller
Fleet Secretary.....Robert Kunz

Boat No.	Boat Name	Skipper
3811	Schufti	Oskar Weber
4285	Rolf	Heinrich Keller
5492	Escape	Willy Binggeli
6042	Tabu II	Rudolf Berger
6203	Manta	Willi Ruetschi
6396	Falcon	Kurt Scheim
6423	Estella	Max Sagesser
6510	Seebueb II	Robert Kunz
6741	Take it Easy II	Hans Peter Knopfel
6743	Charles	Urs Murbach
7589	Reuel II	Heinrich Zollinger
7591	Matou	Hans Reimann
8295	Hurry Up	Hans W. Tschappeler

The revival of activities of our fleet on which we reported last year continued in several respects in 1963. Once again the Swiss Championship was organized on our lake. But whereas last year the races took place at Zurich, i.e. on the north-eastern end of the lake, this year the Yacht Club of the town of Rapperswil, at the southeastern end of the lake was our host for three days after Witsun. 16 Lightnings represented all Swiss fleets (169, 219, 250, 268, 281, 309). Unfortunately the winds were light throughout, but all races nevertheless satisfied the conditions of the Swiss Yachting Union qualifying for a National Championship. These conditions are that all races must be run over a minimum distance at a minimum speed. R. Fluhmann (fleet 169) became District Champion with three firsts, a second and an eighth places, and the runner-up was the Swiss Vice President of the I.L.C.A. Hans Luthy (Fleet 250).

Our fleet has two new challenge trophies: A blue jib for the winner of the long distance race from Zurich to Rapperswil, traditionally raced on the Saturday before Witsun, and a beautiful tin-pot for wine as trophy for the winner of the Witsun race at Rapperswil.

Our fleet bought a trailer early in 1963, and this enables several fleet members to race on other lakes, e.g. on the lake of Lucerne (fleet 281) and the Greifensee (fleet 309).

Unfortunately the number of participants at our own races was lower than last year. Therefore there were only three skippers at the end of the year who had participated at all official races and who therefore, qualified for the "Take-it-easy-Prize" of the year. This year, Reuel II won this prize, which is given to the boat with the **lowest** number of points in the final result. At least two new boats will be on our lake next year and we hope that the number of racers will increase again.

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1963 Swiss Championship Regatta, Lake of Zurich near Rapperswil.

SORRENTO C.R.V. ITALIA FLEET (223)

Italian District

Based on Banchina Santa Lucia, Naples, Italy

Fleet Captain.....Franco Acton di Leporano
Fleet Secretary.....Mario Cavallo

Boat No.	Boat Name	Skipper
3591	Tropea	Riccardo De Sangro
3592	Posillipo	Mario Cavallo
5184	Lampo	Enzo Di Lorenzo

The Fleet has been co-operating in the organization of the Italian Championship and the European Championship, both held on the Bay of Castellammare near Sorrento. She has organized several races. The Cruising Race from Naples to Sorrento, touching Castellammare, and the Race of Middle August at Sorrento. Winter Race for Christmas Cup was organized too from the Sorrento Fleet.

HENDERSON HARBOR YACHT CLUB (225)

Central New York District

Sailing on Henderson Bay at Henderson Harbor, New York

Fleet Captain.....John H. Treadwell
Fleet Secretary.....John C. Richardson
Fleet Champion.....Dr. Irwin K. Stone
Runner-Up.....Robert E. Parker

Boat No.	Boat Name	Skipper
179	Charlis	John C. Richardson
708	.....	Harold L. Ferguson
1318	.....	T. Urling Walker
2092	Dumpy	Jean M. Treadwell
2918	Fubb	Arthur A. Knight
2919	Vikingen	Robert E. Parker
3483	Ann J.	Ralph D. Johnson
3774	.....	Dr. Alan W. Fraser
4182	.....	Samual B. Wardwell Jr.
4252	Scamper	Thelma Hartshorn
5612	Blitzen	Vincent Ciliberti
7646	.....	Mae P. Robinson
8672	.....	Dr. Irwin K. Stone

The Henderson Harbor Yacht Club Fleet completed a full season of races this year. The winds were mostly moderate with few drifting matches.

Dr. Irwin Stone's new Lightning #8672 has been a real challenge to the rest of the fleet as has Robert Parker's Vikingen. Bob Wardwell's #4182 is also a new addition to our fleet this year, bringing our total up to 13 Lightnings.

The results of the season's regular races from the 4th of July to the last weekend in August are as follows:

Sunday Senior Series		Saturday Junior Series	
1st #8672	Dr. Irwin K. Stone	1st #2918	John Northrop
2nd #2919	Robert E. Parker	2nd #2092	John Treadwell Jr.
3rd #2092	Joan M. Treadwell	3rd #708	Thomas Ferguson

The Annual Stony Island Race was won on elapsed time by May P. Robinson #7646 with Dr. Stone's #8672 2nd and John Northrop #2092 3rd. This event was followed by the Fall Series of three Sunday races. Robert E. Parker #2919 was 1st with John Treadwell Jr. #2092 2nd, and John Northrop sailing #179, 3rd.

The season came to a close with the Annual Frost-Bite Race sailed the last Saturday in September. Lt. Arnold Hart sailing #7646 was in 1st place with Dr. Stone's #8672 2nd, and T. Urling Walker 3rd. This event was climaxed by a dinner for the Lightning Sailors at the Henderson Harbor Yacht Club.

Henderson Harbor Yacht Club was also host this year to the Sears Cup Eliminations for the area, which were raced in Lightnings from our fleet.

All in all a very successful year for Fleet #225.

MIAMI FLEET (226)

Florida District

Sailing on Biscayne Bay at Miami, Florida

Fleet Captain.....Jim Vensel
Fleet Secretary.....Bill Mabrey-Don LeBaron
Fleet Champion.....Charlie Beedle
Runner-Up.....Jim Vensel

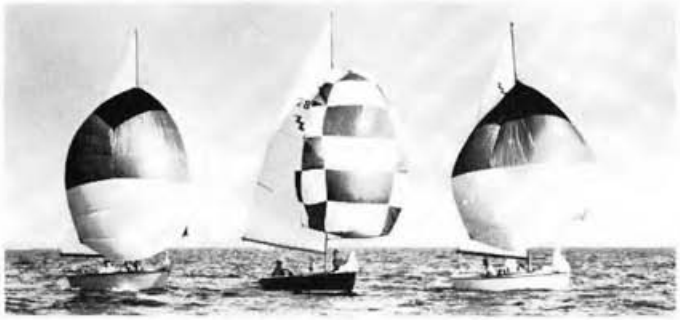
Boat No.	Boat Name	Skipper
1916	Zephyr	Howard Foht
2675	Bribon	Bill Mabrey
4509	Kool Slam	Alan Westcott & Skeets Cummings
5044	Sailbad the Sinner	Don LeBaron
5253	Dee Dee	Al Tibbets
5680	Moonraker	John Nunly
6700	Gusty	Gus Perry
6797	Zoro	Sam Zorovich
6909	.....	Chas. Kehoe, Chips Virgin
7010	Glengarry	Alex Carlin
7406	Fair Lady	Oscar Nelson
8038	Skyrider	Charlie Beedle

1963 saw many of our Lightnings turning over—four literally, at various times in white-capped Biscayne Bay and the following were turned over to new owners. Foht to Wheeler, Mabrey's to McCorquordale, Nelson to Tylander and Vensel's to Palm Beach.

Aside from the many inter-club races held for sport alone without trophies, there are ten major regattas held in Miami in which Lightnings are always well represented. Biscayne Bay Sailing Association is made up of the five most active clubs on the bay and they promote the regattas. Combined, these clubs receive approximately $3600.00 from the City of Miami to partially cover the expenses of these regattas — a generous gesture —and you can see that Miami enters into the festivities.

"Look at all the boats", Tom said craftily. The Miami Mid-Winter Lightning Regatta sponsored by our fleet 226, hosted 36 boats at the Coral Reef Yacht Club. Prior to the start of the first race a pre-race meeting was held, attended by about twenty-five skippers. One of the basic topics was to determine what to do if the "Florida Northerlies" persisted in following the Southern Circuit in from St. Petersburg. Winds there had bested thirty MPH and the skippers voted not to race here if the winds were over twenty-five. At nine thirty winds were a mild 22 mph and the race was on — at 10 a.m. starting time — too late, the winds were up to thirty again as a new front moved in. In this kind of weather Mr. "Southern Circuit" Bob Seidelmann won followed by Marcy Lippincott and Bill Von Arsdale. The winds

eased (15-18 mph) Marcy Lippincott to a first in the second set, next Seidelmann and third Tom Fallon. The following day the front had passed, the wind dropped to 8-10 mph, a winter-drifter, and gave us again a new set of winners. This time it was Jim Carson-first, second-Carl Eichenlaub, Jr., third-Bruce Goldsmith. Final Standing—1st Bob Seidelmann, 2nd Jim Carson, 3rd Marcy Lippincott.



Frank Cavanaugh, Rick Merritt and Betty Beedle testing spinnakers on Biscayne Bay.

BOMOSEEN YACHT CLUB (227)

New England District

Sailing on Lake Bomoseen, Vermont

Fleet Captain ..... Dr. Alberic Bellerose
Fleet Secretary ..... Gertrude Bellerose
Fleet Champion ..... Samuel Stowell
Runner-Up ..... Dr. Alberic Bellerose

Boat No.	Boat Name	Skipper
7	Yankee Dandee	Samuel Stowell
4211	All Shook Up	H. Stetson & Terry Fletcher
5354	Stag Too	David Stagg
5364	Kaimanee	Byron McCoy
5590	Ondine	Robert Franzoni
5886	Beau Geste II	Alberic H. Bellerose
6236	Duchess	Edward A. Ellis
6278	Susie Q	Dr. Ralph Seeley, Jr.
6695	Gambit	Robinson E. Keyes
6877	Mark I	Edward Seel
7868	The Ugly Duckling	William W. White

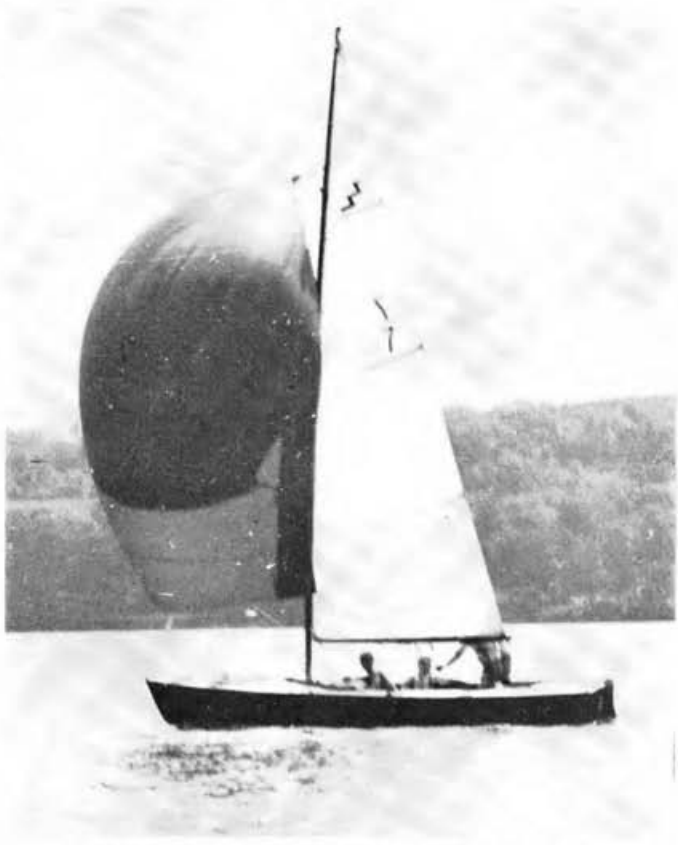
The Lake Bomoseen Fleet made a late start this year when poor winds, too many competing events and various similar annoying obstacles to sailing impeded the progress of our racing season. The first official event took place on June 9th with warm winds and overcast skies. As if to prophesy the season's outcome, Sam Stowell came in first with Dr. Bellerose close behind. Ed Seel was in third place.

The result for the season was not certain however, for some time. In the next race, Ed Ellis was first, and following that, Dr. Bellerose. By August Sam Stowell and Dr. Bellerose were only a percentage point apart— 93% and 94% respectively. A broken tiller and a resulting dump overboard did nothing to help Dr. Bellerose stay in first place.

The winner of the 4th of July series was never determined until mid-August, as only two races could be sailed during the holiday. (No wind!) This series was won in a later make-up race by Stowell, Bellerose and Roge Keyes. The Labor Day Series was won by Keyes, Bellerose and Stagg.

The Chamber of Commerce perpetual trophy for the Fleet Championship was presented to Samuel Stowell. Second place in the series for the summer went to Dr. Bellerose, and third to Robinson Keyes.

Two regattas were held during the season, one the middle of July for the Flying Dutchman, District I, and the annual Vermont-New Hampshire Regatta which was held August third and fourth. This was won by Peter Van Iderstine of Spofford Lake, Fleet 145. Second place went to J. Dean Clewley of Burlington, Fleet 301, and third was tied between Fred Hamblet of Keene, Fleet 145, and Howard Wood of Pepperell Mass., Fleet 332. Third place was awarded to Fred Hamblet for beating Wood in two races.



Fleet Champion Sam Stowell in old (?) No. 7.

A Junior racing program was instituted this year and proved very satisfactory. Several young skippers raced each Saturday afternoon. At the end of the season prizes were given to Allan Keyes for first place, Lyman Danyow for second, and Bonnie Stagg, for third.

The sailing ended with a gay and happy time at the Summit Ski Lodge at Killington. Drinks, dinner and prizes made a festive occasion. The Belleroses were elected to take charge for the next season. They have already proven themselves most capable.

We learned at this meeting that we would probably lose a skipper, Ed Seel, who is to move. He and his wife have been valuable and helpful members of the fleet and will be missed.

RIVERTON YACHT CLUB (228)

Central Atlantic District

Based on Delaware River, Riverton, N.J.

Fleet Captain ..... David Johnson
Fleet Secretary ..... Betty Allen
Fleet Champion ..... C. Dale Allen
Runner-Up ..... Nelson Hoffman

Boat No.	Boat Name	Skipper
861	.....	Jack Young
2053	.....	Arthur Goldman
5046	.....	Carl Clasen
5074	.....	Richard Prewitt
5092	Whistling Wings	Russell Bobst
7085	.....	Allan Crew
7220	Quo Vadis	David Johnson
7564	2nd Lollipop	John Parker
7660	Roy's Rig	Roy Doerre
7826	Gamma	Dale & Betty Allen
7989	.....	Nelson Hoffman
8323	Cloud Nine	Don Mount
8501	Jackaroo	Richard Fredrick
8595	Prism	Hank & Betty Allen
.....	.....	Mark Pickens
.....	.....	Marcy Lippincott
.....	.....	Robert Lippincott

Fleet 228 top three winners in order: Allen, Hoffman, and Johnson.

Each year Fleet 228 seems to grow a bit larger and acquire more racing skippers. The first race of the season saw eleven Lightnings cross the start line and an average of seven boats per race for the season. We are quite proud of our growth record as six years ago we had only four boats in the entire fleet. This next season Russ Pickens will serve the Yacht Club as Treasurer and Dale Allen, retiring after the second year as Commodore will serve on the Board of Directors.

Our Governor's Cup this year was sailed in very light air. The second race was cancelled when a rain squall hit at the 5 minute gun. The time limit ran out in the third race. First place trophy went to Roy Doerre awarded on one race.

The racing competition is getting more keen every year. Our Spring series ended: 1st Dale Allen, 2nd Nelson Hoffman, 3rd David Johnson. Wednesday Evening: 1st Nelson Hoffman, 2nd Dale Allen, 3rd Roy Doerre. Fall Series: 1st Don Mount, 2nd, David Johnson, 3rd Dale Allen. In the Fall Series the boats were so close that using the Cox Sprague scoring method, the scores were calculated to four places to determine final standings.

Highlights of the season: During the rain squall at the Governor's Cup Hank Meinecke's boat sailed a fair course up the river under bare spars with no one on board. Explosive arguments when the crew didn't agree with the skippers orders. Carl Clasen capsized three times during the season. During our Fall Regatta Dick Prewitt and Roy Doerre found themselves in a Port and Starboard situation. Prewitt's boat ended up with a gaping hole on her port side. Two brand new boats were added to the fleet this year. Comet skippers were crewing on Lightnings. Thirty mile gusts capsized John Parker and Don Mount at our Fall Regatta. Allen Crew sailed his boat back to the club with a jury rigged rudder after breaking his half way through a race. With a spinnaker up on a screaming close reach and having lost one crewman overboard, Dick Fredrick and remaining crew were able to bring in the chute without capsizing. Jack Young, a novice skipper whose persistency proves he will be a real challenge in the seasons to come. The Fleet has felt the effects of Nelson Hoffman's excellent administration as Fleet Captain.

Our Third Annual Regatta this Fall had no lack of air this year. Twenty of our boats participated. Surprisingly enough there was a three way tie for first place at the end of the third race so those three boats sailed a one lap sudden death. Bob Adams of Bay Head won the regatta in spite of a broken jib sheet on the last leg. Richard and Marcy Lippincott were second and third.

We had a most successful sailing season last year and are looking forward to next year.

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MARIVELA LIGHTNING FLEET (235)

Italian District

Fleet Captain ..... Luigi M. Merola
Fleet Secretary ..... Eugenio Cannada Bartoli
Fleet Champion ..... Luigi M. Merola

Boat No.	Boat Name	Skipper
4617	Turbine	Massimo Maddalena
4621	Baleno	Mauro Leuci
4908	Tramontana	Baldo Paglianti
5185	Favonio	Eugenio Cannada
5589	Tornado	Virgilio De Sole
5745	Turbine 2nd	Luigi M. Merola

CASTELLAMMARE DI STABIA FLEET (237)

Sailing on Bay of Castellammare at Castellammare Di Stabia —

Italian District

Fleet Captain ..... Vincenzo Liguori
Fleet Secretary ..... Catello Russo
Fleet Champion ..... Catello Russo
Runner-Up ..... Vincenzo Boccia

Boat No.	Boat Name	Skipper
6022	Maria Rosaria	Luigi Esposito
8492	Vincenzina 3rd	Catello Russo
8728	.....	Vincenzo Boccia

The fleet has been increased of two new boats this year, and entered many events of the season.

Castellammare Fleet has been home fleet for the Italian Championship and for the European Championship, the last one entered from the European Districts all.

MILFORD YACHT CLUB (238)

Connecticut District

Sailing on Long Island Sound, Conn.

Fleet Captain ..... Hal Patrick
Fleet Secretary ..... Elen Ireland
Fleet Champion ..... David Brown, Jr.
Runner-Up ..... Hal Patrick

Boat No.	Boat Name	Skipper
3445	Sea Cook	G. Cook
6263	Libertine	J. Reynders
6673	Frisky	P. Crowley
7017	Ambergris II	Kenneth Ireland
7116	White Cloud	Warren Hyde
7168	PDQ	J. Russo
7249	Keewaydin	D. Antinozzi
7520	Padalin	Harrie C. Patrick
7925	Flavonius	H. Griefzu
8193	John Brown	D. Brown
8580	.....	J. Ireland

The Milford Yacht Club Lightning Fleet completed another busy and interesting summer of racing. It was a fine season with a good turnout and a variety of weather conditions.

Our first Regatta, the First Chance, was a warm-up regatta open to all sailors in the area. It began on May 4th and consisted of four weekends of racing. The tie for first was broken by the flip of a coin, giving Bud Olsen first place, Dave Peterson, second and Dave Chanoux, third. All are from the Housatonic Boat Club.

The Memorial Day Series was the first club race held at Milford. Warren Hyde, in 7116, was the winner, with David Brown, second, and Hal Patrick, third.

The annual July 4th Series was won, again, by Warren Hyde. Hal Patrick finished second, and David Brown, third.

Warren Hyde won the Labor Day Series with three firsts. Second place went to Jimmy Kingsbury, sailing in Jack Greifzu's boat, with John Ireland a close third.

Dave Brown crossing the finish line to win the MYC Club Championship.

Our weekend races were divided into two series: the Early Series from June 8 to 30, and the Late Series from July 13 to August 11. The best 10 out of 16 races were to determine our Fleet Champion. Competition was very close between Hal Patrick, in 7520, and Dave Brown, in 8193. Our Fleet Champion, not determined until the very last race, was Dave Brown.

We are very proud of our record this season in the "away" races. In the Governor's Cup, at Branford, Dave Brown finished first, and Ken Ireland, in spite of a healing broken leg, finished second. In the Atlantic Coast Championships held in Nyack, Ken finished in the top quarter.

After finishing third in the Black Rock Regatta, Dave Brown went on to tie for third in the Connecticut-Rhode Island Districts, earning a chance for the North American Championship in Michigan. With his crew, Jack Greifzu and Hal Patrick, he weathered the qualifying races and finished 19th in tne Norti Americans.

Next season we will lose two fleet members, Warren Hyde, Fleet Champion 1961, and Dave Brown, our current Champion. It will be interesting to watch Hal Patrick, John Ireland, Jack Greifzu, and Pat Crowley, all of whom have shown great progress this year.

KENTUCKY LAKE LIGHTNING FLEET (242)

Mississippi Valley District

Sailing on Kentucky Lake at Kentucky Lake State Park, Hardin, Kentucky

Fleet Captain.....Dr. Carlos Brewer
Fleet Secretary.....Tom Brizendine
Fleet Champion.....Tom Brizendine
Runner-Up.....Dr. Carlos Brewer

Boat No.	Boat Name	Skipper
2099	White Lightning	Greer George
5942	Euphoria	Robert M. Metcaff
6690	.....	Dr. Carlos Brewer
7623	Tintinab	Dr. John P. Bell
7732	.....	Tom Threlkeld
7939	.....	Dr. Jacob Cohen
8185	Whirligig	Tom Brizendine

The Kentucky Lake Lightning Fleet was host to other nearby Lightning boats during the Spring Regatta held at Kentucky Lake Dam and the Fall Regatta held at Kentucky Lake State Park, Hardin, Ky. Our fleet and sailing club continues to make a steady growth in numbers and participation. We have an excellent clubhouse and wonderful water on which to sail. Our plans for 1964 include the construction of a new and better dock.

LAKE DUNMORE FLEET (243)

New England District

Sailing on Lake Dunmore, Brandon, Vermont

Fleet Captain.....William Powers, M.D.
Fleet Secretary.....Virginia Mitchell
Fleet Champion.....Don Brush
Runner-Up.....Seeley Estabrook, M.D.

Boat No.	Boat Name	Skipper
4874	Winds Will	Gordon Roberts
5107	Touche	Albert P. Mitroff
5477	Dunmore Dandy	Robert Mitchell
6465	Guyser	Dr. William Powers
6621	Cum Ci, Cum Ca	Dr. J. S. Estabrook
7016	Quo Vadis	Donald Brush
7829	Rampage	Richard Hubbard

Afternoon shadows over Fleet Captain Powers' "Guyser".

Operating on a restricted schedule, Fleet 243 carried on a Sunday race series from July 4th to Labor Day, from which the Brush family emerged with the leading honors. Don Brush was again Fleet Champion and Seeley Estabrook was Runner-Up.

Don Brush, Jr., won the Junior Fleet Championship, following the usual series of junior races on Wednesdays and Saturdays. Pete Hubbard was runner-up. Close competition continued among the juniors.

Racing conditions ranged from no wind to too much wind for the Sunday races, causing cancellation of some competition and a dunking for more than one veteran skipper.

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HARRASEEKET LIGHTNING FLEET (244)
New England District
Sailing on Casco Bay, South Freeport, Maine

Fleet Captain.....Jack Burwell
Fleet Secretary.....Gene Kregling
Fleet Champion.....Jack Burwell
Runner-Up.....Gardner Brown

Boat No.	Boat Name	Skipper
44	Blue Belle	Robert McCrae
1951	Sunway	Richard C. Walker
2296	Regardless	Harraseeket Yacht Club
2595	Runt of the Litter	Gene Kregling
3306	Ega Beva	Henry Douglass
5550	Encore	Gardner Brown
5937	Far Cry	Stuart MacDonald
8188	Jackpot	Jack Burwell
8701	Sigame	John Henshaw

Champion of Fleet #244 Jack Burwell skippering the "Jackpot".

The spirit of the Harraseeket Yacht Club was never higher, as the addition of two new boats, and the grooming of the other boats gave a year of highly competitive racing. Jack Burwell sold the Next of Kin, and acquired Bud Olsen's hot #8188. John Henshaw obtained a brand, new fiberglass Lightning.

After impromptu brushing in June with constant tuning, the fleet series began on June 30th. Jack Burwell showed the way, with the remaining boats trailing.

On July 4th, the Punchbowl Race was held. The race consisted of a 14 mile workout through northwest winds with 35 mph gusts. The Punchbowl is a handicap race in which a staggered start is employed giving the slower boats a chance to show the faster boats a few tricks. The faster boats eventually overtook the older boats with Jack Burwell gaining the lead, but as fate would have it the boat was knocked down two miles from the finish. Ega Beva skippered by Brian Burwell, claimed the trophy with the Sigame and Encore second and third respectively.

Jack Burwell represented the Harraseeket at the New England Championships, and did well placing first in the fourth race, and third overall; entitling him to sail in the North American Championship at Tawas Bay. Jack was unable to attend because of the necessity of returning to college.

With the start of August, a twilight series of races was initiated. The series was highly instructive with the older more experienced skippers helping the newer sailors.

The fleet series was won by Jack Burwell, with Gardner Brown second, and John Henshaw third.

The Casco Bay Interclub Regatta was hosted by Harraseeket. Represented were boats from Wildwood Park Sailing Association, Centerboard Yacht Club, Orrs-Bailey Yacht Club, and Portland Yacht Club. The Harraseeket ran over 23 opposing boats placing first, second, third, and fifth. The order of finish was Jackpot, Sigame, and Encore.

The following weekend, the Wildwood Park Sailing Association sponsored the Casco Bay Lightning Championship. In brisk shifty winds, Fleet 244 placed one, two, three. A toss of the coin determined the winner with Gardner Brown outflipping Jack Burwell. A fine "Happy Hour" after the first day's racing was enjoyed by all.

The next weekend, the Centerboard Yacht Club held the State of Maine Lightning Championship. After the first day of racing in a northwest wind with 40 mph gusts, Jack Burwell claimed the top position, with Sam Stowell second, and Gardner Brown third. These were the final positions due to cancellation of the second days races because of 50 mph winds, with Jack Burwell successfully defending the State of Maine Championship.

The Harraseeket Yacht Club Lightning Invitational Regatta on Labor Day closed the racing season. Once again the Harraseeket dominated the racing with a first, second, third and fifth. The Jackpot, Ega Beva and Sigame claimed the top positions.

The Harraseeket Yacht Club looks forward with great enthusiasm to a highly competitive season in 1964.

WINNIPESAUKEE YACHT CLUB (246)
New England District
Sailing on Saunders Bay, Lake Winnipesaukee. Glendale, N. H.

Fleet Captain.....Don Sibson
Fleet Co-Captain & Secretary.....Walter Estes
Fleet Champion.....William Saunders
Runner-Up.....Kenneth Taylor

Boat No.	Boat Name	Skipper
877	Bluebird	Paul Hodgdon
1936	Night Cap	Robert Stewart
1947	Repeat	William Loughlin
3273	Who Dat	William Saunders
3279	Pieces-of-8	George Kidd
3834	Spalpeen	Arthur G. Dwyer
4549	Zing	Alger Conger
5643	Kik-a-Tu	Kenneth Taylor
6420	Escapade	Pete Harris
6787	Force 12	John Predimore
7609	Hoi Toi	John Michels
8443	Hard-a-Lee	Russ Countway

Three different winners in the first four races gave us an exciting start this year. As the season progressed Fleet Champion Bill Saunders opened up a lead in the fourteen race schedule and claimed the Winners Trophy. Steady performances were turned in by runner-up Ken Taylor and third place Sharon Dwyer. Late season starters John Michels and Dave Countway sailed up with the winners, and are hot prospects for next years hardware. New comers Pete Harris, George Kidd, Al Conger, Jack Predimore, and Paul Hodgdon won their racing spurs, and are using the off season in preparation for next year's assault on the leaders.

A new mid-season addition to the racing schedule was a home and home exchange with Fleet 332 of Squam Lake. We all enjoyed matching wits and tactics with the Squam sailors.

The annual Lake Winnepesaukee, Fleet 246, Regatta was held August 17 and 18. Chairman Bill Saunders gave us brisk winds for the closely contested, 3 race, 26 boat meet. Leonard Pratt of Fleet 145 repeated last year's winning performance in "Bon Joy" as a splendid weekend of sailing and good fellowship was enjoyed by all.

The social season was kicked-off by the Fourth of July South Seas party. W Y C members presented an original production replete with grass skirts, medicine men, and smoking volcano as highlight of the festivities. The mad social whirl was wrapped up on Labor Day with the traditional cook-out and change-about races.

In summary, 1963 was a good year for Fleet 246. New faces, old salts, new boats, and renewed boats all add up to a solid year of sailing and accomplishments, and a firm foundation for next year's sailing and racing in the family of the Lightning Class.

Fleet Captain Walt Estes enjoys the helm of "Who Dat" on serene Winnepesaukee waters.

SEMPACHERSEE FLEET (250)

Swiss District

Sailing on Lake of Sempach in Switzerland

Fleet Captain.....Hans A. Luthy
Fleet Secretary.....Peter Bissegger
Fleet Champion.....Hans A. Luthy
Runner-Up.....Jorg Zurlinden

Boat No.	Boat Name	Skipper
4271	Paul	Paul Wacker
5181	Quand-Meme	Hans A. Luthy
5276	Bounty	Rudolf Heer
5563	Pinggi	Charlotte Meier
6041	Seaview	Marianne Kurt
7274	Mistral	Dr. C. Klemm
7586	Chraby	Marianne Zurlinden
7587	Kairos	Dr. Alfred Bisegger
7804	Joy	Rudolf Herzog
8189	Sagex	Herbert Sager
8194	Jfakara	Werner Sieger
8372	Carin V	Curt Alex Bally

The 1963 season of our fleet began very late, because the lake was frozen very thick this winter; this is a great exception. The ice rested still Easter.

Skippers Luthy and Herzog checking marks. At Swiss Championship 1963.

The fleet activity on our lake consisted as usually of two race series in Spring and Autumn, besides the traditional "Sempachersee-Regatta" in summer, a competition of five races in three days. 12 Lightnings attended this event the 20th-22nd of July. We had been very happy, that 5 boats and 3 crews (on boats of our lake) took part in these races. The boats and crews came from the fleets No. 169 (Neuchatel), No. 268 (Bienne), No. 281 (Lucerne), No. 358 (Morat) and No. 219 (Zurich). We had a very strong competition — but unfortunately small breezes—a lot of fun and nice evenings. Winner of the "Red Fock Trophy" was Jajabero, a quite new built boat (skipper J. Beck).

Two boats of our fleet, Joy and Quand-Meme, visited besides the usual home water series the spring races in April and May and the autumn races in October on the lake of Greifensee, then in June the Lightning Swiss Championship on the lake of Zurich at Rapperswil. There they finished second, 5181 Hans Luthy and sixth, 7804 Rudolf Herzog. Two weeks after, these same boats participated at the Friendship Regattas on the lake of Bienne, where they met a good wind and much fun.

The most interesting racing series, with a great storm and different capsized boats were the regattas in August offered by the neighbourhood fleet of the lake of Lucerne. 4 Lightnings of our fleet were trailed to Brunnen: there were Joy, Kairos, Chraby (skippered by a Finnish crew) and Quand-Meme. Now we are looking forward to the next active season and hope that all our friends will return to race with us again.

SALAMIS FLEET (251)

Greece District

Based at Piraeus Sailing Club at Piraeus—Greece

Fleet Captain.....A. Langadas
Fleet Secretary.....G. Giapapas
Fleet Champion.....Stelios Bonas

Boat No.	Boat Name	Skipper
4636	Messis	A. Langadas
6257	Pnoe	G. Giapadas & D. Gritsis
6258	Daphne	S. Flevotomos
8397	Albatros	Stelios Bonas

Although our boats decreased in number this year—The reason being the anticipated construction of several new boats—our racing results may be considered as the best we had so far.

During last year's early months the fleet organized a sailing training course for beginners. The course was spread to ten sessions mostly theoretical. The attendants were trained during spring and summer in actual boat sailing and racing; Many of these boys acquired sufficient training enabling them to participate as crew members in races late in summer.

The Fleet in cooperation with the affiliated Club promoted the Class by sending one Lightning to a Group of sailing enthusiasts in Dodecanese (Leros); It is hoped that this boat will form the nucleus for a Fleet. The boat of Mr. Gritsis "NIKI" has been sold as this owner plans to build a new boat for the coming season. "DAPHNI" has been completely overhauled and became a first class boat. This boat together with the "ALBATROS" were the best boats of our Fleet. In order

Sailors of Greek team and sailors of U.S.S. Enterprise at the end of a series of three races in which the Greek team won.

Team Race between Sailors of Fleet 251 and Sailors from U.S.S. Enterprise.

to build boats of lasting value and performance, our affiliated Club ordered lumber (cedar and spruce) from the USA for four "Lightnings" some of them will be built as soon as the lumber is available and will increase the fleet force to four first class boats and two for training newcomers.

The most significant event of this year for the Fleet was the victory of "ALBATROS" in Italy where the European Championship was held. Stelios Bonnas owner and Skipper of ALBATROS with his brother Antony and Aristides Paleologos crewing, won the Championship against strong competition especially from Italians who are top Lightning Skippers.

Stelios and his crew were enthusiastic about the organization of the races, the hospitality of their hosts and the sailing performance of all their competitors in Italy.

Beyond the above "ALBATROS" with Stelios Bonas and his crew, won the Greek "Lightning Championship" held in Salonica during past summer, as well as most of the first prizes in other inter-Club events.

Women's Greek Championship was also secured by Mrs. D. Gritsis.

In summary, this year was rather successful and we look forward to increase the number of our fleet boats during next year and improve our overall performance especially now that "Lightnings" are an International Class.

In closing, we wish to all members of the Lightning Class Association happy sailing during 1964.

Skipper and crew of #8397 II, winners of European Lightning Championship. Skipper Stelios Bonas. Crew: Aristides Paleologos and Antony Bonas.

KEUKA LAKE FLEET (252)
Central New York District
Sailing on Keuka Lake, Hammondsport, New York

Fleet Captain.....Larry Korner
Fleet Secretary.....Lillian Korner
Fleet Champion.....Henry Young
Runner-Up.....George Kalinich

Boat No.	Boat Name	Skipper
501	Zipper	James Gibson
585	.....	Fredrich Clark
695	Gee-Jay	George Kalinich
1236	Jamp	Dr. R. Patrizio
2753	Ta-Ob	Lew White
3361	More Trouble	Larry Korner
3429	Jem	Henry Young
3547	.....	John Cole
4836	Tiger	Gerald Early
4904	Kim	Bill Brown
4973	Nimbus	Bill Baldwin
7058	.....	Bob Lowry
.....	.....	Lee Atwood

In 1963, the Keuka Lake Lightning Fleet attained the largest number of boats in its history—a lucky 13!

There were no capsizes or other serious calamities—just some very costly rudder troubles for runner-up George Kalinich during a moderate gale.

While moored, two of our boats suffered a hit-run encounter with a motor boat. Skillful, diligent work by the Sheriff's Department using modern skin diving techniques accumulated the evidence necessary to track down the culprit.

Our dear friend Ted Daddow left at the early part of the season. His competitive "Thespian" no longer makes life miserable for our front runners. To take its place, since life must be miserable, Bob Lowry's #7058 has been keeping the big shots hopping.

Nine boats competed this year. We're shooting for 13 next year, that is if Gerald Early ever manages to dress up "TIGER" in her proper coat of paint. The Lightning fleet is now the largest class fleet on Keuka Lake and the prospects for the future flash bright.

SUSQUEHANNA FLEET (253)
Dixie District
Sailing on Susquehanna River, Long Level, Wrightsville, Pa.

Fleet Captain.....Edward Schwoebli
Fleet Secretary.....Edward Schwoebli
Fleet Champion.....Spring: Don Dallmeyer
Fall: Starling Mikel Jr.
Runner-Up.....Spring: J. E. Owens
Fall: Ed Schwoebli

Boat No.	Boat Name	Skipper
1292	.....	D. W. Reidenbough
2269	.....	D. A. Brenneman
4867	White Cap	Howard Banzett
5368	Mid-Van	Jack Bacsik
5693	Debstar	Starling Mikell, Jr.
5816	Pointless	Phyllis B. Branin
5817	.....	M. R. Reiss
6310	.....	M. S. Gardner
6358	.....	Dr. Charles K. Doland
6840	.....	R. C. Fiala
6946	Calypso Gal II	Jonathan E. Owen
7119	Blue Pearl	Donald Firestone
7603	Wisp	Donald C. Dallmeyer
7617	.....	Ray E. Dallmeyer
7902	Rainbow II	Edwin W. Schwoebli
8065	.....	Dr. R. E. Small
8178	Halcyon	H. E. Frey
8179	Hellbender	K. W. Lease
8735	Trouble	H. Aughenbough Jr.

Susquehanna Fleet 253 had a highly successful season measured in fleet growth, improved race committee work, fair winds and boating pleasure.

Our annual invitation Memorial Day Regatta started the season in good fashion. A spring and fall series of ten races each was held on Sunday afternoons as well as a three race club regatta on the seventh of July and a three race event for the Labor Day weekend.

Susquehanna Yacht Club Commodore Jim Enck supplied the fleet with his power boat and services on the race committee for the entire sailing season. A real help and service appreciated by all.

Scheduling of events by the race committee was such that fleet members were able to participate in the Dixie Districts as well as the annual Frost Bite Regatta at the Marine Base as Quantico, Va. The latter event was attended by eight crews and boats from Fleet 253.

Several new boats were added and even more are expected to swell the fleet to a new high in 1964.

BURT LAKE YACHT CLUB (254)

Michigan District

Sailing on Burt Lake, in Northern Michigan

Fleet Captain.....Steve Wright
Fleet Secretary.....Ann Harris Melvin
Fleet Champion.....Steve Wright
Runner-Up.....Kay ImOberstag

Boat No.	Boat Name	Skipper
45	Sualdan	Daniel French
4948	Margaret	John Parlin
6279	Verve	Tom Dunlap
6663	.....	Richard DeVore
6997	Thrice Struck	Rev. Harris
7306	.....	Mary ImOberstag
7345	Cyn-Bob	Robin Dunlap
7346	.....	Janet Stevenson
8677	Red Witch	Robert Graham III

Another season of delightful summer-sailing in Burt Lake has been safely and enjoyably concluded by our Lightning Fleet.

New Lightnings were purchased by Steve Wright, Kay ImOberstag and Bob Graham. Janet Stevenson, who has been one of our most enthusiastic participants in the Club's new sailing instruction program, is also new owner-skipper of Lightning #7346. A new generation of Dunlaps skippered the "Verve" when Tom, Jr., and Virginia hit the starting line in July.

Our Sailing instruction program, which we call the Songbird Fleet, has become very popular with beginning sailors. Also parents have witnessed the advantages of the program. They appreciate that properly training their children in sailboat handling is necessary in order that everyone can enjoy the great sport of sailing. The program has also attracted many new members for the club; provided smoother run races and improved the quality of our sailing. Our Annual banquet was held at Wequetonsings' Colonial Inn where activity awards were made and our sailing fellowship spliced and stored until 1964.

DARIEN BOAT CLUB (255)

Connecticut District

Sailing on Long Island Sound, Darien, Conn.

Fleet Secretary.....Luin P. Fitch

Boat No.	Boat Name	Skipper
1380	Grunion	Cornelius Knox
2136	.....	Bill Brown
2682	Zephyr	Luin P. Fitch and Luin P. Fitch, Jr.
3101	Avenger	James F. Snowden
4886	Gigi	Jack Armstrong
5951	.....	Hooper White
6261	Que-Linda	Melvin M. Fennichell

NO REPORT

NASHVILLE FLEET (262)

Mississippi Valley District

Sailing on Old Hickory Lake, Nashville, Tenn.

Fleet Captain.....James B. Green
Fleet Secretary.....Lynn Green
Fleet Champion.....Ross H. Bryan
Runner-Up.....Bob Llovet & Jim Green

Boat No.	Boat Name	Skipper
3748	Miltown	John Dortch
4254	Fantasy	Billy T. Sumner
4340	.....	Richard H. Jones
5095	Nancy	Dr. Jas. W. Ward
5888	Misty	Monk Waller
6562	Baggywrinkle	James B. Green
6786	Katrina	Robert G. Hagstrom
6951	.....	Gordon Gillingham
7209	.....	Dr. Gordon R. Sell
7498	Angry Pigeon	Robert W. Llovet
7499	Quantara	Dr. C. A. Cobb, Jr.
8064	Je Reviens	Ross H. Bryan
8099	Kismet	Arnold H. Anderson

1963 will long be remembered by Nashville sailors as a year of wet regattas, mishaps, and great fun.

It began in February, when Cully Cobb and Ross Bryan gathered up their respective boats, crews, and camp followers and left snowy Tennessee for St. Pete and the Mid-winters. This was not to be a good year, however. It was cold; and the 24-hour virus, a badly cut head, and capsizes (both boats in the last race) plagued them. It was a sorry group that headed back to Nashville to lick their wounds and ready their boats for the spring races.

The Nashville Tennessean was the kick-off regatta the Mississippi Valley "circuit," and a portent of things to come. It was a cold, rainy, windless two days, and Nashville skippers carried off most of the trophies, with Cully Cobb winning first place and the overall trophy, and Ross Bryan and Jim Green taking second and third.

May came, and Cobb, Bryan, and Bob Llovet hitched up their boats, did an anti-rain dance (it worked), and headed for Memphis and the Cotton Carnival Regatta. Here they made the happy discovery that outside talent in the form of Dave Siddons had come to race. Cobb placed second, Bryan fourth, and Llovet fifth.

At the Watkins Cup at Kentucky Lake, more rain fell, and more silver was brought home by Cobb, Bryan, and Llovet. And at the Districts at Crab Orchard Lake, the triumverate qualified for the North Americans. Following the districts, the Crab Orchard Club hosted its annual Egyptian Cup Regatta, in which Bob Llovet placed third. More rain.

At last September came—and with it, the North Americans. Ross Bryan abandoned plans to race his boat at Tawas, and teamed up with Bob Llovet, with Dick Waddell rounding out the crew. Cully Cobb took the cue and signed on two skippers, George Passano and Jim Green, as his crew. Cobb finished fourth in the President's Cup and Llovet seventh in the Governor's Cup, thus disproving the old adage that too many admirals spoil the war.

Fleet 262 Captain Jim Green hitting the beach at Tawas.

Back in Nashville, the fall series of races had been called off for a more important matter—building a clubhouse. Every weekend saw most of the members wielding hammer, saw, or paintbrush. At this writing, the building committee is about to hand over the reins to the decorating committee; and with a minimum of disagreements, we should be having a housewarming after Thanksgiving.

A few skippers did manage to duck out for one or two weekends of racing this fall. At the Governor's Cup at Kenlake—well, why list them; you know how they came in. In late October Dr. Cobb took a flying trip to Shreveport, where he reminded Louisiana skippers that Tennesseans excel in more things than squirrel shooting.

We will soon be saying good-bye to Bill and Marilyn Hapke, who are leaving Nashville for Poland. Bill sold #6786 to Bob and Ruth Hagstrom, two new additions to our group. We also welcomed Gordon Gillingham and family, who are sailing #6951, and Dick and Shirley Waddell. With the return of Arnold Anderson from his bout with hepatitis, and the restoration of Jim Green's storm-battered #6562 to racing form, plus the improved "sailsmanship" of John Dortch and Gordon Sell, we look forward to a cut-throat spring series next year.

With a new clubhouse and new members, we're also hoping to see some new faces at next year's Nashville Tennessean.

BERLIN LIGHTNING FLEET (263)

Ohio-Indiana District

Sailing on Berlin Reservoir, Berlin Center, Ohio

Fleet Captain.....Richard Zuber
Fleet Secretary.....Robert Murphy
Fleet Champion.....Francis Henry
Runner-Up.....Richard Zuber

Boat No.	Boat Name	Skipper
2719	.....	John Schindly
3616	Dilly-Dally	Britton Day
4115	.....	Jos. V. Boone
5312	Lucille II	Francis Henry
5520	Debbie	Frank Dieringer
6691	Bobby's Girl	Robert Murphy
7040	.....	Richard Zuber

The season started out strong in early May, and nearly all of the fleet participated in both the Wednesday night and Sunday series. But we did not reckon with the drought that caused the reservoir to be lowered a month sooner than usual and at a faster rate. Soon the dry sailors found it very difficult to launch and the rest of us spent our evenings moving the docks into deeper water. After that kind of effort, there was only time to adjourn to the clubhouse and properly discuss the situation over a foamy one.

For the rest of the season, the races were informal and no complete records were kept.

The ladies did show us how to handle the boats this year. In their China Cup Classic with all girl crews, Lightnings skippered by Lucille Henry and Patty Murphy took second and third places behind Charlotte McArthur in a Jolly boat. The entire race was sailed in a 15-20 mph wind and not a sailorette was dunked.

The Labor Day Commodore's Trophy Race officially closed our season. This all class handicap event was entered by eighteen boats, five of them being Lightnings. Bob Murphy and Fats Henry each took a first place on corrected time, but their overall standings left them down the list in the final tally. At least they have a good handicap for next year's race.

The club members have planned a series of dinner-dances during the winter to keep in touch with each other 'til spring.

VALLEY SAILING ASSOCIATION (266)

Mississippi Valley District

Sailing on Alton Lake (Mississippi River) at St. Louis, Mo.

Fleet Captain.....Dr. Wayne Gorla
Fleet Secretary.....Arthur Ahrens
Fleet Champion.....John and Tom Gorla
Runner-Up.....Augie Paoli

Boat No.	Boat Name	Skipper
609	Lucky Pierre	John Norris
612	Lucky	Art Meier
1191	Mekala	Dr. Wayne Gorla
2143	.....	Al Waldvogel
2589	Hi-Ho	Myron Ley
2591	Cricket	Jim Brady
4649	Bonus	Bob Heritage
6080	.....	Bill Bailey
6446	.....	Ralph Kolde
7731	.....	Lyle Perry
7821	Mai Kai	Mitchell Bohnenkamp
8144	Chaos	Augie Paoli
8377	Zip	Joe French
8641	Magoo II	Ralph Schmidt
8645	.....	Don Hanneke & Art Ahrens
8703	Notus	Dick Yeager

The 1963 Season was one of those which brought many changes to the VSA Fleet. With a net increase of three boats from the thirteen of 1962, we had five new skippers sailing with us. And at the end of the season we added still another boat and skipper when Lyle Perry bought his own Lightning after crewing for Al Waldvogel in his first year of sailing. While the Fleet was gaining in numbers, it was also improving it's quality. Five skippers are sailing new boats.

But the most significant development has been that of our members' sailing ability as witnessed by the trophies won by Tom and John Gorla, not only in our fleet competition, but the Invitational Regattas as well. And there is Ralph Kolde, our candidate for the "Most Improved Sailor of the Season" Award.

We held two preseason meetings, as in 1962, at which we discussed racing rules and tactics. The sailing season got underway at Valley in early June and on June 22 and 23 we were host to nineteen boats for the Third Annual "Whale of A Sail". Mitch Bohnenkamp, of the host fleet, won the three race series with

Jerry MacNab and Bob Buckles of Decatur taking second and third respectively.

As in 1962, we ran an "A" and "B" Series of races concurrently with the "A" Series determining the fleet championship. This permits some sailors to compete in only one race each Sunday and thereby spend more time with their families. The more competitive sailors also sail the second race of the day in the "B" Series. This year saw the Gorla boys sail to the "A" Series championship but Augie came through again to take the "B" Series. Congratulations fellas!

A Saturday afternoon "Fleet Picnic" on Alton Lake.

"A" Series			"B" Series		
1191	John and Tom Gorla	95.8%	8144	Augie Paoli	94.2%
8144	Augie Paoli	94.3%	1191	John and Tom Gorla	89.9%
7821	M. Bohnenkamp	91.6%	6446	Ralph Kolde	89.1%

In addition to Fleet activities, our sailors represented VSA at invitational regattas at Kentucky Lake, Craborchard Lake, for both the Districts and the Egyptian Cup Regattas, Decatur, Ill., Kansas City, Davenport, Iowa and the Coast Guard Auxiliary and Governor's Cup Regattas held on Alton Lake. And again, in 1963, Mitch Bohenkamp represented VSA at the Nationals after placing second in the Districts.

I mentioned earlier that Tom and John Gorla had done well this year. They began the season by winning the Coast Guard Auxiliary Regatta in June. They took first place at Decatur in August and then won, for the second consecutive year, the Governor's Cup Regatta in October. To top it all, they are Fleet Champions this year. Nice going fellas!!

In 1964, the Gorla boys can expect a lot of stiff competition. The old favorites like Mitch and Augie will be determined to regain their titles as champions. But in '64 also, we are certain to see the less experienced sailor, as represented by Ralph Kolde, pushing hard for a top position. It should be a fascinating season.

DE LA BORDE DE TRIBORD FLEET (268)

Swiss District

Based on Lake of Bienne at La Neuveville, Switzerland

Fleet Captain.....Robert Suter
Fleet Secretary.....Robert Suter
Fleet Champion.....Dr. Jean Hess

Boat No.	Boat Name	Skipper
4563	Nan-Shan	J. Durst
5496	Kuk	Robert Suter
5839	Danae	Reymond Bloch
7563	Carina	Dr. med Jean Hess
8195	Ram	Dr. Willy Meier

Fleet Champion Dr. Jean Hess ponders—"To gybe or not to gybe."

Actually the Fleet 268 exists of 5 Lightnings. The past season brought the following changements:

Mr. Roland Cosandier, owner of BE-BOP, sold his boat, his professional activities not leaving him enough time to do any sailing. He therefore left the Fleet 268. However, we have been lucky in receiving a new member, Mr. Willy Mier, owner of Lightning RAM #8195.

Mr. Durst, owner of NAN-SHAN, #4563 could not take part in any race, because of the military service.

3 Skippers only have taken part in the 3 races on the Lake of Bienne during the season, 1963.

The most important was the "Interclub Races" on June 22-23, 1963 near the charming town La Neuveville.

At this occasion, the owners of Lightnings of other Fleets have been invited to take part in these races, in order to have a big number of participators. (11)

This day, starting with a wonderful sunshine, brought a thunder storm in the afternoon at the time of the second competition. 6 boats turned over!

These races have been won by our Swiss Commodore, Mr. Claude Lambelet with GAROUPA, before H. Luthy with QUAND-MEME, D. Heinroid with BOURLA-PAPEY and Dr. J. Hess with CARINA.

An elegant automatic mens wrist watch SUTER AQUA-MASTER was the first prize.

The other 2 races of July and September have been won by Robert Suter with KUK, first one, and Jean Hess with CARINA, second one. "La Graviere", the club house, has been visited frequently, proof of the good companionship among the skippers.

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SEE THE SERVICES DIRECTORY
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SACHEM'S HEAD YACHT CLUB (269)

Connecticut District

Sailing on Long Island Sound, Sachem's Head, Conn.

Fleet Captain.....William H. Austin

Boat No.	Boat Name	Skipper
937	Restless	Thomas Rutherford
5127	Citation	J. English
5360	Shocking	J. W. Walden
5961	Bebop	G. G. Wilcox
6431	.....	Sue Connor
6882	Honey	W. B. Mylchreest, Jr.
7640	Nitsua	W. H. Austin & P. M. Austin
7641	Static	Leighton Lee II
7921	Neechee	H. F. Schutz

The match of greatest interest because of the intense rivalry over the past few years was the interclub racing between Madison (129) and S.H.Y.C. In the first day of racing, the first race ended 1, 3, 5, & 8 for Sachem's and 2, 4, 6, 7, for Madison which was a fairly close race. But in the second two Madison boats were disqualified which gave Sachem's the win for the day. Madison still has the determination to come back to Sachem's next year for a victory.

Some of the younger skippers are showing up well in the club events as well as in the regional competition. The Lee's took a third in the ECYRA Regatta, and are looking ahead to being in first place one of these days.

INDIANAPOLIS SAILING CLUB (270)

Ohio-Indiana District

Sailing on Geist Reservoir at Indianapolis, Indiana

Fleet Captain.....Jerry Garinger
Fleet Secretary.....Bob Swain
Fleet Champion.....Shelley Rian
Runner-Up.....Steve Simpson

Boat No.	Boat Name	Skipper
415	Se Bas	Garvin Bastien
1135	Zombie	Fred Clark
1754	.....	Ron Scherrer
1903	Glockenspiel	Bob Swain
2353	Aloha	Paul Beam
2527	Cindy-Jay	Bill Deger
2867	Tyche	Dewayne Wallace
3471	Mary A	Howard Young
4657	Populi Edisor	Jim Petty
4659	.....	Warren Johnson
5175	.....	Ed McLaren & Duf Sadler
6231	Ginger	Bob Zaiser
6366	Binge	Tom Hendrickson
6566	Dramamine	Marv Simpson
6880	Small Fry	George Small, Jr.
7223	Der Blitzen	Nevin Stall
8543	Polly Esther	Paul Vos & Walt Tinsley
.....	.....	Ken Wood

Sailing on Geist Reservoir started in March—the second weekend following the last ice boat races. Fleet Captain, Shelley Rian, started planning early for the First Annual Indiana State Lightning Championships. Jerry Garinger was appointed Regatta Chairman and on the third weekend in May, twenty-four boats from Ohio, Michigan, Illinois, Kentucky, and Indiana, joined us for racing. High winds during the first two races caused nine boats to drop out due to broken spars or capsizing. Saturday evening a Lua was held at Hooks Warehouse for our guests and a good time was had by all. The Sunday morning race was postponed due to strong winds and trophies were awarded to:

1st—George Fischer.....Buckeye Lake Y.C.
2nd—Jay Limbaugh.....Buckeye Lake Y.C.
3rd—Jim Schudel.....Cowan Lake Y.C.
4th—Tom Brizendine.....Kentucky Lake Y.C.
5th—Jay Doty.....Chicago

At the season's start, we noted a beautifully refinished Cindy Jay sliding into the pond with Bill Deger at the helm. Garvin Bastian and ole 415 went into the water with the other early birds. The Spring and Summer series consisted of 24 races. Shelley Rian captured the honors of Fleet Champion with Steve Simpson as runner-up. Steve is becoming a very capable skipper of both Lightnings and Snipes. His consistent performance in the Junior Snipe Districts, and several local regattas won him the Indianapolis Sailing Club's "Most Improved Junior Skipper Award" for 1963.

Old Glockenspiel was trailed to the St. Pete races by the Garinger-Swain combine. Len Zaiser flew down to add that "expert crew's touch". After an early start in the first race, hitting a mark in the third and a DNF in the fifth, they finished 56th out of 62 boats. Ole Glocky has a real job to educate this skipper.

Ken Wood, Steve Simpson, Shelley Rian, and Bob Swain trailered to the District Races at the North Cape Yacht Club and set up "Tent-City" on the shores of Lake Erie. They returned vowed to turn in a better performance next year as each of them finished in the 2nd half of the fleet.

At this District Meeting, Shelley Rian was elected Secretary of the Indiana-Ohio District. Our Fleet Captain was quite honored with this news, and judging from the enthusiasm, Shelley has kindled into Fleet 270, we feel he is a good man for this job.

Steve Simpson and Bob Swain trailered to the Buckeye Lake's Snowball Regatta to finish 22 and 20th in a 40 boat fleet.

Bo and Ginny Zaiser, returning from their European Trip and a cruise of the Agean Sea, joined us for racing in our Fall Series. This series was cut short because of the low water level at our Sailing grounds and consisted of only six races. Only a few percentage points separated Glockenspiel and Ginger. Bob Swain won the Fall Fleet Champion Award and Shelley Rian was Runner-up. Howard and Mary Young found the "Mary A" still a going boat as she won the last race of the season.

The night mayor of Indianapolis, Mr. Jerry Garinger, was unanamiously elected Fleet Captain for the 1963-1964 season at a wonderful party at Howard and Mary Young's. Steve Simpson was presented with the Fleet's "Most Improved Skipper" Award by "Doc" Wood.

Forecasts for the 1964 season are:

A. A new dock for the wet sailors.
B. Ten new dry sailing rigs.
C. Marv and Steve Simpson will replace their eight-year-old sails.
D. Vos and Tinsley will win more races in their new glass boat.
E. A more active George Small, Jr.
F. The appointment of a Junior Fleet Captain with a separate Saturday racing program for Juniors.
G. The delivery of a new Lightning to Ken Wood.
H. More sessions on racing rules and tactics.
I. 100% payment of Fleet and Association dues.

ROMA FLEET (271)

Sailing at Anzio

Italian District

Fleet Captain.....Emilio Cristofori
Fleet Secretary.....Marco Petroni

Boat No.	Boat Name	Skipper
5691	Trinacria	Salvatore Molinari
6072	Jolly	Marco Petroni
6375	Nuvola	Stefanella Gigli
6582	Tevere	Emilio Christofori

Unfortunately, not even this year our fleet did not have a good season; we took good positions in some regattas but work and study kept us away from the great events like the Italian and the European Championships.

We hope to strengthen our fleet for the coming season. We should have another one or two new boats by then.

Anxious moments for Turbine 2nd (574) and Ballerina, now Stale 2nd.

GUAYAQUIL YACHT CLUB (272)

Sailing on Rio Guayas, Guayaquil, Ecuador

Fleet Captain.....Enrique Maulme Gomez
Fleet Secretary.....Eduardo Rodriguez Game
Fleet Champion.....Santiago Maspons Guzman
Runner-Up.....Francisco Sola Medina

Boat No.	Boat Name	Skipper
5859	Irene	Oscar Bjarner
5860	Pipo I	V. Emilio & Felipe Estrada E.
5861	Guali	Guillermo Amaya
5862	Viking II	Werner Moeller
5863	Che Che	Enrique Plaza L.
5864	Barlovento	Escuela Naval del Ecuador
5865	Guayaco	Gaston Fernadez B.
5866	Borinquen	Carlos Lecaro
5867	El Cid	Enrique Maulme Gomez
5868	Tiburon	Paul Klein
5869	Bounty	Eduardo Ledesma
5870	Monsieur	Escuela Naval del Ecuador
5871	Popeye	Antonio Pino Vernaza
5872	Avivato	Francisco Sola Medina
5873	Chinchin	Ernesto Estrada Ycaza
5917	Gaviota	Francisco Pino Maulme
5957	Susy	Joe Estrada G.
5958	Playboy	Santiago & Alberto Maspons G.
5970	Pilotin	Eduardo Rodriguez G.
5971	Pinocho	Lorenzo Tous
.....	Nacional	Humberto Diminich
6904	Pipo III	V. Emilio & Felipe Estrada E.
6937	Repunte	Humberto Plaza L.

The 1963 Championship of Fleet No. 272 was held during the months of August and September, sailing a series of 12 races on a course marked on the waters of the Guayas River. Santiago Maspons G. and Francisco Sola M. attained the honors of Fleet Champion and Runner-Up.

A couple of the races required sailing around Santay Island, demanding high skill and seamanship to overcome the difficulties presented, such as sand bars, tricky tides, variable and shifting wind conditions.

With the Championship over, most of the boats were taken to Salinas Bay—a lovely beach resort situated on the westernmost tip of South America, that, because of the ideal conditions for sailing enjoyed there, has been chosen as the site where the South American Lightning Class Championship will be held, from March 6th to the 15th, of the coming year.

During October we ran a series of races with a twofold purpose; to select the crews that would represent Ecuador in the World Championship and to give our members an opportunity to practice for next years event.

It was a gratifying pleasure to see among the participants in the series our Old-timer Francisco Plaza L., who placed Runner-up in the Pan-American Games held in Chicago, and also a boat owned by the Ecuadorian Navy Academy that was skippered by Lieutenant Angel Ortiz and Academy Cadets.

Lieutenant Ortiz is sold on the Lightning and is promoting it with the idea of forming another fleet.

The honor of representing Ecuador in the II World Championship went to Francisco Sola M. and Old-timer Francisco Plaza.

The race held on October 20 had the added attraction in that the winning crew would have its name engraved on the Guayaquil Yacht Club Anniversary Trophy, and here again, the honors went to Francisco Sola M. and his able crew.

From now until next March everybody is going to be busy working on the various committees that have been set up to organize and prepare for a well run South American Championship, which are the hopes of Host Fleet 272.

Salinas and its bay will be ready to receive the guests, and for those who have not had enough after a day's sailing there will be swimming, skin diving, surf riding, deep sea fishing, and for the less energetic, basking under the sun on nice beaches.

Awaiting the Preparatory Signal at Guayas River.

MASSABESIC YACHT CLUB FLEET (273)

New England District

Sailing at Massabesic Lake, Manchester, N. H.

Fleet Captain.....Reg Babin
Fleet Secretary.....Robert D. Stewart
Fleet Champion.....Franklin Husson
Runner-Up Summer Series:.....Reg Babin
Runner-Up Fall Series:.....James Richmond

NO ROSTER

The 1963 season commenced at Massabesic May 30th with the first of 20 scheduled races. Winner of this warmup proved to be Franklin Husson in his "Fancy Free", #3229. Husson's warmup results persisted throughout the bulk of the Summer and Fall series despite increasing competitive onslaughts by Reg Babin's "Nancy Lou", #1139, and Jim Richmond's new "Bit-O-Honey", #5096. Thus Frank managed to remain Fleet Champ for the 1963 season by virtue of the 79 points he accumulated for both series, 15 races counted. The runner-up position in our ten boat fleet was split this year between Reg Babin and Jim Richmond.

Massabesic Yacht Club, "Getting ready to go."

Babin's 17¼ point total in the summer series won him the crown for that series, while Richmond's 22¼ point total netted him the fall series runner-up position. On the overall point total for both series Richmond accumulated 39½ points to Babin's 29 to win the season overall 2nd place. Third place was also split by Bob Stewart's "Nightcap", #1936 with 17 points in the summer series, and Jack Noga's "Intrepid", #2098, who gained 21 points in the fall series. Overall third place in the Fleet for the season went to newcomer Noga by virtue of his 34 points accumulated over Stewart's 31 for both series.

Throughout the season several members took advantage of opportunities to sharpen their racing knowledge and skill by traveling to outside regattas throughout New England. The first of these was at Lake Spofford in late June. Frank Husson and Bob Stewart competed in this event which provided an overabundance of wind on both days, but also excellent competition, pleasant hospitality, and good swimming between races as well. In August, half the fleet consisting of Noga, Richmond, Husson, and Stewart traveled to Lake Winnipesaukee to participate in their popular 9th annual regatta, and to enjoy their special regatta festivities and swimming facilities. Also in August Frank Husson, in line with his policy of keeping his crew razor sharp, also traveled to Portland for the annual State of Maine regatta where all participants were accorded wonderful Maine hospitality despite curtailment of the three races scheduled due to adverse weather and wind conditions.

On September 7th and 8th Massabesic held its 17th annual regatta which saw some 40 boats in seven classes from Vermont, Massachusetts, Connecticut, North, East, and Western New Hampshire compete on one of the fading summer's hottest weekends. Although three races were scheduled during the series for the 15 Lightnings and six other classes that participated, only two races were ultimately run and tallied, due to the poor wind conditions which persisted. The silverware awarded was for the first five placing Lightnings, and this year the first four places were won by Lake Spofford visitors—almost a clean sweep! Robbie Pratt sailing his dad's "Bon Joy", took first, Wade Caruthers, who came all the way up from New Haven, Connecticut took second with his "Seafort II", Bud Hamblett, whose "Gail" had been untimely and unfortunately wrecked but a month before off Marblehead during the Districts, came back and battled his way to gain third place. Dave Bischoff, with Leonard Pratt as "ballast" earned fourth place, and Winnipesaukee Yacht Club's Bill Saunders defeated Massabesic's Husson by virtue of a tie and a toss to wrap up fifth position in the 1963 Regatta. All in all this years regatta, though frustrating to many, was one of the most challenging ever held on Massabesic as a result of the diversified courses established by this year's Regatta Race Committee.

Looking ahead, Fleet 273 anticipates further growth, and at this writing learns of at least one new boat in building this winter. Competition in "64" will be sharper with this addition and the added enthusiasm of the fleet's newest members, The Frank Amadon family. These additions plus the 1964 Regattas scheduled at Squam Lake, Spofford, Winnipesaukee, Massabesic (Sept. 5th & 6th), and elsewhere in our district, should make for the most active racing year ever.

MEMPHIS LIGHTNING FLEET (274)

Mississippi Valley District

Sailing on Arkabutla Lake and McKellar Lake at Memphis, Tenn.

Fleet Captain.....McNeill Ayers
Fleet Secretary.....Crit Currie
Fleet Champion.....Jim Humphries
Runner-Up.....Lloyd Lovitt

Boat No.	Boat Name	Skipper
1013	.....	Hugh Gilbert
6397	.....	William C. Cowan
6533	.....	Ben D. Gilliland, Jr.
6604	.....	Pat Burke
7208	Seven Suns	Crit Currie
7252	Supremacy	George Clarke & Mac Yawn
7295	.....	Chester Alba
7408	Too Much	McNeill Ayers
7501	Grimlyn	Carl Grimmer
7719	.....	Jim Humphries
8080	Zipper	Wilson Fly
8257	.....	Lloyd Lovitt
8406	Pogo	Dan Poag
8509	.....	Jack Connors

The only "Drifter" in the history of the Cotton Carnival Regatta!

Memphis Lightning Fleet started out this year very successfully with a great turn-out, however the drought cut our racing in half for the year. While we have not gained many more boats in number, we have been doing a great job absorbing what we have. We certainly enjoyed Mr. Dave Siddons' visit with us during the Cotton Carnival Regatta in May and happy we were able to make him part with his new and rapid Lightning. We understand from its new owner, Jack Connors, when we get close enough to see him, that he is extremely pleased with his Lightning and we are pleased to have him in our fleet. Congratulations to Carl Grimmer, Skipper of 7501, in being unanimously elected Commodore of the Delta Sailing Club of '64 for the second time. Everyone be sure to come to the Cotton Carnival Regatta in May, 1964.

CLEARWATER BAY YACHT CLUB (277)
Midwest District
Sailing on Clearwater Bay, Lake of the Woods, Ontario, Canada

Fleet Captain.....Dr. W. C. Guest
Fleet Secretary.....C. Ian D. McDonald
Fleet Champion.....A. W. Moss
Runner-Up.....K. W. Campbell

Boat No.	Boat Name	Skipper
1545	Firefly	R. A. Bird
4564	Dauntless	D. H. Gilbert
4928	Janian	C. Ian D. McDonald
5159	.....	Peter A. Brett
5631	Peerless	D. L. Furney
5930	6	I. V. Dubienski
6374	Blue Gruntle	Edwin S. Cooper
6821	Heartsease	C. F. David
7059	Jumper	R. D. Leaper
7539	White Hope	A. W. Moss
7571	Wa-Konda	Donald C. McInnes
8124	Spotvogel	J. Lammens
8165	Typhoon III	K. W. Campbell R. C. Leatherdale
8167	Luffer Boy	A. F. S. Arnett
8168	.....	W. C. Guest
	Thirty-three	K. Bodley
8557	.....	H. A. Gould

Official sailing races started on 29 June, with 15 active boats. K. W. Campbell won the Commodore's Cup for the July series, with J. Lammens winning in August. At the end of the season, with 18 races sailed, the Fleet Champion turned out to be A. W. Moss, with K. W. Campbell second by a whisker. Campbell has been the man to beat for all but two years of competitive sailing here, so this is a tremendous accomplishment for Moss, who now holds the 1963 Commodore's Cup.

July and August competitions for the Vice-Commodore's Cup were won by C. I. D. McDonald and A. F. S. Arnett respectively.

When handicaps were applied to the season's club results, R. D. Leaper was the winner of the Cooper Trophy.

Interclub competition activities are increasing, and this year the seven sailing centers from the Lakehead to the Lake of the Woods area agreed to set up the North West Sailing Association to primarily encourage Junior Sailing, and to coordinate interclub activities. The member clubs are Temple Reef (279), Dryden (G.P. 14), R.L.W.Y.C. (320), C.B.Y.C. (277), West Hawk Lake (Y-Flyers), Caddy Lake (Albacores and Minaki, with no fleet at the moment. This association put up a new trophy for annual Lightning competition, to be awarded to the overall winner of three races at each of Temple Reef, R.L.W.Y.C. and C.B.Y.C. It was won by K. W. Campbell, and his crew of Mary Campbell and their son Angus. This crew took three straight firsts at Temple Reef in July, and three more at R.L.W.Y.C. in spite of everything their competitors could do. Back in their home waters they had to be content with something less, but their record earned them the N.W.S.A. Trophy.

They are shown with the Galt Cup for Lightnings that they won at the R.L.W.Y.C. as part of their rewards in that annual regatta. (see Photo)

Angus Campbell and crew Jamie McDonald won the N.W.S.A. district eliminations for Junior Sailing at Caddy Lake, with John Walker and Bobby Walsh of Temple Reef coming second. These crews competed at the Royal Canadian Yacht Club for the Canadian Junior Championships in August, placing fourth and twentieth respectively. Even youngsters Robby McDonald and crew Jimmy David took a Cadet to the Winnipeg Canoe Club Regatta in early September and won the Junior Trophy there. These accomplishments augur well for Junior Sailing, and for the future of the C.B.Y.C. and other clubs in our district.

The annual Powder Puff competition was won by Jean Moss, with Dorothy Guest a close second in a keen race between eight boats. Here the ordinary racing rules apply but with the additional conditions that the girls are at the helms, and no husband can crew for his wife. This makes for good fun, muzzled husbands, and tremendous competition! Jean Moss was very modest in winning, explaining it was "just skill, fellows, just skill!" that brought her in first.

Mrs. Mary Campbell, Angus Campbell and Keith W. Campbell with Galt Cup, R.L.W.Y.C., 1963.

In former years, the Club has included the Bonnycastle Cup handicap competition in its annual invitation regatta. This year it was held as a separate event late in August. The winner was Dr. Max Desmarais of West Hawk Lake in his Y-Flyer, with Leo. Styrczula second, also in a Y-Flyer. Lightnings placed third and fourth. Twenty-six boats competed.

Our own Lightning Regattas saw 30 boats entered. Temple Reef made their welcome annual quest for the trophies, trailing eight boats and crew over 300 miles of highway for the privilege. The R.L.W.Y.C. entered nine, and placed W. G. Konantz first in the three race series. K. W. Campbell and A. W. Moss tied for second place.

In marked contrast to the 1962 season, the weather was remarkably well suited to sailing this year. There were no halfgales or rain storms, but the only two lulls occurred during our regatta, perhaps accounting for the relatively modest showing of the Temple Reef sailors who are accumstomed to the heavier weather found on Lake Superior. Nevertheless, all fleets appear to be sailing faster, and individual boats are sailing better. We expect even keener competition in the future. The long winter in this area will be spent in planning to make the 1964 season even more successful than this very active and rewarding one.

ANZIO LIGHTNING FLEET (278)
Italian District

Fleet Captain.....Enrico De Mori
Fleet Secretary.....Giorgio Focanti
Fleet Champion.....Giorgio Focanti
Runner-Up.....Mario Mainini

Boat No.	Boat Name	Skipper
4401	Uragano	Dusmet de Smours Giacomo
4654	Yala	Piero Cordignano
4965	Natralite	Renato Costa
5692	Eos	Circolo Vela Anzio
6689	Caramba	Mario Mainini
6984	ZigZag	Cesare Benedetti
7068	Michela	Enrico De Mori
7534	Satanasso	Giorgio Focanti
8253	Natralite 2	Franco Pizzarello

We had a fairly good sailing season this year. A fair number of local races was held at Anzio and surroundings; to note also some very important events such as the National Race sailed at the "Lido degli Estensi", the Italian and the European Championships held at Castellammare, Naples. We recorded 45 present in all. Our favorite boat "Satanasso" was placed 5th in each of these main competitions and won two local races as well. It is an encouraging performance considering the youth of the skipper and his crew. We also have good reason to pin our hopes on some other young sailors who promise to make steady progress. Internal Fleet life is doing well too. We have introduced since January our own Fleet Bulletin to inform straightway members, friends and fans about news and sporting events. An other well liked innovation was made with the conferment of a special sporting award for sailing activity during the season. Giorgio Focanti, the tireless Fleet Secretary, was the fortunate winner. Anzio Fleet now counts on a satisfactory membership and as regards the future we have good grounds for optimism and look forward to further increase.

TEMPLE REEF SAILING CLUB (279)
Midwest District
Sailing on Thunder Bay at Fort William, Port Arthur, Ontario, Canada

Fleet Captain.....H. Braun
Fleet Secretary.....J. V. Bailey
Fleet Champion.....Robert Prettie
Runner-Up.....Dr. D. Burnford

592	Chetah	R. McCranor
4927	Curlew	E. Holley
4929	Nimbus	J. Crooks
5493	Bonbo	L. Walsh
6323	M'Bijac	Dr. L. Remus
6324	Vixen	Dr. D. Burnford
6867	Bluenose II	G. Young
7072	Seajay II	J. Paterson
7092	Falcon	G. Goodall
7196	Corvayer	E. Ayer
7197	Whim	Dr. A. Hargan
7270	Madcap	Dr. H. Hughes & M. Stitt
7471	Unasailable	Q. Powell
7666	Chinook III	R. J. Prettie
7781	Wasiegun	J. V. Bailey
7986	Mistral	Dr. R. McComb
8199	Wyndlass	W. Harris
8628	Whirlwind	Dr. R. Mutrie

The fleet champion for the 1963 season was not decided until the final and fourteenth race. It was R. J. Prettie with 217¾ points followed by Dr. David Burnford with 217 points. Van Bailey, one of the men responsible for establishing the Lightning Fleet at the Lakehead was in third place in a sleek new boat which he built himself. The racing season got underway early in June and terminated on September 1st, 1963. The races were held on Loon Lake and on Lake Superior.

Highlight of the season was the "Invitation Regatta". Twenty-four Lightnings participated. Visiting boats were from the Clear Water Bay Yacht Club and the Royal Lake of the Woods Yacht Club. The winner was Casey Campbell of Winnipeg (Clear Water Bay) with Van Bailey (Temple Reef) second and Bob Prettie (Temple Reef) third.

Members of Temple Reef Yacht Club participated in regattas at Toronto, Kenora, and Clear Water Bay during the sailing season.

Especially welcomed to the Fleet this year were the following newcomers;

newcomers:

Murray Stitt and Dr. Harley Hughes in "Madcap"..No. 7270
Ed Ayer in "Corvayer".....No. 7196
Quentin Powell in "Unasailable".....No. 7471
Dr. R. McComb in "Mistral".....No. 7986
Dr. R. Mutrie in "Whirlwind".....No. 8628

We were sorry to see two of our members leave, one for the prairies, Bruce Buckley, and Jamie Crooks, who is still with us but in the cruising division.

CHEQUESSET LIGHTNING FLEET (280)
New England District
Sailing on Wellfleet Harbor, Wellfleet, Mass.

Fleet Captain.....Malcolm S. Smith
Fleet Secretary.....H. Winsor Nickerson, Jr.
Fleet Champion.....Stafford Frazier
Runner-Up.....H. Winsor Nickerson, Jr.

Boat No.	Boat Name	Skipper
847	Valkyrie	Dr. S. Armstrong
2347	Tasa	Dr. L. S. Pilcher
2634	Hussy	John B. Waterbury
2829	Kwan Yin	Fred Sargent
2927	Fox II	Stafford Frazier
4078	Nike	H. William Oliver
5573	Qui Vive	Malcolm S. Smith
5948	Jacks Ark	Rev. John R. Williams
7128	Blue Cloud	Robert Campbell
7383	Wind's Will	R. Harlow Cutting
7457	Circe	John W. Waterbury
7605	Whisper II	Paul Warnke
7796	Mandragola	Dwight W. Webb
8527	Winsome II	H. Winsor Nickerson
8695	Kiro Maru	W. Edwin & Virginia Stevens

A tight leg across Wellfleet Harbor.

Fortunately for Chequesset Lightning Fleet, there were few race days with high southwesterly winds, because the pier, destroyed by ice in 1960 has yet to be replaced. This forces the Race Committee to use the Club launch for a committee boat with the beneficial result of better starting lines and a first leg to windward. The Committee is to be commended for their efforts while operating under adverse conditions.

Two Original members of Fleet 280, Barbara Noyes and Win Nickerson, this year replaced their original boats. A newcomer, "Bill" Webb, brought in a new boat. Thus the fleet now has boats from six major builders and the competition is getting tougher.

In the annual meet with Provincetown, the entire Fleet 280 made the 20 mile trip. This large number of boats created a problem in contending against Provincetowns' four boats. The final solution was to have the Provincetown Race Committee draw from a hat the names of four Wellfleet boats with which they would contend. A separate drawing was made for each of the three races with only the Race Committee knowing who the four contenders were. This permitted the combined fleet of sixteen boats to race fairly evenly. Wellfleet easily retained the cup.

Several of our members journeyed to other Regattas. Win Nickerson, with his new boat, Winsome II, and Malcolm Smith with Qui Vive went to Spofford, where Win placed second in a windy three-race series. John Waterbury took his Hussey to Winnipesaukee. Win Nickerson took in the Districts in Marblehead and almost got taken in by them when hit by a line squall that capsized many boats but left him upright although far off course.

Our own 4th Annual Regatta was bigger than ever and sailed in good breezes. Len Pratt and Bud Hamblett from Spofford managed to take first and second, while Tom Coburn, sailing Circe, took third. Rod and Liz McNeil, who journeyed all the way from Virginia didn't expect quite so much wind and lacked crew weight to hold the boat down. We hope they'll be back again next year.

Stafford Frazier's work on his Fox II paid off and he won the Saturday series, the Seasonal trophy and was second in the Sunday Series. He also won the Commodore's Race on the 4th of July, and teamed with Blue Cloud, the Vice-Commodore's Race on Labor Day. The original Fleet trophy for heavier boats was won by Fred Sargent in Kwan Yin. A new trophy has been donated by Mr. & Mrs. John R. Frazier, known as the Fox Trophy, for a regular three-race series. It was won by Winsome.

Several Chequesset Fleet members plan to attend the New England District mid-winter meeting again this year, and partake more in District sanctioned events.

PATRONIZE OUR ADVERTISERS!

VIERWALDSTATTERSEE FLEET (281)

Swiss District

Sailing on Vierwaldstattersee at Lucerne, Switzerland

Fleet Captain.....Richard Peter
Fleet Secretary.....Franz Xaver Huber
Fleet Champion.....Francis Clottu
Runner-Up.....Franz Engelberger

Boat No.	Boat Name	Skipper
928	Caprice	Gebr. Schnarwilev
5377	Swoose	Dr. med. Eduard Kloter
6204	Sagitta	Franz Engelberger
6377	Kon Tiki	Migros-Genossenschaft
6389	Dardo	Richard Peter
6737	Eilean Mor	Franz Xaver Huber
6740	Miaoulis	Dr. Otto Meyer
6991	Choucas	Dr. Mec. Jean-Claude
7802	Dame De Pique	Francis Clottu
.....	.....	Marco Dreyer
.....	.....	Frau Lotty Engelberger
.....	.....	Karl Flachsmann
.....	.....	Frau G. Kloter
.....	.....	Kuno Meyer
.....	.....	Walter Wenger
.....	.....	Frau Gabrielle Clottu Von Reding

A Lightning-Sailor of many years has unfortunately sold his boat, the HAWAII, and bought "a more comfortable" ship. At its place, the CHOUCAS from the lake of Neuenburg has joined our fleet in order to sail our courses for the future. Therewith, the settlement is guaranteed and our fleet counts now nine boats and sixteen members. The racing activity seems to go back and only a few elect to take part in the competition. It is to say that the others were prevented from doing more racing by military-service, stays abroad and business trips. No matter, some even took part in races on foreign lakes.

LAKE DALLAS CORINTHIAN Y. C. FLEET (282)

Texas District

Sailing on Lake Lewisville at Denton County

Fleet Captain.....Edward T. Lehn, Jr.
Fleet Secretary.....Arthur P. Nazro

Boat No.	Boat Name	Skipper
4892	Shady Lady II	William G. Steed
4894	Scud	Walter Wheeler
5196	.....	Edgar R. Pitcher
5397	.....	Hobart Turman and J. L. Higginbotham
5398	Lynild	Peter Stewart
5498	Hartsease II	William T. Hart
5720	Calypso	Edward Lehn, Jr.
5896	Viking	Jack F. Perkins
6030	.....	William D. White
7205	Lynild II	A. P. Nazro
7496	Bambi	Robert Giles

Our 1963 season was quite short. Several boats were hauled to Shreveport in May with very little to show for it except a good time. Our Regatta was won by Stan Brander of Tulsa with Mrs. Glenn Lattimore sailing LYNILD second and Jack Perkins in TIKI third. The Texas Districts were held at our Lake and won by Art Nazro, keeping the trophy in Fleet 282 where it has been since the fleet was formed in 1956. Bob Giles went to Lake Jacomo for Labor Day and won their annual Regatta.

COLUMBIA FLEET (283)

Pacific Northwest District

Sailing on Columbia River, Portland, Ore.

Fleet Captain.....Charles Hoskins
Fleet Secretary.....Robert Snethen
Fleet Champion.....Wes Prisbrey
Runners-Up.....John Benedetti & Fredi Tauscher

Boat No.	Boat Name	Skipper
1021	.....	Bruce Evans
2635	.....	William Kingston
5457	Cathy Ann	Duncan A. McLauchlin
5481	Araab	John De Benedetti
5593	.....	Paul Fischer
5728	.....	Palmer Torvand
5938	Willy Willy	Earl Bradfish
6061	Sassy	Fredi Tauscher
6442	Jaunty	Frank Meeker
6488	.....	Rod Anderson
6584	Why Not	Day Hilborn
6592	Perky	Joe Vergeer
6716	Blitzen	Charles S. Hoskins
6999	Spook	Don Case
7049	.....	Wes Prisbrey
7083	.....	Richard S. Foster
7111	.....	Richard Blickle
7905	.....	Clifford Soderbach
8084	Overture	George Clarke
8349	.....	Neil Axelson
8383	Black Magic	Ted Allen
8497	.....	Robert Gould
8532	.....	George Frye
.....	.....	Paul Stern
.....	.....	Bob Wallin, Measurer

The Columbia Lightning Fleet 283 looks back on the '63 season as its most rewarding and active to date. There were more races, more active boats and many wonderful new people with new boats. One particular family, who never sailed before bought a used boat and were flying the spinnaker on planing reaches near the end of the season; but, accidently capsized, late in the season, in a race which was abandoned for lack of wind and won our "Bloopers Trophy". Our Fleet Champion, new to Lightnings, but with 22 years of experience in Penguins, International 14s, Mercurys, etc., really shook up the troops with his superior helmsmanship and super-sloppy rigging. (I guess it works)?

Members of our fleet trailed as far as Vancouver, B.C. and San Diego, California and also participated in events in Seattle, Washington, and Eugene, Oregon.

Winners of our races were as follows: Rose City Yacht Club Series and Rose City Regatta: Wes Prisbrey; Portland Yacht Club Regatta: John Benedetti; Barber Series: Richard Blickle; Rose City Yacht Club Small Boat Regatta: Fredi Tauscher.

The season closed with a 5 race, Rose City Yacht Club, Fall-Winter series (cold and wet) and a Christmas party at Bob Wallins Houseboat. We hope everyone had a good time and we are looking forward to an even better year in '64.

PARTHENON LIGHTNING FLEET (286)

Greek District

Sailing on Phaleron Bay, Greece

Fleet Captain.....George Prokopiou
Fleet Secretary.....Andrew Sinopoulos
Fleet Champion.....Sotiris Brinis

Boat No.	Boat Name	Skipper
5768	Astrapi	Stavros Papadeas
5769	Thiela	Evangelos Hatzioanou
6544	Drosopoulos	Sotiris Brinis
6545	Crisanthis	Tasos Deligeorgis
6749	Alkioni	Helmis Spiridon
7219	Krinis	G. Andreadis
7569	Trudy	A. Sinopoulos
7738	Paula	George Prokopiou
8048	Marinella	Robert Hutto
8396	Riravlos	John Goulandris

There were more races organized this year by the Royal Yacht Club and the Old Phaleron Yacht Club than ever before. Beautiful weather for ideal year-round racing prevailed and enabled the organization of eight races by the Royal Yacht Club and two races by the Old Phaleron Yacht Club. There was a race nearly every week-end during the good weather. The results of those races are as follows:

A series of races was held for the cup donated by John Goulandris, and won by Skipper Stelios Bonas. Evangelos Hatziouanou, skippering boat #6545 won the races for the Bouboulina Cup, and Andy Sinopoulos, sailing club boat #6544, won the races for the cup of Elpidos.

In the races organized for the ladies, Mrs. Odil Gristsi won both cups of Niridon and Proinis Proponiseos.

A team race in a series of three races held between the Royal Yacht Club and the Hellenic Naval Academy was won by Skippers of the Royal Yacht Club.

Only three boats participated in our fleet championships and Sotiris Brinis won over Skippers Deligeorgis and Papadeas.

DOLPHIN FLEET (287)

Greek District

Sailing on Saronicos Bay Waters, at Piraeus, Greece

Fleet Captain.....Cpt. K. Margaritis RHN
Fleet Secretary.....Lt. Manioudakis

Boat No.	Boat Name	Skipper
4633	Skiron	H.R.H. Princess Irene
6135	Dolphin	Cadet I. Koyntouriotis
6136	Ksifias	Cadet G. Liberopoulos
6623	Iris	Cadet Ens. O. Eskitzoglou
6943	Triena	H.R.H. Crown Prince Constantine
8045	Kleo	Cadet H. Sotiriou
8046	Erato	Cadet E. Bouzakis
8047	Iro	Cadet D. Lioumis

Fleet 287 which is affiliated with the Royal Hellenic Cadet school organized one series of races for the annual Cup of 28th October day, in which participated all the Clubs. The winners of the races were skipper Takis Bonas with crew. A. Bonas and E. Anapliotis, sailing boat #6963, second place was captured by V. Hatzioanou skippering boat Hrisanthis of 286 Fleet and third Tsandilis sailing the boat Drosopoulos of Royal Yacht Club.

ARGONAUTIS FLEET 289

Greek District

Sailing on Pagasitikos Bay, Greece, Volos Yacht Club

Fleet Captain.....Demostenis Sarigianis
Fleet Secretary.....George Tsiklas

Boat No.	Boat Name	Skipper
5733	Iason	A. Vardas
6139	Aeolis	Alex Zisis
6407	Stratis A	D. Sariyianis
6952	Thetis	George Georgas
6953	Iolkos	A. Georgatzis

Our Fleet, affiliated with the Volos Yacht Club, has seen another active sailing year and the following races were organized from May to October.

Our boat "Iason", skippered by G. Georgas placed 9th in the District Championship.

Our promising junior skipper Alex Zisis, with Demosthenes Katsinaris and George Magolias, sailing the "Iason" won the races for the cup of Juniors.

A race held during Navy week and one for the cup of Agria was won by A. Georgatzis and the victory also went to A. Georgatzis, with D. Katsinaris and N. Vazouras as crew, in a 22 miles race to Kala Nera.

We hope that by next racing season we will be able to replace some of our older boats and either build or buy newer ones to enter into competition.

FLOTILHA DE LIGHTNINGS DE ANTONINA (290)

Sailing on Antonina, Paranagua Bay

Fleet Captain.....Ralph A. Hauer

Boat No.	Boat Name	Skipper
3000	Moleque	Ralph A. Hauer
5119	Toro	Heinz Rucker
3850	Tirano	Jorge Goncalves
5120	Teimoso	Roberto S. Ozorio

NO REPORT

ROSARIO FLEET (292)

Argentine District

Sailing on Parana River at Rosario

Fleet Captain.....Luis Rudoy
Fleet Secretary.....Mario Robert
Fleet Champion.....Luis Rudoy
Runner-Up.....Felipe Negroni

Boat No.	Boat Name	Skipper
4426	Huayna	Hector Rudoy
4543	Alfil	Mario L. Scarabino
5027	Bambi	Justo Pellejero
5740	Bagual	Carlos M. Pusterla
7036	Maria Ele	Felipe Negroni
8032	Alua	Alfredo de Gregorio
8335	Metejon	Carlos Lavarello
8415	Piolin	Eduardo Roygt
8775	Trigenino	Alberto Mon
8776	Sabre	Luis Rudoy
.....	Abril	Carlos Miguel
.....	.....	Felipe Negroni
.....	.....	Ricardo Veogt

First is the Lightning "Maria Ele" and second Alberto Migone—The Argentine Championship.

Have successfully accomplished another Regatta period, with the participation of a lot of racers.

During this present year of 1963 we count in quite important championships with twelve Lightnings in wonderful regatta shapes.

We think that our racers will amount to the number of 20 for the next season.

These competitions took place on the Parana River. Finally the principal figures came up in the following order:

The Annual Champion: Luis Rudoy, with his new boat "SABRE", and second-Champion: Felipe Negroni with his "MARIA ELE".

FORT GIBSON SAILING CLUB (293)

Central States District

Sailing on Fort Gibson Lake, at Wagoner, Oklahoma

Fleet Captain.....Lee Bentley, Jr.
Fleet Secretary.....Bill Quisenberry

Boat No.	Boat Name	Skipper
180	Call Me Madam	Lee Bentley, Jr.
3458	Rotsa-Ruck	Bob Parkhurst
4342	Between the Sheets II	Dan Toll & Ed Ligon, Jr.
5775	.....	John Howard

Very few fleet races this year. Bob Parkhurst sailed the class to Victory in the first annual Tulsa Tribune Relay Race where nine different classes competed in relays. Dan Toll sailed to a honeymoon in Norway. Bill Quisenberry sailed out of the class by selling his boat to John Howard. As the season closed, the dock collapsed due to low water in Fort Gibson Lake. 1963 was eventful but quiet.

RICHMOND COUNTY YACHT CLUB (295)
Metropolitan District
Sailing on New York Lower Bay & Raritan Bay, Great Kills, N. Y.

Fleet Captain ..... Dan McDonnell
Fleet Secretary ..... Dorothy Dennen
Fleet Champion ..... George Dukes
Runner-Up ..... Mark Milnes, Jr.

Boat No.	Boat Name	Skipper
423	.....	Ray Zickle
897	Cotton Maid	Fred Dickson
2230	Ballerina	Jack Hearn
2705	L'Etoile	Thomas Dennen
3602	Sweet Lelani	Frank Hammond
3670	Trade Winds	George Dukes
4416	Green Sleeves	Jim Burri
5144	Djinn	Dan McDonnell
5147	Go Mad III	Ben Marshall
5432	Bad News	Tom Hyland
5433	Minuit	Mike Mitrov
5762	Kool Kat	Mark Milnes, Jr.
6101	Avenger	Dr. Walter Hausheer
6349	Kerry Dancer	James E. Hannon
6527	Thespian	Ted Daddow

George Dukes and crew relaxing after race in "Trade Winds".

Our season began earlier this year than in the past with three Tune-up Races beginning May 19. We welcomed two new boats to our fleet at the start of the season with the addition of Ben Marshall's "Go Mad III" and Mike Mitrov's "Minuit". Later we added two more boats, Jim Hannon's "Kerry Dancer" and Ted Daddow's "Thespian".

For our summer series we used the Cox-Sprague scoring system and found the results satisfactory. After a rough start which had two boats capsizing in one race we managed good weather, good wind and fine sailing. The races were so close that it was the last race of the eleven race series that decided the winners—surprisingly enough the order of the last race was the order of the championship. George Dukes sailed his "Trade Winds" to capture the cup, followed by Mark Milnes, Jr. in "Kool Kat" and Tom Hyland in "Bad News". Georgia Dukes won our Ladies Race this year to keep the trophies all in one family.

On August 17-18 we held the R.C.Y.C. Open Regatta with high winds and high seas. The racing was rough but enjoyed by all who attended. Sandy Huntsman of Monmouth Boat Club sailed off with the trophy with Tom Hyland and Ben Marshall trailing in that order.

Our three race Fall Series sailed in one busy weekend was won by Tom Hyland who beat out George Dukes and Mark Milnes, Sr. The LeMans Race in its second year has become a club classic. This years' race was sailed for hours without wind. Anchors came in handy, even a bit of kedging might have been involved. Tom Hyland managed to get the first drink at the bar of the Keyport Yacht Club—thereby winning the race.

Although our own schedule was full we managed some travel to neighboring races sending three boats to the Long John Regatta and Monmouth Boat Club Spring Series. Six Boats sailed to Red Grant Regatta at Perth Amboy where Mike Mitrov made a "grand entrance". Two boats and six hardy crewman journeyed to the Quantico Regatta.

Our wonderful all girl race committee—Mildred Cassaza, Doris Thompson, and their leader Emily Reynolds was in its usual tip top condition, and did a better than ever job.

To build our future fleet we inaugurated Sailing and Life Saving Lessons for children under fourteen, which was extremely popular due to the great efforts of teacher Tom Hyland our 1962 Champ.

The question of dry sailing is again being bandied about with the ever present possibility of a change in our rules for next year.

With our fleet growing each season and club interest on the upswing it is doubly sad for us to report we will be losing our Commodore Frank Hammond to the environs of Philadelphia. Frank and Grace, charter members of our Lightning Fleet, have done so much for our fleet, for racing and for good fellowship over the years, that they will be very sorely missed by each one of us.

ODD WINDS FLEET (296)
Central States District
Sailing on Wyandotte County Lake at Kansas City, Kansas & Jackson County Lake at Jackson County, Missouri

Fleet Captain ..... Bruce Brand
Fleet Secretary ..... Charles St. Clair
Fleet Champion ..... Gordon Reabe
Runner-Up ..... Paul E. Vardeman, Jr.

Boat No.	Boat Name	Skipper
191	North Star	Robert DeLaurier, Robert Trefz, Keith Zimmerman
772	.....	Don Ayres & Jim Tjoslat
1270	Chon Coune	Robinson Douglas
1338	Wind Song	David J. Rielly, Jr.
1787	Work Pau	Robert M. Hoover & Wm. F. Hoover
1801	Carma III	Paul Ebbers
2246	Gee Gee	Earl Stone
2715	Alibi	C. W. Arnold & Wood Matthews
2883	Sans Souci	Jim S. Dart
2888	Connie	James S. Cambron
2949	.....	Robert McMillen
3339	Black Duck	George H. Gurley
3457	.....	William Spann, Jr.
3718	.....	Ken W. Hamilton
3764	.....	Lynn Baier
3975	.....	Bill Moore
4002	Hope	Lynn V. Bowman
4125	.....	Stan Bernhardt
4477	Apache	Willie Davis
4483	Brenda J	Dr. Charles E. Nickson, Jr.
5083	Firecracker	Dr. Albert Preston
5124	The Ole Miss	William C. Branton
5203	Fede	William Hunter
5426	Sheba	Herman Frietsch
5465	Pabu	Ralph I. Passman
5472	G Whiz	James Nicol
5705	Adsum	Charles St. Clair & Fritz Leamon
6060	Echo	Sea Scout Troup #55
6245	Vava Voom	Charles Cannon
6408	Burley	Carrol C. Kennett
6464	Hi-Hopes	Donald G. Skouse
6555	Luffer Boy, Jr.	William Collet

6608	Able Annie	Bill Mullens
6706	Widgeon	Milton H. Adler
6950	Heartilee	Richard O. Joslyn
7043	Sunbeam	James E. Daugherty
7060	On The Rocks	Karl Schmidt
7481	Geisha Girl	Bruce B. Brand
7482	Jeanie B.	Robert Morgenthaler
7551	Rutchen II	Gordon F. Reabe
7626	Hustler	Robert A. Cunningham
7740	.....	Geo. T. O'Renick
7897	Red Raider	Ernest Hubbell
7935	Gimcrack	Paul E. Vardeman, Jr.
8142	Sea Fever II	Dr. Richard H. Kiene
8428	Merry Gale Too	Dean Arnold
8404	Miss T. Kupp	Clark Kuppinger
8568	Willie G.	Paul Allin
8643	Reef Raft	Jack Couchman
8843	.....	Charles W. Dalman

Who can tell when one season ends and another begins with this fleet. Bottoms weren't dry last fall before the winter training sessions began—even the pros learned a little—that took us right up to spring paint and varnish time. In April we were treated to a week-end lecture series on tactics by Snipe sailor Ted Wells in Topeka. With this sort of inspiration we enthusiastically launched into a long racing summer of drifters. We did manage a spring and fall series of seven and eight races respectively, an occasional Sunday off and some regattas.

Since the fleet persists in its' growth, Saturday afternoons spent with experienced skippers helping the newcomers has become part of the routine. It seemed time well spent when eight of the nine boats we took to the districts finished in the top half with Fleet Champion Gordon Reabe moving up to District Champ.

We left our mark at the Topeka Invitational by taking the first three spots—Paul Vardeman first, Don Skouse second and Dean Arnold third. At our own July 4th Regatta two crewmen, Chuck Cannon, Jr., and Bob Brown, struck back by taking the helms to capture 1st and 2nd place. The Jacomo Sailing Club Labor Day Invitational brought in some good competition with Dr. Bob Giles of Dallas winning first and Paul Vardeman of the home fleet coming in second. The season wind-up, the three race Last Mark Regatta, gave Paul Vardeman a chance to move up from old familiar second spot to first, with Reabe second, Skouse third, Chuck Cannon, Sr., fourth and Bill Collet fifth.

Our 15 series races decided the Fleet Championship with the usual close finish for top spot.

Spring
1st. Gordon Reabe
2nd. Don Skouse and Bill Collet

Fall
1st. Paul Vardeman
2nd. Gordon Reabe
3rd. Don Skouse

Final Standing
1st. Gordon Reabe
2nd. Paul Vardeman
3rd. Don Skouse

First year skipper award went to Jack Couchman who left no doubt we'd hear again next year from him.

That's the year just past. When you fill in here and there with bull and beer sessions at the top of the hill after a race and away-from-the-lake socializing, it seems pretty complete. The winter calendar is already starting to fill with work and study plans, so look for this fleet to be ready to go next spring—and just a little tougher to handle.

KOKKOLA FLEET (297)
Finland District

Fleet Captain ..... Vesa Ronnholm
Fleet Secretary ..... Bobi Casen
Fleet Champion ..... Vesa Ronnholm
Runner-Up ..... Bobi Casen

Boat No.	Boat Name	Skipper
5055	Vekkuli	Leo Kilponen
7159	Hula	Vesa Ronnholm
7174	Melanita	Bobi Casen

Our fleet has not got any new boats this season, and only two of our three Lightnings have participated in races, the third being quite old and in bad condition. Fleets active boats "Hula" and "Melanita" have though had a very fine season. They have participated altogether in 22 races, of which Vesa Ronnholm's "Hula" has won 12 and Bobi Casen's "Melanita" 10. Except on home waters we have also visited nearby Pietarsaari Yacht Club's Annual Regatta and the Gulf of Bothnia Regatta in Vaasa. Most of the races have been very tight, very often the time difference between the two boats was only about ten seconds in 5-7 nautical mile courses.

KOTKA FLEET (298)
Finland District
Sailing at Gulf of Finland, Kotka, Finland

Fleet Captain ..... Urpo Kurki
Fleet Secretary ..... Keijo Vesa

Boat No.	Boat Name	Skipper
5058	Santa Clara	Jorma Nikkola
5541	Sacramento	Reijo Rusi
6837	Suit Sait	Urpo Kurki
7175	.....	Johannes Lehtonen

Fleet Captain Urpo Kurki "Taking it easy".

Kotka Fleet has had a very quiet season. The only races where Lightnings participated in Kotka area were Kotka Sea-Days Regatta, which was at the same time Yachtclub KPS:s 75-anniversary regatta. Altogether 10 Lightnings from three fleets participated and Helsinki Fleets skippers took almost all silverware with them. "Suit-Sait" was our fleets only representative and she placed in about the middle of the list.

LOVIISA FLEET (299)
Finland District
Sailing in the Gulf of Finland

Fleet Captain ..... Veikko Larmia
Fleet Secretary ..... Raimo R. Nordstrom
Fleet Champion ..... Raimo R. Nordstrom
Runner-Up ..... K. Knuts

Boat No.	Boat Name	Skipper
4308	Cinderella	Mauri Soininen
4334	Pinocchio	H. Wasenius
6831	Riita	K. Blomster
6833	Still-Da-Capo	K. Knuts
6838	Katrina	R. R. Nordstrom

There is no actual change so far in number of boats or the activity of the fleet. Racing was limited to some inter-fleet events and can be considered quite poor.

We took the opportunity to arrange the District Championships once more in Lovisa in order to promote Lightning sailing here and try to raise the interest again. Our Yacht Club had their 75th anniversary and in this connection Districts Championships as well as other big races were arranged. This brought to our town 17 boats from altogether 6 fleets. Due to very little training our best boat finished as 6th only.

The once so active skippers of the fleet have been sailing less every year but we still do hope a new generation would start sailing this fine boat. How long we will have to wait for that is difficult to say. Lets still hope for the best.

WOODMERE BAY YACHT CLUB (300)

Greater Long Island Sound District

Sailing on Hewlett Bay, East Rockaway, L. I., N. Y.

Fleet Captain ..... Ray Shapiro
Fleet Secretary ..... Norris D. Konheim
Fleet Champion ..... Joe Saul
Runner-Up ..... Lou Singer

Boat No.	Boat Name	Skipper
2396	Kon-Tiki	Norris Konheim
3808	Trujay	Bernard Small
4863	Flamingo	Peter Marvin
5403	Mrs.	Samuel Sternberg
5697	Blue Bird	Herbert Walker
5880	Kalm	Irving Kalmanoff
7156	Magic	Lawrence Picker
7233	Small Missy II	Joe Saul
7705	Peg O'My Heart	Everett Ruskay
7873	Fantasy	Max Meyer
8400	Vitesse	Henry Braverman
8665	Noodle	Lou Singer
8671	Foxfire	Barbara Fox
8719	H-Life	Robert Kurtz

The Joe Saul family with Dad at the helm show off their winning form.

The Season was the best in years. Good weather. Lots of new boats. And plenty of enthusiasm. Actually, the season started back in December when the Race Committee instituted a series of Sunday lectures on Racing Rules. Some of the discussions were more exciting than the races.

Highlight of the sailing season was the Greater Long Island District Championship, for which we played host to clubs far and near. Our own Max Meyer did a bang-up job as Commodore (see District Reports). However, our gang of skippers made out poorly in the races. As they say: good experience, and wait until next year.

Joe Saul repeated his 1962 success, and copped the Club Trophy. But the big surprise was Lou Singer who not only took the runner-up trophy, but walked away with the 4th of July Regatta. In the past seasons, Lou has been improving steadily, and this year he was at the peak of his form, a consistently good performer.

Against our arch "enemy", Hewlett Point Yacht Club, we fared as usual—poorly. Peter Marvin wangled a third in the Invitational race held from our club, but in the Queen of the Bay Race, and in the East Rockaway Board of Trade Race, we trailed badly. (Good experience, wait 'til next year).

We also had our annual Ocean Race for the Fisherman's Trophy, donated by our Power Boat Skippers. Joe Saul with his crew of wife Norma and Dick Roberts, eked out a victory over Max Meyer.

In the Ladies' Competition, Our Champions' Wife, Norma Saul, reigns again, with Barbara Fox second. A tough contender was Patty Konheim (ye secretary's daughter) who took the first race, but ran into troubles in the second and third races.

No report would be complete without a bow to our Race Committee Chairman, Ray Shapiro. Ray organized the races. Patrolled the races. Handled the starts. Kept his temper. And was just plain wonderful.

1964 promises to be even better.

CHAMPLAIN FLEET (301)

Sailing on Lake Champlain, Burlington, Vt.

Fleet Captain ..... V. F. Emerson
Fleet Secretary ..... J. D. Clewley
Fleet Champion ..... J. D. Clewley
Runner-Up ..... V. F. Emerson

Boat No.	Boat Name	Skipper
582	Bali Hi	Howard Duchacek
1312	.....	Harry Donahue, Jr.
3245	Mach One	Vernon Emerson
6021	Spitfire	Fred Koerner
6336	Fouette	Bill Cimonetti
6459	Duchess	John Sidle
7216	.....	Howard Van Dine
8334	Sail-It II	Eben Sutton Jr.
8716	Shady Lady	Dean Clewley

Robert G. Sidle — A great sailor and sportsman.

The Fleet 301 report must begin on a somber note this year. Our entire membership and in fact all of the sailors in the Burlington area were greatly shocked and saddened by the death of our perennial Fleet Captain, Bob Sidle. To each of us Bob was not only a fellow Lightning sailor but a true friend, and it was largely through his untiring efforts that we had successfully hosted two major Lightning Regattas on Lake Champlain in recent years. We are pleased that Bob's boat is still being sailed by his family and hope that DUTCHESS will remain a top contender in our racing fleet.

Bill Cimonetti and Andy Davis put in some long hours this spring and had FOUETTE looking sharp and in the water early, but, alas, no one else was ready and they spent a month pleasure sailing. The first serious race was the Vt.-N. H. Championships on Lake Bomoseen which drew five boats from Fleet 301. We all had a good time and showed our neighbors that our sailing skill is increasing as Dean Clewley in his new boat took second place overall and top Vermont position.

Back in town for Mallets Bay Race Weekend, eight boats were on the line with a different winner in each of the three races. The first two boats were tied in points but after considering who beat whom, the positions were: 1st—#8716, 2nd—#3245, 3rd—#1312.

Next we got together in Shelburne Bay to race for the Shelburne Shipyard Trophy. Only four boats showed up for this series but we had enough wind for the whole Lightning Class. It blew 25 mph with gusts well over 30 and going to windward was sheer torture. However, once around the weather mark one had only to pull the board a bit, trim the sails somewhere near right and take off on a wild plane for the next mark. The Lightnings were the only class to complete two races that day and we were all completely exhausted when it was over. Overall finish order was: 1st—#8716, 2nd—#8334, 3rd—#3245.

At our fall meeting, plans were made for the coming season which we hope will involve more boats and racing than ever.

SHEFFIELD ISLAND FLEET (302)
Connecticut District
Sailing on Sheffield Harbor at Norwalk, Connecticut

Fleet Secretary.....Roger Willcox

Boat No.	Boat Name	Skipper
1177	Seazor	Charles A. Ukkerd
2936	Typhoon	Richard L. Seidman
3059	Seabird	Robert & Ann Seidman
3125	Jibe	Roger Willcox

No report for this year.

COWAN LAKE FLEET (303)
Sailing on Cowan Lake, Wilmington, Ohio
Ohio-Indiana District

Fleet Captain.....William H. Pugh
Fleet Secretary.....Lloyd Grant
Fleet Champion.....Frank H. Pfefferle
Runner-Up.....William H. Pugh

Boat No.	Boat Name	Skipper
330	.....	Walter P. Johnston
2243	.....	Richard G. Fogg
2344	Duet	Justin E. Gale
2824	Dottie B	Guy Thompson
4575	Windammer	James K. Lewis
5222	Bluebird	William H. Pugh
5504	Rebecca	George Leugers
5575	Mud Hen	Truman P. Young
5645	.....	George Colville
5761	Whyknot	Charles Richter, Robert Goebel and John W. Millard
5900	Decision II	Dr. John F. Sanker
6161	Itch	Jim & Betty Schudel
7512	.....	F. W. Mesloh
8002	Ruby	Frank H. Pfefferle
.....	.....	Dr. William P. Barnes

Cowan Lake Fleet #303 enjoyed a very active racing season of twenty-six club races. The season was divided into spring, summer, and fall series and regattas on Memorial Day, Fourth of July, and Labor Day. The surface of this little inland lake is a mass of sails every Sunday afternoon as more than seventy boats of all classes are racing simultaneously. The starting and finishing guns sound like the local gun club has set up on location.

Fleet champion again this year was the old master Frank Pfefferle who was hard to beat in the fleet races. A newcomer in the win column was Bill Pugh with his son Dick at the helm. Dick earned his skipper rating in the local Sea Scout Lightning and then talked his dad into getting a fast Lightning of the family's own. It paid off. Dick is runner-up in racing and Bill Pugh was elected Fleet Captain. It is good to see a member of the young training group develop into a top notch skipper.

Our Fleet #303 was represented on the regatta circuit by Frank Pfefferle and Jim Schudel. Frank trailed his boat #8002 to North Cape Yacht Club-Toledo, for the Annual Great Lakes Championship, and again for the Ohio-Indiana Districts. In September and October he followed the circuit to Port Clinton for the Snow Flurries and to Buckeye Lake for the Snow Ball. He was fifth in the Snow Flurries and finished in the middle of the fleet in the other regattas.

Because Jim and Betty Schudel were having their boat refinished, they had a rather late start in the sailing season. They did manage to race in 9 regattas and finished 28 races.

Jim borrowed a new boat from Buckey Powless of Columbus, Ohio, and finished 3rd in the Indiana Open Lightning Championship at Indianapolis in May; and placed about the middle of the fleet in the 14th Annual Great Lakes Championship at North Cape Yacht Club-Toledo.

Their own boat "Itch" #6161, was now completed and they raced it for the first time this season, in the Ohio-Indiana Districts held at North Cape Yacht Club and placed 3rd. After taking a 2nd at the Port Clinton Yacht Club Annual Invitational, they sailed a week later at Detroit and finished 3rd in the Detroit Edison Regatta.

With the help of Bud Nelson they were able to place in the top 30 after the 3 qualifying races, and competed with the other Ohio-Indiana qualifiers George Fisher and John Ranft in the North American Championship at Tawas Bay, Michigan.

Late in September they attended the 2nd Annual North Cape Yacht Club Regatta and a week later placed 2nd in the Annual Port Clinton Snow Flurries Series. They ended their season by sailing in beautiful weather at the Snow Ball Series, Buckeye Lake-Columbus, Ohio.

Retiring Fleet Captain Charlie Richter sparked the competitive spirit in the day sailing section of Fleet #303 by running a "No Spinnaker" series of races. This brought out many "first time" boats to the starting line. They liked the racing aspect of sailing and expect to enter the Fleet races next year.

PORI FLEET (306)
Finland District
Sailing at Pori, Finland

Fleet Captain.....Viljo-Pekka Mehtonen
Fleet Secretary.....Viljo-Pekka Mehtonen

Boat No.	Boat Name	Skipper
4050	Samba	Simo Valli
4330	Kaje	Vainan Vartijat (Boy Scouts)
5061	Leena	Leena Vanhakartano
5546	Lokki	Sulo Aarnisalo
5547	Ticca	Timo Lohikoski
7882	Pipsa	Pekka Bergman
7886	Viehe	Viljo-Pekka Mehtonen
8213	.....	Berndt Schulze
8214	Martina	Marten Nyberg

No report.

OULU FLEET (307)
Finland District
Sailing at Oulu, Finland

Fleet Captain.....Nils Hammar
Fleet Secretary.....Nils Hammar

Boat No.	Boat Name	Skipper
4304	Pohjantahti I	Junior Section of Oulu Yachting Club
4305	Ramona	Assa Inkala
5552	Kikka	Yrjo & Markku Paloma
7184	Thalatta	Hans Andersen
7185	Onnetar	Lasse Hammar
7186	Pohjantahti II	Harry Hammar
7981	Meriheila	Veikko Lepisto
8653	Hula	Kari Lukkarila

Onnetar in breezy wind. (Holy Smoke, a Skipper hiking!)

In our previous report we were hopeful about better sailing conditions for the coming season and we were not deceived in this. We have really enjoyed the best possible sailing summer with the most glorious conditions we have ever had.

Our Fleet of 7 boats lost last winter "Ramona" no. 4305, having been sold outside our club. Ramona was however replaced by a new mahogany boat "Hula" #8653 owned by Kari Lukkarila. This belongs to the Oulu seagoers Club. So the number of the boats was the same as the previous year. Hula was sailing very lively in all competitions and in waters around Oulu.

Oulu Sailing Regatta 1963 26-27-28th of July was the culmination of sailing activity of all the three Sailing Clubs in Oulu. "Pohjantahti II", Harry Hammar, was the winner 1st day—getting hold of "Meklarimalja" for one year. The second day sailing was won by "Onnetar", Lasse Hammar. On the third day the competition was won by Hula, Kari Lukkarila. The highest points in the Regatta went to Onnetar, Lasse Hammar, who got hold of "The Lightning Challenge Cup" for the next year.

During Oulu Sailing Regatta "Kikka", Markku Paloma, was taken on trailer from Oulu to Lovisa in South of Finland where The Finnish Lightning Championship Sailings were taking place 26-30th of July. Kikka with 39 points won the 8th prize.

On August 8-9th was held the competition of "Sahkomalja II" (Electric Cup II). The prize winners were 1st day, Pohjantahti II and 2nd day, Kikka. The cup was won by Pohjantahti II, Harry Hammar.

All the boats of Oulu Fleet were often seen in club competitions and even sailing around the waters about Oulu.

"Pohjantahti I" owned by Oulu Sailing Club has been in possession of junior sailors all the summer. Unluckily its mast was broken during the Regatta in Oulu and there couldn't be found a new one in all the country.

During the summer co-operation with Kemi Fleet has been successful and we are hopefully looking forward to the coming season. In conclusion we want to report that we have been very satisfied with the season, which can be added to the annuals of our Fleet as one never to be forgotten.

RAAHE FLEET (308)
Finland District
Sailing at Raahe, Finland

Fleet Captain.....Aaro Heikkila
Fleet Secretary.....Aaro Heikkila

Boat No.	Boat Name	Skipper
5542	Kousa	Aarno Heikkila
6834	Tavi	Alpo Lukkarinen
6835	Lippa	Esko Roihu

NO REPORT

LAKE OF GREIFENSEE (309)
Switzerland District
Sailing on Lake of Greifensee at Greifensee, Switzerland

Fleet Captain.....Werner Uster
Fleet Secretary.....Dr. Fred Zobrist
Fleet Champion.....Werner Uster
Runner-Up.....Emil Beyer

Boat No.	Boat Name	Skipper
5993	Pluto	Walter Oertli
5994	Zibo	Dr. Fred Zobrist
6321	Monika	Hans-Ulrich Schmassmann
6736	Wega	Fritz Gfeller
7241	Margy	Fred Aregger
7352	Koralle	Emil Beyer
7353	Sibajak	Werner Uster
7590	Mascotte	Herrmann Himmel
8504	Chinoock	Ernst Schulthess
8769	Dasi	Max Denzler
.....	Zuk	Werner Willi
.....	Svala	Walter Roth
.....	Karin	Werner Stich
.....	.....	Walter Hug
.....	.....	Eugen Fullemann
.....	.....	Heinz Zobrist

While our fleet has suffered a little from racing apathy on the part of several skippers our old timers SIBAJAK and KORALLE carried on under difficulties throughout the season with little competition. However all members are holding tightly to their precious Lightnings until sufficient stimulant can spark keen racing activity again.

The season 63 opened on March with two interlake race series and continued through with two final races of the season on October. In the beginning for the year 63 the fleet registered the transfers of the Lightnings MONIKA and WEGA to new skippers and members. Four more boats were launched during the past season. We still are busy in making propaganda for the Lightning class and do hope to enlarge the fleet next year.

We are looking forward to renewed activity in 1964 with interest in special races as well as regular series. Good fellowship races will be held to encourage participation by our interlake races. We expect to help beginners. As usual there will be skull sessions this winter in preparation for next springs sailing.

KEMI FLEET (310)
"THE NORTHEST LIGHTNING FLEET IN THE WORLD"
Sailing at Gulf of Bothnia, Kemi and Tornio, Finland
Finland District

Fleet Captain.....Aarne Hedberg
Fleet Secretary.....Juhani Hedberg
Fleet Champion.....Juhani Hedberg
Runner-Up.....Arvo Perkkio

Boat No.	Boat Name	Skipper
4012	Leena	Jouni Miilumaki
4136	Nina	Aulis & Kalervo Naykki
4324	Vire	Otso Nylander
4325	Maryana	Kirsti & Heikki Laitinen
4326	Lokki	Teemu Ulen
4328	Irene	Pentti & Juhani Hedberg
7177	Marina	Aulis & Kalervo Naykki
7891	Viri	Arvo Perkkio
7892	Anita	Pentti Hedberg
7893	Ilsa	Paavo Rantasuo
8219	.....	Jorma Riekko

Our fleet has been very active during this season, and the Lightning Class is already the biggest racing class in our northern town, and it seems that the interest is growing more now that the Class got IYRU recognition. We will be getting at least two more boats for next season and one boat, former District Champion, Marina, No. 7177, was bought by our members Aulis and Kalervo Naykki this autumn. One older boat, No. 4325 changed owners and has been racing actively this summer.

Our racing season started June 2nd when seven Lightnings participated in yacht-club KPS's (Our host club) Spring Race. The amount of boats was fleets spring participation record. The race was very tight and Arvo Perkkio got the winners gun. Second was Juhani Hedberg's "Irene", third, "Lokki", fourth, "Ilsa", fifth, "Anita". On the Midsummerday our Lightnings started with the bigger boats on a Longdistance Race. Weak winds were good for Lightnings and the overall winner was Arvo Perkkio's "Viri", second Juhani Hedberg's "Irene".

Fleet Championships were sailed on July 20-21. First start was sailed in unsteady and weak winds and soon the other competitors could see that the fight was to be between brothers Juhani and Pentti Hedberg. Juhani's "Irene" got a lucky puff on the last mark and got enough lead to cross the finishing line first. Third was A. Perkkio with his "Viri". On second day the course was on open sea. The race was very tight in puffy and unsteady wind. "Irene" got leading position on a short downwind leg, where several skippers had troubles with their spinnakers, and was able to keep her lead, so that Juhani Hedberg won the Fleet Championships with two first positions. Second over finishing line came Arvo Perkkio's "Viri" getting the Runner-up points. Third "Anita" P. Hedberg, fourth "Ilsa" Paavo Rantasuo, fifth "Lokki" Teemu Ulen, sixth "Nina" A. & K. Naykki, seventh "Maryana" K. & H. Laitinen, eighth "Leena" Jouni Miilumaki.

After the Fleet Championships some of the fleets boats visited on the neighbour fleet Oulu, where there was a regatta. Our boys did not fare so very well, but they learned to sail in bigger races and got many new friends. Our fleet donated a trophy to be raced between neighboring fleets Raahe (308), Oulu (307) and Kemi(310). The races will be held either in Oulu or Kemi.

On the first weekend of August our Lightnings took part in Selkasarri-Round race. We had quite a lot of troubles in that eventful race. First, on the first part of the race one boat had to come a long way back as they had forgotten to round one mark. Later the same boat went on rocks and had to withdraw as their rudder broke. Fleet Champion J. Hedberg's "Irene" sailed on an unmarked fishermens' net and stood fast. They did not break anything but lost a lot of time before they got the boat freed. Fleets oldest boat "Leena" had to withdraw when they got so much water that they could not bail it out quickly enough. Pentti Hedberg had got his "Anita" trimmed at last and won the race superiorly. Second Paavo Rantasuo with "Ilsa".

At the last weekend of August skippers gave their boats to their crews for a Crew Regatta. After three exciting races the Crew Champions were decided. Winner was "Anita's crew Esko Hukka, second "Viri's" Jouko Tolonen and third "Isla's" Reijo Vaisanen.

Seven Lightnings participated in KPS Autumn Race. The race was very even and A. Perkkio got the winners gun for his "Viri" about twenty seconds before P. Hedberg's "Anita". Third "Irene", next "Ilsa", "Maryana", "Leena" and "Nina".

Colourful and exciting racing summer had ended and now started the plans for even more active season for next year.

DUNKIRK HARBOR FLEET (311)

Based on Southeast shore of Lake Erie, New York

Fleet Captain ..... Warren McPherson
Fleet Secretary ..... Mrs. Lois King
Fleet Champion ..... Phil Ellian
Runner-Up ..... John Foster

Boat No.	Boat Name	Skipper
613	Eagle	Erie Lawson
748	Gypsy	Phil Ellian
968	Hot Flash	Warren McPherson
1823	Sally 4th	Frank Gibb & Nealon Cudney
.....	.....	A. J. Van Poortvliet
1910	Sur Les Pointes	Graydon Smith
2801	Mystic	John W. King
2858	Svenska Flicka	Ted R. Carlson
3574	Onaire	John Baran
7744	Flame	Al Schilz
8150	Zajj	John Foster

L. to r. — John Foster, Sherry Foster, Al Schilz with Fleet 311 Season trophies.

Fleet 311 enjoyed a fine sailing season in 1963. We had a full racing schedule on Sundays and Holidays plus a Wednesday evening series which proved popular for breaking in new crew members and giving long suffering crewmen a turn at the tiller.

The most encouraging sign of the season was the improved performance of the entire Fleet. New sails, gear and plenty of teamwork have promoted competition with everyone out there to win.

Phil Ellian in his venerable #748 turned the trick again to take the Fleet Championship for the second year.

John Foster's #8150 "Zajj" sailing her second season turned out to be the boat to beat, winning three out of five series and runner-up for Fleet Champ.

Al Schilz unveiled his newly completed kit boat early in June and after a bit of getting acquainted began winning his share of the victories.

The Four "Gypsies" of the Fleet, Schilz, Foster, Ellian and King travelled to Hamilton, Ontario for the Lake Erie Districts. Then off to Chautauqua Lake in August for an inter-club regatta hosted by the Chautauqua Yacht Club.

The popular Silver Lake Regatta drew five of our local boats and although the famous shifty winds were a real challenge it was a memorable weekend.

All this regatta-hopping sparked such enthusiasm in the Fleet, that at this writing, plans are well under way for an invitational "icebreaker" regatta to be held June 6th and 7th. It is our first attempt at such a major undertaking, but under the leadership of Fleet Captain Warren McPherson and a break from the weatherman we feel sure of success.

The city sponsored, Fleet directed Jr. sailing program completed its second season with 50 children participating. Sherry Foster will direct the expanded program in 1964 and with the city promising a batch of Phodes-Bantams, we expect great things from our junior sailors!

One of our charter members Don Greve, left our area, but his boat #1823 was purchased by Frank Gibb and Neal Cudney. Eire Lawson's #613 has gone to Chautauqua Lake, but A. S. Van Poortvliet, who gained his early sailing experience on the bays in Holland, is awaiting delivery of a new hull, keeping our Fleet total at ten boats.

So with everyone hard at work on various regatta committees, brushing up on rules and tactics, and thinking hard how to squeeze another knot of speed out of the old hull next season, summer doesn't seem so far off at that.

LEGA NAVALE ITALIANA FLEET (312)

Italian District

Sailing on Torre Astura Bay a Anzio

Fleet Captain ..... Alberto Costa
Fleet Secretary ..... Giacomo Fagnano
Fleet Champion ..... Guido Tulli
Runner-Up ..... Maurizio Di Segni

Boat No.	Boat Name	Skipper
5419	Strake	Alberto Costa
6728	Vincenzina	Dario Di Segni
6810	Mascherina	Alvaro Rocchi & Mario Piccoli
7238	Strake 2nd.	Maurizio Di Segni & Sandro Di Segni
8621	Lilian	Giacomo Fagnano & Guido Tulli

The Fleet entered many events and took the victory in several of them with Strake 2nd and Lilian, the new boat of the fleet, which won with four first on five races the Italian Championship at Sastellammare.

Two Crews of the fleet: Tulli, Fagnano, Piccoli, and Maurizio Di Segni, Sandro Di Segni and Marcello Jarach, are entering the World Championship of the I.L.C.A. The long and expensive trip has not permitted to these crews to race with their own boats.

SASSAFRAS RIVER FLEET (314)
Dixie District
Based on Sassafras River, Md.

Fleet Captain ..... R. Duke Miller
Fleet Secretary ..... "Doc" Walbert
Fleet Champion ..... Robert Short
Runner-Up ..... "Doc" Walbert

Boat No.	Boat Name	Skipper
89	Debbie Sue	Paul Krajeski
545	Tar Baby	R. Duke Miller
590	Care Free	C. K. Mast
1523	Star Dust	Bob Horne
1878	Valkyrie	Nancy Lewis
2453	Silver Bill IV	John Grenoble
2737	Marion Rose	W. L. "Doc" Walbert
3338	.....	George Smith
4085	Witch Craft	Sally Clark
5730	Gepek	Gordon Short
5977	Blue Angel	Jesse Matlack
6160	.....	Bing Bortel
8251	Circus Wagon	Bob Short

All races of the K.P.S.C. "Race Schedule" are handicap: This report scores the scratch time of Lightnings only, as they finish across the finish line:

FIRST SERIES

1st Bob Short — Circus Wagon — #8251
2nd Paul Krajeski — Debbie Sue — #89
3rd Duke Miller — Tar Baby — #545

SECOND SERIES

1st Bob Short — Circus Wagon — #8251
2nd Doc Walbert — Marion Rose — #2737
3rd Duke Miller — Tar Baby — #545

JULY 20 — EARLY BAY RACE — 9½ MILE

Winner Bob Short — Circus Wagon — #8251
Runner-up Duke Miller — Tar Baley — #545

SEPT. 14 — LATE BAY RACE — 9½ MILE

Runner-up Paul Krajeski — Debbie Sue — #89

The K.P.S.C. sailed with the Lightning Class at the Chester River Yacht and Country Club Regatta at Chester Town, Md.

First—Sonny Matlack — Blue Angel — #5977
Second—Doc Walbert — Valkyrie — #1878
Third—Sally Clark — Witch Craft — #4085

One hundred and thirty boats of many classes took part in the three day Regatta. The weather was hot but good and everyone enjoyed themselves.

Metlack Trophy — 5 Mile

Donated by Jesse M. Matlack of Sansdowne, Pa. and Kentmore Park

Winner Bob Short — Circus Wagon — #8251
Runner-up Dr. John Myers — Scratch

Mitchell Trophy — 5 Mile

Donated by R. C. Mitchell of Kentmore Park and Hollywood Beach, Florida

Turn-a-bout Race — 5 Mile

Each Skipper draws a name from the hat and sails the boat owned by that name. The winner receives the Mitchell Trophy.

Winner Dr. John Myers — Gepek — #5730
Runner-up Bill Haddock — Valkyrie — #1878

Miller Trophy — Moonlight Race — 2 Mile

Donated by Capt. Duke Miller — this Trophy is permanent and is a carton of Beer all done up in pretty ribbon and the winner must not ever drink it; YES; that is right. Capt. Duke just could not stand the thought of the winner drinking his Beer — The Race must be sailed in the moonlight, and is so much fun looking for markers that most often are not even found.

Bill Winter — Sailing "Scratch" was awarded the Miller Trophy.

JUNIOR SERIES

Every other Saturday morning — Total of 8 Races over a two mile course.

First John Myers — Scratch
Second Larry Matlack — B.A. — #5977
Third Ronell Winter — Scratch

The Juniors of K.P.S.C. and Fleet #314 are to be congratulated for their skill, sportsmanship, and interest in Junior Racing. The boats they sail are mostly 18 or 19 foot sloops and not their own and adults are not allowed on board. Through practice and studying of the rules, they have mastered their ships well, and even showed the oldsters a trick or two. Yes, the K.P.S.C. and Fleet #314's fine group of Juniors are worthy of a bit of praise, Believe Me:

Lightning Class Fleet #314

WALBERT TROPHY

(1) Duke Miller — Tar Baby — #545
(2) Doc Walbert — Marion Rose — #2737
(3) Nancy Lewis — Valkyrie — #1878

SKIPPER'S TROPHY

(1) Bill Haddock — Valkyrie — #1878
(2) Duke Miller — Tar Baby — #545
(3) Larry Matlack — Blue Angel — #5977

BUSS NEFF TROPHY

Donated by Buss Neff of Claymont, Del.
(1) Larry Matlack — Blue Angel — #5977
(2) Bill Haddock — Valkyrie — #1878
(3) Doc Walbert — Marion Rose — #2737

CHAMPIONSHIP HONOR

Winner Bob Short — Circus Wagon — #8251
Runner-up "Doc" Walbert — Marion Rose — #2737

We had a wonderful sailing season and welcome Bob Horne and Jim Elliott to our Fleet. There are others among us looking around for Lightnings and we wish them success in their efforts. We are looking forward to a larger and happy sailing Fleet next year.

Alice Eyler — Skipper of Marion Rose for the Junior Series.

YACHT CLUB DE CHILE (317)
Valparaiso, Chile

Fleet Captain ..... Hugo Lathrop
Fleet Secretary ..... Radivoj Pesut
Fleet Champion ..... Radivoj Pesut
Runner-Up ..... Daniel Elton

Boat No.	Boat Name	Skipper
7493	Oannes	Sergio & Gabriel Traverso
7494	Kanela II	Hugo Lathrop
7533	Ljubica III	Renato Sukno Sr. & Renato Sukno, Jr.
8127	Argosy	Radivoj Pesut
8136	Loalid	Manuel Ibanez

Although we did not have many races in the last season in our waters, our members took part in all the important races held in our area and in the District.

Our former member Marcos Brieva took 3rd place at the District Championship which was raced in Antofagasta (Fleet 319) in January.

Four of our boats participated in the qualifying races for the World's in Peru. This regatta was organized by the Fleet 342 in Con-Con. Radivoj Pesut took 3rd place in #8127, Dan Elton (8136) was 8th, Renato Sukno Jr. (7533) was 9th and Hugo Lathrop (7494) was 12th. Pesut as skipper with Manuel Lagunas and Jaime Apablaza were one of the crews who represented Chile at the World's.

The District Championship for 1964 will be held in our waters.

ROYAL LAKE OF THE WOODS YACHT CLUB (320)
Midwest District
Sailing on Lake of the Woods at Kenora, Ontario

Fleet Captain ..... Tim Furgale
Fleet Secretary ..... H. Douglas Latter
Fleet Champion ..... Gordon Konantz
Runner-Up ..... Jim Richardson

Boat No.	Boat Name	Skipper
4387	.....	Peter Burrows
5633	.....	J. W. Dangerfield
7435	.....	Jim Richardson
7506	Sandpiper	W. L. Palk
7507	.....	James E. Coyne
7508	Diane's Mink	H. McDonald
7509	.....	Daniel Sprague
7510	.....	L. Johnson
7513	Lady Kitty 3rd	Don Paterson
8164	.....	B. Konantz & Gordon Konantz
8243	Lazy Loon	R. W. "Bob" Richards
8416	.....	Gordon Osler
8442	.....	H. D. Latter
8477	.....	Mrs. R. E. Moore
8478	.....	Tim Furgale
8855	Phantom III	E. B. Osler

On July 1st, Monday, our annual "Gage Cup" handicap race around Coney Island was held for all classes. This opening race of the season proved to be quite strenuous due to gusty winds up to 35 M.P.H. and resulted in two 20' scows capsizing, one Lightning going on a reef drifting ashore, srtiking a tree and being dismasted. The results were as follows:

(1) #7513—Don Paterson
(2) #7435—J. A. Richardson
(3) #8243—Bob Richards

The second "Powder Puff Derby", was held on July 7th by the Royal Lake of the Woods Yacht Club with lady skippers at the helm and only one male crew allowed per boat. In contrast to the first race—held last year in winds up to 40 M.P.H., the conditions this year were ideal and the race was won by Mrs. Jane Paterson, in #7513. Following the race, an excellent Buffet Lunch was served by the Ladies Committee of our Yacht Club.

On July 13th, some of our Members attended the Handicap race, for the "Bonnycastle Trophy", at Clearwater Bay, Ontario. This races is open to all classes and consists of two races. This event called for agile hiking, with winds of 20 M.P.H. and rainy gusts up to 35 M.P.H. The 20 yachts entered in this handicap race consisted of 11 Lightnings, 5 Y-Flyers 2 Albacore, 1 Lazy "E", and 1 Crosby. Sailors from our Fleet did not place in either of the two races and Dr. Max Desmarais, from West Hawk Lake, Manitoba, sailing a Y-Flyer took the series for the second consecutive year.

Our annual "Nanton Cup" cruising race took place on July 14th, Sunday, at 10 A.M. and was open to all classes; starting at "S" Island and ending at our Yacht Club. The final standing of this race were:

(1) #8164—Bill Konantz
(2) #7435—J. A. Richardson
(3) #8243—Bob Richards

Three of our Fleet members trailed 400 miles east to Port Arthur, Ontario to attend the "Temple Reef" Sailing Club, Lightning Regatta, Fleet #279, held at Amethyst Harbour. This Regatta consisted of 3 races, and the series was taken by Keith Campbell of Fleet #277 with three first places. We were most impressed by the wonderful hospitality extended us by our hosts, and the wonderful way in which they ran their Regatta over the two-day period.

Back at our Yacht Club on July 28th, Sunday, we held our "Manitou Stretch" Lightning race and this cruising type of race resulted in the following standing:

(1) #8164—Gordon Konantz
(2) #7435—J. A. Richardson (Junior)
(3) #7506—Hugh Palk (Junior)

1963 was the second year that our club has imported a top Junior Instructor from down east to instruct our Junior sailors in a series of classes, broken up into two watches, with each watch getting two days of instruction per week, plus one day of racing. The July, Wednesday series, consisting of four races, for Junior Lightning skippers was won by Jim Richardson, (Junior), in #7435.

The Royal Lake of the Woods Yacht Club's annual Lightning Regatta was held on August 4th and 5th, Saturday and Sunday, and the "Galt Cup" was presented to Keith Campbell for winning this series of three races. Results of this series as follows:

Annual Regatta, August 4th and 5th, 1963 — Royal Lake of the Woods Yacht Club, Kenora, Ontario.

(1) Keith Campbell, Fleet #277
(2) Jim Richardson, Fleet #320
(3) A Tie—Gordon Konantz, Fleet #320
Bob Leaper, Fleet #277

Second Race—
(1) Keith Campbell, Fleet #277
(2) Bill Moss, Fleet #277
(3) Bob Leaper, Fleet #277

Third Race—
(1) Keith Campbell, Fleet #277
(2) J. A. Richardson, Fleet #320
(3) Don Paterson, Fleet #320

Final Standings—
(1) Keith Campbell, Fleet #277
(2) J. A. Richardson, Fleet #320
(3) Bob Leaper, Fleet #277

During this Regatta, a wonderful Smorgasbord party was held at Bob Richards camp for all sailors and their families.

On August 10th and 11th, Saturday and Sunday, our Fleet attended the Clearwater Bay, Lightning Regatta, Fleet #277, at Clearwater Bay, Ontario, 18 miles west of our Yacht Club and participated in three races, with the final standing as follows:

(1) Gordon Konantz, Fleet #320
(2) A Tie—Bill Moss, Fleet #277
Keith Campbell, Fleet #277

Several enjoyable and hilarious parties were given by members of the Clearwater Bay Fleet for all skippers and children.

On August 18th, Sunday, a special Lightning Class race was held on the "Manitou Stretch" and the course covered approximately 20 miles and this particular race was won by Charlie Paterson, (Junior) in #7513.

The "Kenora Cup" open handicap race for all classes, was held on August 31st, Saturday, and approximately 10 Lightnings, 1 Y-Flyer, 1 "X", 5 20' Scows, 1 28' Scow, 1 Lazy "E", and 1 Junior Flying Dutchman, entered this race. In winds gusting up to 25 M.P.H. Larry Leach, sailing a 20' Scow managed to out run the rest of the Fleet to take home the silverware by out maneuvering Jim Fields, also, sailing a 20' Scow, about a mile from the finish line and was not seriously threatened again. Cam McCulloch, in a Y-Flyer from West Hawk Lake caught a squall near the Club House and shot across the finish line to take second place. McCulloch, with crew member Nick Rodgers, buckled into the hiking trapeze, passed Bill Konantz's Lightning—100 yards from the finish, in a spectacular last gasp move.

The "August", Wednesday series, consisting of three races for Junior Lightning skippers was won by Jim Richardson, Junior, in #7435.

This marks the end of the first season of organized sailing in the North-West Sailing Association. Final standings in N.W. S.A., based on the best six out of nine races sailed between R.L.W.Y.C. of Kenora, the Clearwater Bay Yacht Club and Temple Reef Yacht Club, Port Arthur are:

(1) Keith Campbell, Fleet #277
(2) Gordon Konantz, Fleet #320
(3) J. A. Richardson, Fleet #320

The North-West Sailing Association Regatta is open to Lightnings only. Nine races were held during the summer, 3 at each of the competing clubs; Temple Reef, Port Arthur, July 20th and 21st, 26 boats entered; Royal Lake of the Woods Yacht Club, August 4th and 5th, 25 boats entered; and Clearwater Bay Yacht Club, August 9th and 10th, 33 boats entered.

LA SPEZIA FLEET (321)

Italian District

Sailing on Golfo della Spezia, La Spezia, Italy

Fleet Captain.....Aldo Leone
Fleet Secretary.....Maurizio Del Santo
Fleet Champion.....Campionato Ligure

7188	Zenith	Circolo Velico
7190	Azimuth	Circolo Velico
7191	Sakr el Bahr	Maurizio Del Santo
7363	Milky Way	Aldo Leone

During this past year the activity was limited at only three races. The reasons was imputed, bad season, absence of Skippers, and many other reasons.

The new year find us with a maturing group of young skippers and we hope them well.

SETAUKET YACHT CLUB LIGHTNING FLEET (323)

Western Long Island Sound District

Sailing on Long Island Sound at Port Jefferson, N. Y.

Fleet Captain.....Donald Coyle
Fleet Secretary.....Frank Atkinson
Fleet Champion.....Frank Atkinson
Runner-Up.....Gerald Dennehy

Boat No.	Boat Name	Skipper
1671	Frenzy	Joseph Childs
2104	.....	Gerald Dennehy
2709	Gambit	Don Coyle
2964	Wee Tikki	Al Glenn
3199	Four Bits	Tom Burke
3494	Firecracker	Wm. Schoen
3573	Plumb-Bob	Frank Atkinson
3730	Nereid	James Burnett
6434	Gilly-Galloo	H. William Stiles
6616	Playmate	John Burlin
7168	P D Q	Holland Redfield

For Fleet 323, 1963 was the year that saw more boats, more racing, and a healthy growth in Fleet activities. Although some of the veteran's of the Fleet moved up to larger cruising type craft, the ranks were swelled to 11 memberships, one more than last year. As to racing, this year's program of 21 races was the most ambitious yet. Racing schedules alternated between Saturday mornings and Sunday afternoons on alternate weeks. Two series were run; four boats met the required qualifications of at least 6 races in the first series, and 7 boats qualified with 7 out of the 11 races of the second series.

The Fleet 323 season statistics look like this:

	First Series		Second Series		Races Season		%
1st	3573	Atkinson	3573	Atkinson	(16)	Atkinson	.990
2nd	2104	Dennehy	2104	Dennehy	(11)	Dennehy	.720
3rd	3730	Burnett	3493	Schoen	(15)	Schoen	.664
4th	3494	Schoen	3730	Burnett	(13)	Burnett	.583
			1671	Childs	(11)	Childs	.454
			2709	Coyle	(11)	Coyle	.448
			6616	Burlin	(7)	Burlin	.348

Many individual members had an outstanding year. Frank Atkinson, after a so-so season in boat #3050 last year, came into his own with #3573. Frank nailed down the Fleet Championship by winning 15 out of the 16 races he sailed. Gerry Dennehy collected 2 wins, and 6 seconds out of 11 races (and sailing the second oldest boat in the Fleet at that). Bill Schoen and Jim Burnett proved they could top the "old pros", too. Bill did it by grabbing a first in Race No. 3, Jim in Race No. 8. Both Jim and Bill have been improving steadily and should be a serious threat to prospective Fleet Champs next year.

Some of our members had their share of troubles. Al Glenn got started well for the season, but fell and broke his arm. After only 2 races, Al was out for the rest of the season. Don Coyle, after a delayed launching, split his boom in the 11th race, broke his mast in the 12th, and got disqualified in the 13th and 14th races. Jack Burlin and Joe Childs collected their share of DSQ and DNF notations in the score sheets, too. Tom Burke had some problems as well and only managed to sail in 4 races, unfortunately not enough to qualify for either series.

Sad to say, 2 of the better Skippers in the Fleet were lost to us when "Dutch" Redfield and Bill Stiles both forsook Lightnings for M.O.R.C. Yachts before the season was well underway.

Other Fleet activities included a series of pre-season classes on boat tuning, racing rules and tactics. Fleet Champion Atkinson even got into some outside activity, with entries in both the Glen Cove and Cedar Point Invitationals. As always, there were those things planned, but not accomplished—which now are planned for next year. Among the things not done, but definitely "on deck", for 1964 are:

(1) At least 1 Fleet entry in the districts.
(2) More entries in local Invitationals.
(3) More Fleet memberships and better competition within the Fleet.

Less certain, but still in the scheming stage are:

(1) A team challenge with Fleet 98 (or any other Fleet which is interested).
(2) The possibility of the first Setauket Yacht Club Invitational Lightning Regatta.

PENSACOLA LIGHTNING FLEET (324)
Sailing from Pensacola Yacht Club at Pensacola, Florida

Fleet Captain ..... James A. Krippes
Fleet Secretary ..... John R. Magee
Fleet Champion ..... James A. Krippes
Runner-Up ..... John R. Magee

Boat No.	Boat Name	Skipper
3870	Nautilee	Wayne Lee
5716	.....	Lane Gilchrist
6158	.....	Willis A. Lebourveau
7349	Scallop	James A. Krippes
7867	Marietje	William Soule
8544	.....	Navy Yacht Club
8721	.....	John R. Magee
8890	.....	R. L. Crongeyer & Paul Schreck

Fleet 324 grew in size and activity. There were tune-up races weekends from April until Fleet Championships in August, and Invitational Regattas sprinkled in from May through October. There were two newcomers to the Fleet—Will Lebourveau, #6158, and The Navy Yacht Club's new fiberglass boat, #8544, with which Al Prevost took a 3rd at the Cotton Carnival Regatta. Jack Magee's fiberglass replacement of his old Lightning was enough to move Bill Soule out of the runner-up slot, but not enough to displace Jim Krippes as Fleet Champion.

Ed Overton, from Fairhope, dominated the early invitational Regattas at Pensacola in May and June, the GYA at Bay Waveland, and the July Districts at Pass Christian; but Jim Krippes dominated the Regattas in the last half of the season—5 Flags Regatta at Pensacola in August, Fairhope Regatta in September, the Navy Cup Regatta and Pensacola Yacht Club Regatta in October.

Joining the Fleet this November, too late to enter this season's major activity, is Bob Crongeyer's and Paul Schreck's new fiberglass boat #8890. Bob has returned to the Fleet after a few seasons in the ocean-cruising class and left as Fleet Champion. Paul has finished 3rd in the National Mallory Cup Series for the past two years — was within one point of the leader going into the final race this year. This competition should sharpen up the Fleet.

GRAND TRAVERSE YACHT CLUB (326)
Michigan District
Sailing on Grand Traverse Bay at Traverse City, Mich.

Fleet Captain ..... William VanEpps
Fleet Secretary ..... Gordon Cornwell
Fleet Champion ..... Ken Lindsay
Runner-Up ..... Gordon Cornwell

Boat No.	Boat Name	Skipper
119	.....	David Mulcahy
820	Poor John	John Yates
1557	Mary Ann	Phil Keway
2120	Gladto-Meacha	Chuck Meach
2138	Hustler	John McGuffin
3386	.....	Paul Hazelton
3398	Floozy	Don Owens
4417	.....	Harold McGlothlin
6593	Bar-Bet	Bill Novak
7065	Huvna	Richard Thirlby
7227	Pip	Kenneth Lindsay
8001	Charge	Chuck VanHorn
8208	4-Sail-2	Gordon Cornwell
8282	Tiger	Warren Cline
8338	Hondo	William VanEpps

We have an enthusiastic Fleet, composed of 14 boats, which competed regularly every weekend this summer. This is a dedicated group bound together by the great interest of sailing! We sponsored many social functions, often including the children, and show evidence of a very eager youth group coming up.

The "A" Fleet Spring and Fall Series were consistant with Ken Lindsay, Gordon Cornwell and Charlie Van Horn taking honors in that order. The "B" Fleet saw Don Owens and John McGuffin taking first and second in both series and Dave Mulcahy taking 3rd in the Spring Series and Harold McGlothlin 3rd in the Fall Series. The fleet is getting better as a whole and the races closer and more competitive. Our Junior Pram Series saw young Tom Lindsay taking after his father showing everyone else the way around the course.

George Smith Memorial Invitational Fleet on Grand Traverse Bay.

Our Third Annual George Smith Memorial Invitational was held August 10th and 11th and proved its usual great success. We had real wind and sea and outside of a few capsizes and equipment failures everyone seemed to enjoy "sailing" at its best. Leo Wasserberger took home the big hardware for the second straight year and John Berry and Ken Lindsay tied for second.

Three of our boats went to the Districts coming home saying "Wait till next year"! They did have a fine time and felt Crescent Y & S Club were tremendous hosts.

We again based our operations at the Marina and Hope by sailing time next year to have a building erected that we can call our home.

JYVASKYLAN LIGHTNING LAIVUE (328)
Finland District
Sailing at Lake Paijanne, Jyvaskyla, Finland

Fleet Captain ..... Urho Brusi
Fleet Secretary ..... Veikko Miettinen
Fleet Champion ..... Martti Nurminen
Runner-Up ..... Ilkka Lilja

Boat No.	Boat Name	Skipper
3924	Pluto	Vaino Valli

Light air during team race between Fleets 328 and 349.

4139	Dinorah	Risto Eloranta
4310	Heta	Juhani Ahonen
4335	OK	Osmo Konkola
5059	Maarit	Pentti, Tapani, Matti & Maarit Paatola
6838	Katrina	Veikko Miettinen
7161	Flamingo	Raimo Vikstrom
7173	Meritahti	Timo Laes
7179	Sami	Jaakko Multanen
7180	Mary	Erkki O. Jussila
7884	Pepiitta	Kari Hamalainen
7885	Mona-Lisa	Martti Jormakka & Raimo Hirvonen
7982	Tuulia	Kalervo Airaksinen
7983	Nina	Ilkka Lilja
8212	Mary-Ann	Matti Nurminen
8217	Delfin	Esko Saltevo
8654	.....	Ola Olavinen

Fleet 328 has just finished a very active season, which has consisted of much sailing and especially racing, and also much winter work with racing rules and tactics.

Our racing season began June 2nd, when the gun sounded for the first practice-series race. There were during summer 20 of those practice races and the participation for them were always 6 or 7 Lightnings. Best in the series was Martti Nurminen's "Mary-Ann", but our fleets youngest skipper Ilkka Lilja gave him tight competition in every race.

Also in Fleet Championships, which consist of four heats, the fight between Nurminen and Lilja ended only in the last heat, when Nurminen nosed his "Mary Ann" over the finish line about three feet before "Nina".

Past season's most exciting race was the team race between Jyvaskyla and Lahti Fleets, which was sailed on the southern end of Lake Paijanne. Teams consisted of three boats each and the race had three heats. After two races the points were even and tensions were high. On the last race our fleet got one point lead and the much wanted victory. Many thanks to the Lahti Fleet for the tight competition. Our fleet's team was "Mary-Ann", "Nina" and "Sami".

Fleet Champion and Runner-Up went to the District Championships to Loviisa. Results showed that our skippers had learned a lot since the previous District's.

Let's see how big our young fleet is next year.

SEVERN RIVER FLEET (329)

Dixie District

Sailing on Chesapeake Bay, Annapolis, Md.

Fleet Captain ..... M. E. Ringenbach
Fleet Secretary ..... Bill Somers
Fleet Champion ..... Bill Somers
Runner-Up ..... Frank Walter

Boat No.	Boat Name	Skipper
663	Nudnick	Joseph G. Caplan
2097	.....	Tom Hopper
2971	Wynken	Morgan H. Baldwin Jr.
3087	.....	Dr. Charles H. Bondurant
3088	Diastole	Tracey Coleman
3352	.....	William H. Daiger
3403	.....	George Bradey
3509	Valkyrie	Dr. Vernon Mountcastle
3659	Flying Carpet	Kenneth Cooper
3966	Arib	Frank J. Hughes
4835	.....	Joseph O. Danko, Jr.
5025	Clarissa Marie	H. Warren Cooper
5075	Jolly Roger	Walter Wappaus & Frank Volpe
5079	Woozle	M. H. Ringenbach
5409	.....	Dave Bruce
5786	Jills	Lt. Col. Ira McMann
5791	Blinken	Morgan H. Baldwin Jr.
6523	Alison	John Waldo
7235	.....	Robert Cassidy
7844	East Wind	Bill Somers
8375	Blue Skies	Frank Walter
8379	Ta'Aroa	Franz & Sheila Schneider
8420	Scrimshaw	Rod McNeil
8661	.....	Richard A. Stevens
.....	.....	Frank G. Mullins
.....	.....	James Roland

Fleet 329 continues to grow in numbers and in enthusiasm. The highlight of the season occurred on July 13 and 14 when Fleet 329 played host for the Dixie District Championship. A total of 45 Lightnings competed during this two day competition. As a result of these races, Franz Schneider and Frank Walter of Fleet 329 were among those chosen to represent the Dixie District at the North American's. Not bad, considering that Fleet 329 is only three years old. We enjoyed being the host club this year and we wish to thank the Dixie District for choosing us.

The health of a fleet is directly proportional to the participation of the members in fleet races. During the course of the season, a total of 30 fleet races were conducted. The results of these races were as follows: 1st place, Bill Somers; 2nd place, Frank Walter; 3rd place, Moe and Dan Ringenbach; and 4th place, Rick Stevens.

In addition to the fleet Races, Fleets 329 and 50 conducted two inter-fleet races (one on the Severn and one on the Potomac). As a result of the excellent turn-out by both fleets for the two events, it was decided to hold this event each year and purchase a perpetual trophy to be awarded the winning fleet. Fleet 329's motto is "Wait until next year".

Family fleet sailing, inaugurated as a first this season has been received with considerable enthusiasm by the fleet members and their families. A number of juniors, namely: Dan Ringenbach, Gail and Janet Walter, Vernon and George Mountcastle and Rod McNeil continue to take part in the junior courses in racing. Giving an indication of what is to come. Our George Mountcastle came in second in the Cadet Nationals. Dan Ringenbach took a second in the 2nd year junior racing on the Potomac, while Gail Walter took a first in the 1st year junior racing. It won't be long before they are strong contenders for the Fleet Championship. (Watch out, Dads.)

The Quantico Regatta, one of the highlights of the Lightning sailing season, was attended by six Fleet 329 Skippers.

As last year, eight regattas were held locally—three sponsored by the Severn Sailing Association, three by the Annapolis Yacht Club, one by the Indian Landing Boat Club on Round Bay and one by the Potapskut Sailing Association on the Magothy.

As shown below, our Fleet members did well at Regattas both at home and away.

Regatta	Finish
South New Jersey Championship	1st
Spray Beach Y. C. Regatta	1st
Little Egg Harbor Y. C. Regatta	1st
Red Dragon Canoe Club Regatta	2nd
Indian River Regatta	2nd
Annapolis Fall Regatta	2nd

As a result of our excellent sailing waters, in the heart of the Chesapeake Bay Area, our social activities (summer sailing picnics and at least two winter parties), and our enthusiasm for racing, we are in an excellent position to offer outstanding Lightning Fleet opportunities for the avid sailboat racing fan and his family.

Come and visit us in '64.

CRAB ORCHARD FLEET (330)

Mississippi Valley District

Sailing on Crab Orchard Lake, Carbondale, Illinois

Fleet Captain ..... W. R. Scott
Fleet Secretary ..... Ernest Heyworth
Fleet Champion ..... W. R. Scott

Boat No.	Boat Name	Skipper
2210	ID	Donald Shoemaker
4826	Vindicta	Donald Zerban
5217	Ziggity Zailor	Ernest Heyworth
5226	Manta Sea	Ernie Limpus
6978	Idler	Gerald Gilbert
8011	Miss Bon Bon	Ernie Limpus
8091	Sasi II	Wilson R. Scott, M.D.

This year, for the first time, the "Mississippi Valley District Regatta" was held on Crab Orchard Lake. It was the second time that this young group, members of the Miss. Valley Assoc. had held a district regatta. Those skilled enough to take home the hardware were:

The Wilson Scotts. "Get down Mary Lou, you're rocking the boat.

First—Culley Cobb	From—Nashville, Tenn.
Second—Mitch Bohenkamp	From—St. Louis, Mo.
Third—Tom Brizendine	From—Greenville, Ky.

Many hearty sailors stayed on after the districts for the Egyptian Cup Regatta. This proved to be wet and Calm. All of us, even the saltiest of salts, found this a disgusting combination. Some of the more persistent souls were:

Wilson Fly
Crit Currie
Bob Llovet

This year's race season was divided into three parts. They were an Eager Beaver Series, the Summer Series and the Frost-Bite Series: all were dominated by Wilson Scott. Back in the pack, well away from Scott's beautiful Sasi II, the real competition; varnish scraping, yelling and piracy, occurred. Don Shoemaker and Ernie Heyworth shared second place for most of the season; Don becoming the victor in the final race.

Most of our Fleet of 1963 Lightnings are being traded, sold and rebuilt to form an even better fleet of boats for our coming 1964 Sailing Season. We welcome Stan Redick to our group. At the recommendation of the fleet, Stan bought a Lightning after winning over the invincible Scott in his very first race.

Things that we of Fleet 330 will be looking for in '64 are: Ernie Limpus and his new "Miss Bon Bon". He has no excuses now unless his crew revolts. Wilson Scott, of course, will have a '64 model and with his usual brand of sailing will be showing the fleet the transom of "Sasi III" instead of "Sasi II". And maybe a couple of the more sneaky salts will be showing up with some changes that will mean the difference between winning and losing.

Our Lightning group attended more regattas this year than last. We hope other fleets are beginning to recognize our newly found ability to compete here at Crab Orchard Lake and on the road.

Fleet 330 welcomes all passing Lightning tramps interested in enjoying our lake and our hospitality. Our Regatta date has been set for June 6 and 7.

SQUAM LAKE LIGHTNING FLEET (332)

New England District

Sailing on Squam Lake at Holderness, New Hampshire

Fleet Captain	Dick Blair
Fleet Secretary	Howard O. Wood
Fleet Champion	Howard Wood
Runner-Up	Dave Closson & Robert Wherland

Boat No.	Boat Name	Skipper
6668	Turnbuckle	Watson A. Rand
7022	Galaxy	L. B. Flint
7329	Avenger	Robert Custance
7944	Typhon	Richardson Blair
8241	Go-Mo-Shun	Robert Wherland & David Closson
8352	Spindrift	Arthur Unsworth
8512	Vigilante	Howard Wood

Closson-Wherland syndicate vs. Wood syndicate.

A 10-race summer series and a 6-race championship series gave the Squam Lake sailors a full season under conditions varying from light shifty air with rain to strong gusty northwest blasts.

We raced on courses in three different parts of the Lake and held one 'Round-The-Lake' Race which encircled 15 Islands. These varied courses certainly keep the skippers on their toes, but more important our races were seen by residents all around the Lake. This exposure of our activities is building up interest in Lightnings and already we have two new members lined up for next summer—Ted Harding and John Bennett. We wish them and their newly acquired boats the best of sailing.

Our summer series could not have come out closer. After the final race "Go-Mo-Shun", owned jointly by Dave Closson and Bob Wherland, and "Vigilante", sailed by Howdy Wood and his family, were tied in points. Each boat had beaten the other the same number of times and each had taken three first places. How close can you get? After reading the fine print in our racing circular, Howdy Wood was determined the winner. There wasn't much question about second place—obviously Dave Closson and Bob Wherland. Third place honors went to Bob Custance, who incidentally had two first places; and fourth, to Bert and Bea Flint, who progressed very well after a shaky start.

With a record of 3 firsts and 3 seconds, Howdy Wood won the Championship series, followed by Dave Closson. Third place was taken by Dick Blair in spite of his perpetual spinaker difficulties and fourth by Bert Flint.

On August 1 and 2 next summer, Fleet 332 is going to be the host for the New Hampshire-Vermont State Championship Regatta. With this to plan for and with an enlarged fleet, we are looking forward to a busy and interesting summer.

PALM BEACH FLEET (333)
Florida District
Sailing at Palm Beach, Fla. on Lake Worth

Fleet Captain.....Eugene H. Carpenter
Fleet Secretary.....William B. Cudahy

393	Old Lightning	Graham-Eckes School
1155	Salty	Marjorie Tylander Willes
3437	Leprechaun	Graham-Eckes School
4499	Blue Lightning	Graham-Eckes School
5081	Helen Hywater	Eugene H. & Dr. Eugene W. Carpenter
6615	Joint Venture	Graham-Eckes School
6667	New Lightning	Graham Eckes School
7406	Fair Lady	Robert D. Tylander
7808	Ellie Sue	Graham-Eckes School
7945	Hy-Tailin	Edward Crawford
8063	C. Sharp	William B. Cudahy
8325	Geronimo	Adrian Van Voast
8526	Little Spirit	Graham-Eckes School

The Palm Beach Lightning Fleet kicked off its 1963 season with a wild and wooly New Year's Regatta. In addition to the usual physical handicaps that one might expect (i.e. splitting headaches, eyelids at half-mast, unquenchable thirst and general lack of vitality) we also were overly endowed with wind. When the wreckage was cleared, Bill "The Fox" Cudahy with his charming wife Lynn emerged victorious. A nasty rumor, unfounded, accused the Cudahys of curtailing their New Year's activities so as to be better prepared to cope with the demands of this Regatta. This was obviously not the case for Bob Tylander and his crew who enjoyed a refreshing dip in the waters of Lake Worth.

Bill and Lynn Cudahy, along with "Old Reliable" Larry Gerwe, continued their winning ways in the West Palm Beach George Washington's Birthday Regatta. Gene Carpenter went all out for this one, importing his dad at great expense to act as professional skipper. A slight miscalculation of the Lake Worth Tidal Current scuttled the hopes of the crew of Helen Hywater when they bumped the windward mark in the first race. (This may sound like a familiar tale to our brethren in the Central New York District). Doc Carpenter's tiller technique came back in the final race with a first place which was enough to put him in the silver. Tricky Tylander recovered from his New Year's dunking to come in with a resounding second for the series.

The highlight of the Palm Beach sailing season was our District Regatta masterfully won by Jim Vensel. As Jim received the winning gun fire-ball Eddie Crawford pulled alongside and became the proud new owner of Jim's HY-TAILIN before she ever touched the dock.

The South Florida Lightning sailors will miss jovial Jim Vensel but we are in hopes that he will return to Lightnings after his flirtation with the Finn Class. The Palm Beach sailors and the other members of the Sailfish Club enjoyed holding the District Regatta and plans are already under way for an Invitational Regatta which will be held in 1964.

The sailing Van Voast family came through with a resounding triumph in the Second Annual West Palm Beach Water Safety Regatta. They were hotly pursued by Bob Tylander who placed second in this event.

During the summer months there was considerable informal activity. Things really took a turn for the better when Bob Tylander defended the honor of the Sailfish Club with a very convincing win at Sarasota in the Sarasota Sailing Squadron Labor Day Regatta. Bob followed this triumph with another win in Miami in the Cocoanut Grove Fall Regatta. As this article goes to press, Bill "The Fox" Cudahy has just returned from Miami winning the Coral Reef Yacht Club Annual Regatta. Our own fall series is in full swing with defending champ Adrian "Rodent" Van Voast in GERONIMO tied for second place with Eddie Crawford. "The Fox" is tenaciously clinging to a slender one point lead. Gene Carpenter's professional skipper has once again been imported at great expense (to the skipper) and Bob Tylander is the new owner of Oscar Nelson's FAIR LADY. The outcome of this series will appear in next year's yearbook.

Various improvements made to our sailing facilities such as a new hoist and very nice floating dock have made sailing better than ever for the Palm Beach sailors. New Boats have been added to our fleet and we are in the process of recruiting two new sailors. One of these sailors is a real old pro named Oliver Holmes. Oliver's extensive experience in many other classes in Florida should make him a force to be reckoned with in the Lightnings. Fred Seelman is now putting the finishing touches on a brand new hull and all of us are looking forward to his debut.

1963 was a good year for sailing in Palm Beach but 1964 should be even better.

AEOLIAN (336)
Greek District
Based at Mitilini Yacht Club, Lesbos Island

Fleet Captain.....Manolis Mallidis
Fleet Secretary.....Nikos Couclelis
Fleet Champion.....Nikos Kouklelis
Runner-Up.....Panayiotis Papastefanis

Boat No.	Boat Name	Owned by
4952	Synthia	Mitilini Y.C., Lesbos Island
5495	Sappho	Mitilini Y.C., Lesbos Island
5731	Avra	Mitilini Y.C., Lesbos Island

The 1963 season will go on record as a year of progress and interest shown in sailing for the Aeolian Fleet.

The Fleet was represented during the season in all the most important events.

Our boat the "AVRA" skippered by Nikos Kouklelis, with crewmen George Protoulis and George Sifakis took seventh place in the Greek Championship at Salonica.

GALWAY LAKE LIGHTNING FLEET (338)
Central New York District
Sailing on Galway Lake, Galway, N. Y.

Fleet Captain.....Dale H. Brown
Fleet Secretary.....Everett S. Holden
Fleet Champion.....Dale H. Brown
Runner-Up.....James Dickson

Boat No.	Boat Name	Skipper
316	Wich-One	Dale H. Brown
394	Mamma's Mink	Robert H. Denham
1272	Rambler	Everett S. Holden
2632	Nite-Mare	Robert W. Race
2690	Eleanor C	Dr. William Seymour
3455	.....	Harry J. Baldwin
5155	Five Belles	James Dickson
6515	Restless	Richard B. Millard
7809	.....	Kenneth E. Buhrmaster

Champ Dale Brown #316 wins another one — how tight can you get, Dale?

Welcome aboard for our "63" report.

With a Memorial Day weekend series of 4 races and a 75% boat start for this series, this Fleet began a very successful racing schedule. July brought varied winds for the most part except on the 4th., when we had a booming, steady 20 mile "breeze". With a 100% Fleet start, this turned out to be a fine day except for Ken Buhrmaster who accidentally joined our Dunkers Club. The end of July found us drifting into the first weekend of August. However, this was our only really slow period. As August progressed, the winds returned and for 4 straight weekends everyone was happy. Labor Day weekend, our wind-up, brought us a real Donny-brook. The local Snipe Fleet found themselves going over with broken masts, etc. All Lightnings faired well with no breakage except a main halyard block.

Our Runner-up, Jim Dickson in his newly acquired #5155 joined the Dunkers Club late in the season. This unfortunate occasion kept Jim from taking home the season's hardware. However, his excellent seamanship did bring home a clean sweep (4 firsts in 4 races) in our Memorial Day Series. Jim is certainly the man to look out for next year. This year's Champ, Dale Brown, has done a beautiful job with #316 and I'm sure some of his go fast gadgets would impress the most ardent of Lightning owners.

Our growth has been beyond all expectations. With 6 boats at the start of the season, one of these inactive, we welcomed Bob Denham in #394, Harry Baldwin in #3455 and Dick Millard in #6515. This will give us an 8 boat plus one inactive next year. Not bad considering we had only 5 boats three short years ago when we organized. With more prospects in sight we see nothing but continued and healthy growth.

In handicap racing with the Galway Lake Sailing Club, Lightnings faired very well. With 20 boats racing during the season including Flying Dutchman, Highlanders, etc. Lightnings took home 1st, 2nd and 4th. Our handicap system is so successful that at one finish there were 7 various classes of boats crossing the finish line within 27 seconds! These are all big boat classes too, not Sailfish, etc.

That's it for now, see you next year.

LAKE MURRAY LIGHTNING FLEET (341)
Southeastern District
Sailing on Lake Murray at Columbia, South Carolina

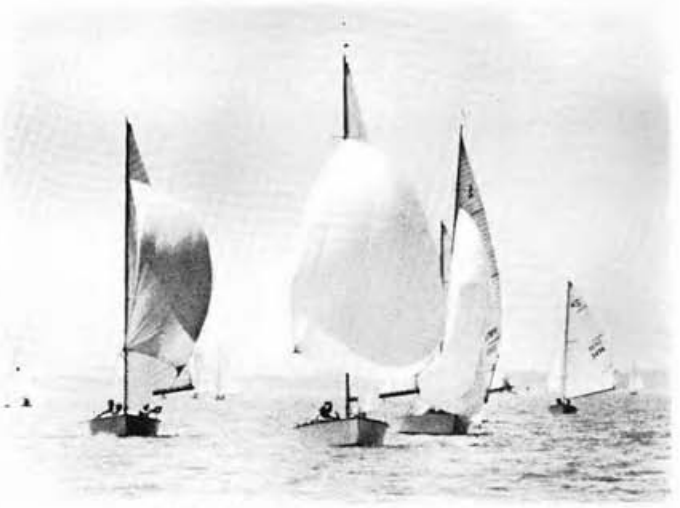
Fleet Captain.....Tom Waters
Fleet Secretary.....John Sallman
Fleet Champion.....Tom Waters #1764
Runner-Up.....1st—Irvin/McCutcheon #7728

Boat No.	Boat Name	Skipper
767	.....	William T. Hazelhurst
805	.....	Franklin MuHoel
1189	.....	Burton E. Moore
1419	.....	Dr. Shepard N. Dunn
1420	.....	Jack E. Elliot & Phil McLain
1585	.....	Thomas A. Babb
1764	.....	Tom Waters
2995	.....	Dr. Harold Jervey
5001	.....	Gerald Foster & Larry Wells
7728	.....	Dr. Warren Irvin & Tom McCutcheon
8081	.....	John B. Sallman

Fleet 341 was organized largely due to the unstinting efforts of Tom Glazebrook who was our first Fleet Captain. Our first season of racing, 1962, saw seven boats in the fleet. Foster—Wells #5001, were the fleet champions with Dr. Shepard Dunn, #1419, first runner-up and Tom Babb, #1385, second runner-up. 1963 saw eleven boats in the fleet. The majority of our races were sailed on Sunday afternoons that did not conflict with out of town regattas. The only exceptions were the Midland Regatta sponsored by the Columbia Sailing Club and Labor Day.

The annual meeting was held October 5, 1963, and the handsome trophies selected by Dr. Shepard Dunn were presented by our retiring Fleet Captain Burton Moore.

Our fleet shows every indication of increasing in size next year. There are presently fourteen Lightnings parked in the launching area. This really makes up the most popular class at the Columbia Sailing Club.



Midland Regatta, May 11, 12, 1963.

After two successful seasons of racing, with our numbers constantly increasing, we look forward to next year as being an even more competitive season. Another mark of distinction has been the recent appointment of Phil McLain as an official measurer.

OKLAHOMA CITY LIGHTNING FLEET (343)
Central States District
Sailing on Lake Hefner, Oklahoma City, Okla.

Fleet Captain.....Don R. Courtney
Fleet Secretary.....Fred Summers
Fleet Champion.....Victor Cole
Runner-Up.....Don Courtney

Boat No.	Boat Name	Skipper
231	.....	Eugene Kendall
689	.....	John N. Paschal
3427	.....	Joe M. Sears
4749	.....	Harry S. Boyd
6165	.....	Perk Walker
6357	Intrepid	Frank M. Bunch
6470	.....	Don R. Courtney
6901	.....	Dr. Fred Summers
7760	.....	O. S. Anderson
8680	.....	O. S. Anderson

Fleet 343 experienced healthy growth and increased activity during the past season. Our numbers increased from six to ten and our racing activities improved to the point where Lightnings dominated most Oklahoma City Boat Club races.

Races were battled out every Saturday and Sunday afternoon and an eight race series during September, October and November decided the championship.

We are all sorry to see our fleet champion and former fleet Captain Vic Cole leave our warm waters for Syracuse, New York. Vic has been the leader and driving force of our group since its beginning. We cannot help but be worse off by his leaving.

New blood started flowing into our club last winter with the arrival of Fred Summers. An enthusiastic Joe Sears and family joined us a few months later followed by Dr. McClure and Frank Bunch, then Perk Walker and family bought Vic Coles' boat.

Frank brings a great racing record with him, Perk was a skilled skipper in another class and Mac managed to win the first time he raced. Competition will be tighter than ever now.

The tremendous spirit and fellowship demonstrated by Fleet 343 causes us to look forward to another great season next year.

PETTIPAUG YACHT CLUB (344)
Connecticut-Rhode Island District
Sailing on Conn. River, Essex, Conn.

Fleet Captain.....Charles Wind
Fleet Secretary.....Wesley R. Jensen
Fleet Champion.....Charles Wind
Runner-Up.....Wesley G. Jensen

Boat No.	Boat Name	Skipper
20	Old Glory	Charles Wind
374	Rosie V	John P. Vann
3530	Blue Belle	Neal Johnson
5946	Whisper	Elbert H. Hawkins
6885	Chances R	Wesley G. Jensen

Pettipaug Yacht Club, located on the banks of the Connecticut River in Essex, Conn. had a very pleasant and exciting season this year. We launched our Lightning's May 31st and began our schedule of formal races.

Charles Wind, our Fleet Captain was the outstanding skipper and won the Yacht Clubs' plaque for the season's races with Wesley G. Jensen, second and John Van, third, also Neal Johnson won the club's plaque for the most improved skipper.

In July we entered in the E.C.Y.R.A. races which were held at the Thames Yacht Club in New London, Conn., and although we didn't do too well the experienced we gained was most gratifying.

The Invitational Race held at the Essex Yacht Club over the Labor Day Weekend was most encouraging. Wesley G. Jensen took first place and Neal Johnson came in second place. The Commodores Trophy at Pettipaug Yacht Club was won this year by Wesley G. Jensen.

Throughout the season the fleet had informal sailing parties, taking along picnic lunches and bathing suits. We also had a cook-out breakfast at the club before our scheduled races which was quite a popular event with the sailors looking forward to more of these.

We closed our season on decommissioning day Oct. 13th, but all are looking forward to an early start in the spring of 1964 with as much enthusiasm as ever.

LAKE GENEVA SAILING CLUB (345)

Mid-West District

Sailing on Lake Geneva, Lake Geneva, Wisconsin

Fleet Captain.....Cliff Lohs
Fleet Secretary.....Joann O'Neill
Fleet Champion.....Mel Boyington
(no runner-up listed)

Boat No.	Boat Name	Skipper
608	Dragon	Robert Heimann & Don Hendricks
4390	Rebound	Sam Zafros
4557	Zephyr	Larry Schramm
6936	Robby	Ray Robinson
7630	Sparky	William Zack
7996	.....	James Hamilton, Jack & Jim Fritz
8171	Red Witch II	Mel Boyington
8172	Vim	William Newman
8174	Quest	Frank Huml, Jr.
8175	Valiant	Val Ochsenschlager
8266	Rebel II	Fred Beitner
8286	Dauntless	Donald Akerley
8788	.....	Robert Novak

The 1963 season was another very successful one for the Lake Geneva Sailing Club, Fleet 345.

Mel Boyington with his crew Joann I. O'Neill and Sam Frederickson sailing Red Witch II, number 8171 built by the Boat Shop in Lake Geneva became Fleet Champion by winning seven firsts out of 24 season races and winning two feature races, the Cobb Trophy and Illinois Trophy races. Red Witch II amassed the greatest number of points for the completed season.

We conducted two series of six races each on Saturday and two series of six races on Sunday as our season schedule. Several new trophies were donated as follows: Mr. & Mrs. Fred Beitner donated for the Memorial Day race a trophy to be called the Sherwood Trophy in memory of Mrs. Beitners father, William Sherwood, who sailed on Long Island Sound out of Southport Harbor. Mr. & Mrs. Al Ochsenschlager donated a fifteen year championship plaque. Mr. Val Ochsenschlager made and donated a half Lightning model which was presented as the Championship Trophy to Mel Boyington's Red Witch II. Mr. & Mrs. Don Akerley and Mr. & Mrs. Fred Beitner donated several cups for presentation to the winners of a crew race who were as follows:

1st place—Marilyn Akerley sailing Bill Zacks' Sparky
2nd place—Jane Matthews sailing Bob Novak's boat.
3rd place—Joann O'Neill sailing Mel Boyingtons' Red Witch II

Chase Hess, since the clubs inception in 1958 has served as official race committee. Chase and his wife Sophie were presented with an engraved silver serving tray at the awards banquet as a token of the clubs' appreciation for all they have done for Fleet 345.

New officers for the 1964 season recently elected are: Cliff Lohs, Fleet Commodore, Bill Newman, Fleet Vice Commodore, Fleet Secretary, Eunice Heimann. Members of the Board of Directors are: Cliff Lohs, Bill Newman, Eunice Heimann, Past Commodore Chase Hess, Past Secretary Joann O'Neill and William Zack.

Much interest has been expressed in Fleet 345 and if all inquiries materialize our fleet will be greatly enlarged in 1964.

All Fleet 345 members are looking forward to a busy and competitive "64" season.

Commodore Chase N. Hess presenting the Fleet Championship awards to Mel Boyington, skipper of Red Witch II and his crew, Joann I. O'Neill and Sam Fredrickston. From left to right, Hess, Boyington, O'Neill, Fredrickson.

LONDON LIGHTNING FLEET (347)

Lake Erie District

Sailing on Fanshawe Lake, London, Ont., Canada

Fleet Captain.....J. B. Martlin
Fleet Secretary.....H. Goldt
Fleet Champion.....Ross Hirschleber
Runner-Up.....Joseph B. Martlin

Boat No.	Boat Name	Skipper
471	Thor	J. B. Martlin
2273	Jolly Rodgers	A. Rogers
5309	Redhead	A. D. Hosack
5540	Denny	L. M. Agranove
7462	Off Beat	A. Pearson
7965	Didja	R. Neville
8097	Calypso	R. Hirschleber
8130	Chinook	F. E. Roberts
8148	Goldi III	H. G. Goldt

Ross Hirschleber and crew, Paul Steinoff placed first in the Lightning Class for 1963 with Steven Martlin and crew, Joe Martlin taking second place. This year saw the loss of two members of the Fleet and a gain of three new members to bring the total to ten members. Because of lack of contestants during the first part of the season, the Lightnings sailed with the Open Class until the second series when five Lightnings were entered for the Cup.

Skipper Steve Martin with crew Joseph Martin. (Shouldn't that Spinnaker be trimmed against the pole?)

LAHTI LIGHTNING FLEET (349)
Finland District
Sailing on Lakes Paijanne and Vesijarvi, Finland

Fleet Captain ..... Erik Liljeblad
Fleet Secretary ..... Timo Rauske
Fleet Champion ..... Juhani Pirttila
Runner-Up ..... Juhani Boman

Boat No.	Boat Name	Skipper
4131	Sill-I-Dill	Arto Helemaa
4302	L.P.S.	Lahden Purjehdusseura (Lahti Yacht Club)
7160	Harakiri	Juhani Boman
7889	VIP	Juhani Pirttila
7980	Mattawunga	Erik Liljeblad & Reijo Salo

The tight racing program of Lahti Fleet consisted of several official races and besides many practice races where skippers and crews had possibilities to try riskier tactics without danger of losing points or prizes, as could have been the case in official races. On account of these practice races, the official regattas were much more interesting and exciting, as our fleet members had learned their tactics in practice races well.

One of the most exciting races in past season was the Lake Regatta, where also the representatives from Jyvaskyla Fleet (328) participated. The winner of Regatta could be decided only in the last race, when Fleet 328 skipper Llkka Lilja lost his lead in the last leg of the race to our fleets best skipper Kaj Liljeblad, who then with his "Mattawunga" won the Regatta and proved to be the best skipper on the lake area.

On the Fleet Championships Juhani Pirttila bettered his reputation, which had suffered in Lake Regatta, and won the Fleet Championship. The most dangerous opponent of Juhani's "V.I.P.", E. Liljeblad's "Mattawunga" lost the play in the last heat of the Championships, when she capsized in the strong wind. The oldest boat of fleet, No. 4131, lost her mast in the same race.

Two of our Lightnings, "Mattawunga" and "V.I.P.", took part in the District Championships in Loviisa. That was the highlight of the season for those boys, and they were very satisfied for their results in the Districts.

Fleet Champion "V.I.P." — Skipper Juhani Pirttila.

HARVEYS LAKE LIGHTNING FLEET (350)
Metropolitan District
Sailing on Harveys Lake, Harveys Lake, Pa.

Fleet Captain ..... Robert L. Casselberry
Fleet Secretary ..... Paul A. Priebe
Fleet Champion ..... Paul A. Priebe
Runner-Up ..... Archer Mohr

Boat No.	Boat Name	Skipper
819	Scotch Mist	Peter Laidlaw
5836	Mohrphun	Archer Mohr
5920	Sly Vixen	Robert Casselberry
6318	Flash	Paul Priebe

Lightning Fleet #350, racing under the auspices of the Harveys Lake Yacht Club, presented two race series this year. The major series raced on Sundays and the minor series on Saturdays. Both series were closely contested and the final positions were not decided until the Labor Day Week-end races.

1963 Final Standings

Major Series	Minor Series
1—Paul Priebe	1—Paul Priebe
2—Archer Mohr	2—Archer Mohr
3—Peter Laidlaw	3—Robert Casselberry

Archer Mohr, in his first season of racing, quickly showed his intentions of serious competition by constantly battling for top honors. Arch was ably assisted by his fine crew, twin daughters, Candy and Carol.

"Admiral Pete" continues his pilgrimages to Annapolis for reviews of rules, tactics and gimmicks with his buddies at the Academy. His crew, wife Betty and Walt Larson (a converted Comet skipper) continued to plague the rest of the fleet with superior handling of the spinnaker.

Bob Casselberry broke in a new crew this year, Sandy and Dick Bunn, and were constantly challenging the fleet at the end of the season. All the other skippers were thankful that the season was not a few weeks longer as this boat was a serious challenger. Congratulations to Bob's crew . . . They were joint recipients of the Yacht Club's SPORTSMANSHIP AWARD.

Priebe, with his regular crew of daughter Donna and son Paul Jr., hung on doggedly against the competition to retain the 'Martini Pitcher' for the second straight year. The challenge is out, however, and all other skippers are very determined to change Priebe's drinking habits next year.

The Fourth of July Regatta found all Lightning skippers and crews in the water retrieving personal belongings, as sudden gusts of wind, up to 50 mph, put all boats over in less than 45 seconds.

Post season activities included a trip to the Paupack Fleet #16, by Priebe and Mohr, for a lesson in racing Lightnings. We hope to redeem ourselves next year. Hank Fretz of the Paupack Fleet joined the H.L.Y.C. for our Columbus Day Handicap Regatta, (Lightnings, Mobjacks & Comets) taking the overall first place position. It is hoped that advance planning will allow for more participation in such inter-fleet rivalries next year.

Everyone is relaxing for the winter and trying to analyze their mistakes of the 1963 season with the hope of picking up a few seconds next year. This often is the difference of a position in the race results. We are also hopeful of adding one or two more boats to the fleet for 1964.

HOOVER YACHT CLUB FLEET (353)

Ohio-Indiana District

Sailing on Hoover Dam, Columbus, Ohio

Fleet Captain.....William F. Kail
Fleet Secretary.....Philip C. Benedict
Fleet Champion.....Alan Fischlowitz
Runner-Up.....Philip C. Benedict

Boat No.	Boat Name	Skipper
721	.....	Allan L. Richey
989	Donny Brook	Harry A. Murray
1230	Noel's Ark	Noel R. Wardwell
1261	.....	Kenneth D. Johnsen
1289	Hazel	Albert B. Snyder
1485	Horn Pipe	William F. Kail
1658	.....	Caldwell B. Richeson, Jr.
1803	.....	Michael C. Mickelson
2826	Martha's Leprechaun	David P. Sweeney
2827	.....	John B. Haist
3379	.....	Robert F. Cooper
3569	Viking II	Robert S. Caldwell
3766	.....	William H. Rogge
4865	Pooh	Alan Fischlowitz
5208	.....	John D. Casson
6769	.....	Kurt Kleinmann
8393	Lagniappe	Philip C. Benedict

The first active season of racing was completed this past summer and a very successful one it was. As this report is written Hoover Yacht Club is not quite two years old and we boastfully point out that already there are almost 90 members and over 40 sailboats all types included. Naturally the strongest class is the Lightning and it is growing by leaps and bounds. In the past year Lightnings have almost doubled.

The sixteen race series was won handily by Al Fischlowitz with a perfect score of eight firsts on the 50% qualifying basis. Al also trailered to several out of town regattas and while he did not bring home any of the hardware he made a very creditable showing against the "experts". Enthusiasm is very high within the fleet and a large number of skippers are being seen on Wednesday nights at the sailing classes conducted by Fleet #43, Buckeye Lake Yacht Club. Front runners in the persons of President Jay Limbaugh, District Champion George Fisher, John Ranft and other top notchers are conducting the classes and giving away their secrets. A number of the skippers in Fleet 353 have put their boats up for sale and will purchase newer ones for the coming season.

This report would not be complete without mentioning the also successful Skipperette Series. This series was also won handily by Harry Murray's capable and cute to boot daughter, Jan, with a perfect score of all firsts!!! Pop Murray is no slouch either, having finished right behind the runner-up in the Fleet Championship Series.

We are all looking forward to renewed activity in the coming year and high hopes for a continuation of our phenomenal growth!!!

FLOTTA DEGLI ESTENSI FLEET (355)

Sailing on Porto Garibaldi Bay at Lido degli Estensi

Fleet Captain.....Dr. Luigi Bonfigieli
Fleet Secretary.....Geom. Vito Nobili
Fleet Champion.....Geom Vito Nobili
Runner-Up.....Dr. Marie G. Mantovani

Boat No.	Boat Name	Skipper
6895	Pepe 1st	Dr. Luigi Bonfiglioli
7274	Ohris	Dr. Luigi Crema
7612	Horizon 1st	Geom. Vito Nobili
8205	GoGo'	Dr. Maurizie Nonato
8361	Marianna	Dr. Ginseppe Faccini
8447	Speedy Gonzales	Dr. Mario G. Mantovani
8448	Pepe 2nd	Dr. Luigi Bonfiglioli

Fleet Activity during 1963 Season:

1. Opening Regatta June 15/16 1963
2. Selection Race for the Italian Championship June 29-30, 1963.
3. National Race — perpetual Trophy "Alessio Lanfredi". July 26-27-28—1963.
4. Inter Club Race at Marina di Ravenna, August 3-4, 1963.
5. Entered the XX Italian Championship at Castellammare di Stabia — August 1963.
6. Entered the European Championship at Castellammare di Stabia — August-September 1963.
7. Closing Season Race September 28/29, 1963.

The Fleet races during the 1963 Season have seen the boats "Horizon" and "Speedy Gonzales" alternate in the first places, also in the fleet championship the final standing closed with a tie between the 2 boats.

During this winter at least three new boats will increase the fleet.

To encourage our young fleet the Italian District of the I.L.C.A. will propose the Flotta degli Estensi as Home Fleet for the Italian Championship 1964.

Y.C.O. LIGHTNING FLEET (356)

Sailing on River Plate at Olivos

Fleet Captain.....Carlos M. Collet
Fleet Secretary.....Daniel A. Williams Camet
Fleet Champion.....Daniel A. Williams Camet
Runner-Up.....Carlos M. Collet

Boat No.	Boat Name	Skipper
4515	Flamingo	Osvaldo Bordino
7618	Repunte III	Jose L. Frangi
7743	Vanigre	Carlos Pineyro
7768	Flamingo II	Heraldo Tramaglia
8075	Gualicho	Jorge Caride
8360	Que Se Yo II	Sandra Bekker, Daniel A. Williams Camet
8412	Llovizna	Carlos Roggero, Celestino Bellaria & Mariano Moreno
8418	Mandinga II	Carlos Collet
8506	Chana	Roberto Bellinoto

Y.C.O. Fleet No. 356, Olivos, Argentina.

The Y.C.O. Fleet (356) has had an outstanding performance in its first year of life. This is because of the numerous new Lightnings, which have been added to the original ones, which formed the Fleet. It has the latest boat, which is the only one of its kind, and constructed in one of the best boat yards in Argentina. We also have outstanding Skippers and Crews, who together with our helpful and progressive Club have taken our Lightning Class to be the most important Fleet in it. We hope to be able to say very soon, like our California friends: "Y.C.O. here we come".

The results of the Fleet Championship are the following. Based on the races, raced during the last season.

(1st)—Daniel Williams Camet	27 pts.—#8360
(2nd)—Carlos M. Collet	39 pts.—#8418
(3rd)—Heraldo Tramaglia	42 pts.—#7768
(4th)—Osvaldo Bordino	44 pts.—#4515
(5th)—Jorge Caride	55 pts.—#8075
(6th)—Carlos Roggero	76 pts.—#8412
(7th)—Jose L. Frangi	77 pts.—#7618
(8th)—Carlos Pineyro	90 pts.—#7743
(9th)—Roberto Bellinoto	90 pts.—#8506

During this season, we have had the honor of having one of our crews in the Que Se Yo II, skippered by D. Williams Camet, take the 4th place in the IX South American Championship and also the honor of our Fleet Captain, Carlos M. Collet, with his Mandinga II, has won the Argentine Championship. We hope to have in the near future, the largest Fleet in the District which would give us great satisfaction.

Our Fleet has its center in Olives, in the Northern section of Buenos Aires and we race on the River Plate, one of the widest rivers in the world. We have winds mostly from N. to S.E., from 10 to 35 mph, and it is one of the best racing courses in the District. Our Fleet has raced 96 races in this last year, and we have a record held by Jorge Caride with his Gualicho, of having won 17 races in succession, but this was broken after he capsized in the 18th.

Our Fleet made a trip to the interior of the country to Quilme for the inauguration of a new Club and Fleet, and we brought back the 2nd and 3rd place. Carlos Collet also qualified for the Xth South American Championship in Salines, Ecuador.

Our Fleet is divided in two, 7 who race with cotton sails and no spinnakers. They are progressing and are starting to race the more important races against us.

As you can see, our Fleet is progressing even though the most important races of this season have been sailed. We continue our activities with our weekly races every Sunday.

RED DRAGON CANOE CLUB (357)

Central Atlantic District

Sailing on The Delaware River at Edgewater Park, New Jersey

Fleet Captain.....Armond R. Tomassetti
Fleet Secretary.....Armond R. Tomassetti
Fleet Champion.....Armond R. Tomassetti
Runner-Up.....Martin Gennett

Boat No.	Boat Name	Skipper
1477	Jackie	Armond R. Tomassetti
4774	Hustler	Martin Gennett
6577	Twenty-Twenty	Edward Weiss
6929	.....	George Rhawn, Jr.
7278	Hi & Dri	Hy Winitsky
8782	Mamma's Mink	Bob Wolcott

Red Dragon Canoe Club, Central Atlantic District.

Though the home of one of the newest Lightning fleets, the Red Dragon Canoe Club is one of the older clubs in the United States. Formed in 1882 the club established sailing regattas in 1885, two years before the formal incorporation of Red Dragon in 1887. At that time they were racing 15 foot yawl rigged canoes carrying upwards to 220 square foot of sail as did the yawl "NIXIE"—the 1887 Club Champion.

During the years since then, there has been an evolution of different sailing craft and classes at Red Dragon. Presently our largest class is our Thistle fleet with 24 boats. We are also the home of fleet No. 1 of the Celebrity Class. We are pleased this year that Red Dragon sailors, Ed Walsh and Bob Hohlefelder hold the national champion titles for the Thistle and Celebrity classes. We hope some of their success will rub off on our Lightning Sailors.

Our Lightning fleet has been growing rapidly with four additional boats racing this season. A major incentive to this rapid growth of the class since its inception at our club has been the availability of fine Lightning competition nearby at Riverton Yacht Club Fleet No. 228.

We look forward to more sailing with the fleets of the Lightning class.

So see you on the Beach, where we'll. . . .

"Then drain a flagon to old Red Dragon
The consequent jag-on won't matter the least
For in the gloaming we'll go a-roaming
to old Wissinoming, the lair of the beast."

FLOTTE MURTENSEE FLEET (358)

Switzerland District

Boat No.	Boat Name	Skipper
933	.....	L. Messner
4979	.....	Dr. Roger Zahnd
5666	.....	Werner Schmid
6233	.....	Otto Kaiser
6234	.....	Louis Dilger
6739	.....	Rudolf Fluhmann
7805	.....	Dr. Christoph Uehlinger
7934	.....	Dr. Walter Merz
8190	.....	Rolf Buchschacher
8191	.....	Andre Schmalz

Swiss Champion Uehlinger—Strapped down and going to weather.

Up to the last day of December 1962 all Lightnings on the Lake of Murten did belong to Fleet covering the three lakes. Lake of Neuchatel, Lake of Bienna and Lake of Murten. January first 1963 was our "Independence Day", we had enough boats to form our own fleet. This liberation of an underdeveloped people from colonialism was done without any form of war, but in best friendship. Today there is no tension between our two fleets except during a regatta. Our fleet now counts 15 boats. We are a young group still collecting experiences but nevertheless we have between us some excellent sailors. In 1963 our "Fiamma" (R. Uehlinger) on the Lake of Zurich became Swiss Champion. Shortly after this we had a regatta in front of Neuchatel on the Lake of Neuchatel and again "Fiamma" was first. During a third regatta in front of Estavayer our "Fiamma" and our "Jajabero" had to fight against a big group of boats and now "Jajabero" became first. The same two boats went down to Castellamare to fight for the title of an European Champion. Now "Jajabero" crossed the line as ninth, a good result for a Swiss freshwater sailor.

On our own Lake of Murten we had a rather big activity. We did organize our local regattas together with our "mother" the "Segelklub Murten". We also organized sailing lessons for younger sailors. Our season's activity did end with our own Fleet Championship-Regatta. Thirteen boats did cross the starting line. Our "Jajabero" became first wtih a big distance between herself and "Fiamma" being second. And our Fleet-Captain crossed the line as last one, very probably because his 190 pounds are too much for such an important regatta and also because he is not nervous enough. From all this you see that our young fleet seems to be healthy enough to become a big child during 1964. We all hope so . . .

SOUTHERNMOST LIGHTNING FLEET (359)
Australian District
Sailing on Port Phillip Bay at Blairgowrie Yacht Club

Fleet Captain..... Barry R. Scott
Fleet Secretary..... Kenneth L. Ross
Fleet Champion..... Barry R. Scott
Runner-Up..... Kenneth L. Ross

Boat No.	Boat Name	Skipper
8070	Blitzen	Kenneth M. Simes
8071	Nook	Kenneth L. Ross
8072	Thunder	Barry R. Scott

You will notice by our Fleet name that we enjoy a rare distinction, only shared by Kemi Fleet 310 in Finland, the Northernmost.

Class racing has been carried on through this past Season, with the most consistent performances, and nearly all the silver, obtained by our Fleet Captain, Barry Scott, #8072, who also won our Fleet Championship.

On some racing days, when we were unable to make up a full Fleet, the Sailing Committee would only allow the Lightnings to race against a 20' catamaran class. They'd HAD us racing against any of the other Club Classes, as we always got the finishing gun, and were too difficult to handicap successfully. However, some combined races were held, in which Lightnings performed very creditably, notably one long distance race where Scott's Lightning raced against a group of 10 Jubilees, a Class designed in the '30's, 18' LOA round bilge boats, in which they didn't see which way he went. The judges failed to realize that the Lightning, a mile in front at the finish, was in the same race.

We are looking forward to some interesting racing against the new Geelong Fleet, when they are properly established, as they will all be built of fiberglass.
will all be built of fibreglass.

We are hopeful of future expansion in our Fleet, as the water at our end of Port Phillip Bay is very suitable for a boat such as ours.

CAPRI FLEET (360)
Italian District
Sailing on Gulf of Naples at Capri Island

Fleet Captain..... Augusto Masciocchi
Fleet Secretary..... Mario Civita
Fleet Champion..... Augusto Masiocchi

Boat No.	Boat Name	Skipper
4122	Temporale	Mario Civita
4522	Squirrel	Claudio Masciocchi
8729	Surprise II	Augusto Masciocchi

The Capri Fleet in the year 1963, has participated in the Italian and European Championship, sailed in Castellammare di Stabia.

SANTA LUCIA FLEET (361)
Italian District
Sailing on the Bay of Santa Lucia at Naples, Santa Lucia

Fleet Captain..... Francesco Maddalena
Fleet Secretary..... Neri Stella
Fleet Champion..... Neri Stella

Boat No.	Boat Name	Skipper
3592	Saetta	Francesco Paolo Russo
6830	Alcione 2nd.	Fernando Lupi
7792	Alcione 3rd.	Neri Stella

THE GEORGIAN YACHT CLUB FLEET (362)
Lake Erie District
Sailing at Owen Sound on the Georgian Bay

Fleet Captain..... Dr. W. Lumsden
Fleet Secretary..... Ewing F. McGruer
Fleet Champion..... Dr. W. Lumsden

NO ROSTER

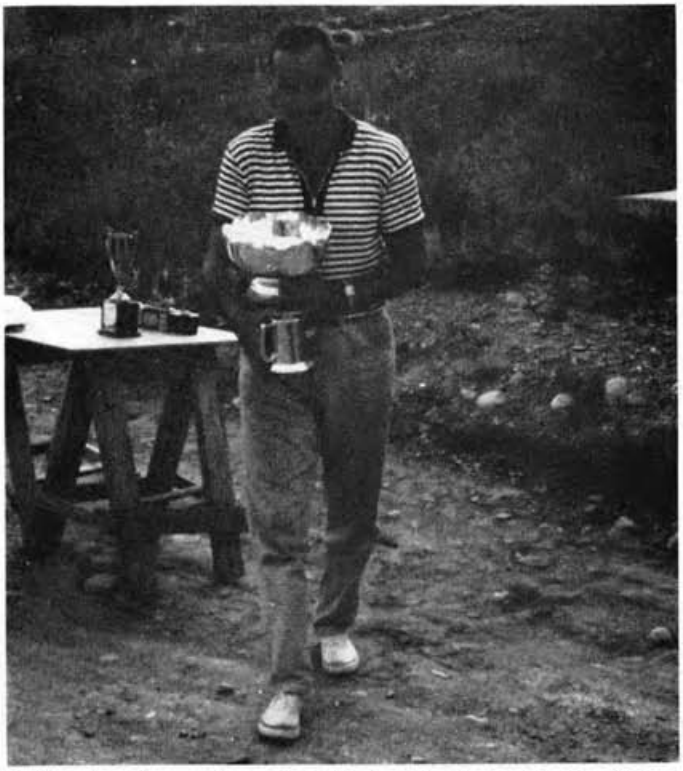
In this our first year as members of the Lightning Association, in fact, our first year with enough boats of one class to allow for competitive racing, our activities were confined to local races. None of our Lightnings ventured forth into the maelstrom of outside competition. However, substantial enthusiasm is generating and this year we expect to go visiting and also to see many visitors to our beautiful waters of Owen Sound.

Wally Lumsden—with some Lightning experience and a new boat—proved to be top man, closely followed by Don Crowhurst —also in a new boat which he built himself—and Bruce MacLean who, with his young crew members did exceptionally well.

The major event in the fleet was the two race series for a new trophy inscribed "For Lightning Competition on The Georgian Bay". We want to be sure that this trophy will always be raced for here, although we also think that visitors to our scene will want to return any way.

The McGruer Trophy was won by Wally Lumsden—ably assisted by crew members Morag McGruer and George Wilkinson. The winners were presented with the trophy and Beer Mugs by Commodore Colin Glen at The Georgian Yacht Club. While refreshments were being served later someone was heard to remark that the Donor would have to supply only two Beer Mugs in '64 since one was "Back in Stock".

An invitation is extended to all to come and race with us this year. Date and details will be made known later.



Wally Lumsden makes off with the McGruer Trophy after a successful day.

SPRINGFIELD LIGHTNING FLEET (363)
Central States District
Sailing on Fellows Lake at Springfield, Missouri

Fleet Captain..... Jack Cooper
Fleet Secretary..... Cynthia Cooper

Boat No.	Boat Name	Skipper
5328	Nancy B III	Ray Aton
7284	Poco Loco	Walker Tynes
8160	Allison, Too	Jack Cooper

As one of the newest and probably the smallest Lightning Fleet, the members felt their first year was one of real progress. Jack Cooper, who moved from Tulsa the first of the year, talked a couple of ex-sailors Ray Aton and Walker Tynes into re-activating their sailing talents via the Lightning Class.

Ray purchased #5328 in early spring and Walker obtained #7284 by summer. The year was mostly spent with the skippers becoming acquainted with their boats and family sailing was the main activity.

Jack Cooper journeyed to the Central States Districts in late June held at Lake Fort Gibson, Oklahoma. Next year it is planned for the entire Fleet to participate.

Many people in the Southwest Missouri area have been exposed to sailing and it is hoped that some of these will buy Lightning Class boats to build competitive interests.

It is the goal of Fleet #363 to double in size in 1964. . . .

HOLLAND LIGHTNING FLEET (364)

Michigan District

Sailing on Lake Macatawa, at Holland, Michigan

Fleet Captain.....Robert J. Sullivan
Fleet Secretary.....Dr. Clark Weersing
Fleet Champion.....Guy Nesin & Karl Renner
Runner-Up.....Dr. Clark Weersing

Boat No.	Boat Name	Skipper
75	Teuea	Jack Kirlin
307	.....	Dr. Jack Weersing
2471	.....	Gerhard A. Ritsema
2937	Jess	John Wolderink
5093	.....	Robert J. Sullivan
6419	Gretchen	Dr. Clark Weersing
7048	.....	Guy Nesin & Karl Renner
8117	.....	Norman Tubbs

"A-sailing we will go."

Fleet 364 was organized in July with seven boats. After brush-racing for a month it was decided to "get organized" for some real sailing under N.Y.R.U. racing rules.

Saturday races were sailed in July and September with an August Series to decide the champions. When the smoke from the final gun cleared away Guy Nesin and Karl Renner emerged as fleet champions with Clark Weersing second and Jack Kirlin a very close third.

Lightning Fleet 364 races were sailed under the auspices of the Macatawa Bay Yacht Club and the able Stuart Padnos, Race Committee Chairman. The Fleet would like to thank him and M.B.Y.C. for his help and the use of their facilities.

Bob Sullivan was a shoo-in for Fleet Captain having previously sailed with Fleet 205 at Tulsa, Okla. Clark Weersing, available, was elected Fleet Secretary.

Jack Kirlin and Jack Weersing both managed to join the Pelican Club. After drying out they were heard to mumble something about damn-cam-jam cleats. John Wolderink without a doubt had the best looking crew but wasn't very free with the introductions. Smart fella.

That Lightnings are competively one-designed was well illustrated by watching Jack Kirlin's wood-built #75 start alongside Norman Tubbs' beautiful fiberglass #8113. Our newest member, Gerhard Ritsema, is busy reconditioning #2471 so we'll have another threat starting with the gun next year.

All the skippers have their eye on the Kenneth Campbell Trophy, retired since 1950, which will be offered next year. Miss Caryl Curtis has kindly decided to bring the trophy back into circulation with the beginning of another Lightning fleet in the area. We're all looking forward to next season for more races and more fun.

NORMANDY BEACH YACHT CLUB (366)

Central Atlantic District

Sailing on Barnegat Bay, Normandy Beach, New Jersey

Fleet Captain.....David S. Ruiter
Fleet Secretary.....William D. Walker
Fleet Champion.....David S. Ruiter
Runner-Up.....Edward N. Schwalje

Boat No.	Boat Name	Skipper
12	.....	Richard Pilloni
270	Static	Edward N. Schwalje
1446	.....	Dr. Milton Wilkinson
4137	Hangover	Hewitt "Pete" Wing
6578	Mirage	Floyd Miller
6884	Trident	George G. Stier
7942	Puff	Marcia D. Walker
8103	Sam	David S. Ruiter
8488	.....	Albert P. Luscombe

Planning next season, Dave Ruiter, Jake Ruiter, Ed Schwalje and Bill Walker.

The sailing season started in late June at Normandy Beach but it was mid-August before we received our Charter from the Lightning Club Association. So, we are proud to be among the newest fleets in this outstanding International Class.

A few of our members race each Saturday in the Barnegat Bay YRA races and each Sunday we hold our own races. Once each season we are hosts at a Regatta to all clubs in the Barnegat Bay YRA. Bill Schwalje, sailing master of our own Club, skippered "Static", No. 270, to the "B" Class Lightning Championship of Barnegat Bay. Alan Ruiter, Normandy's Assistant Sailing Master, skippered "Sam", No. 8103, to place second in the "A" Lightnings for all of Barnegat Bay.

Early in the year our Club acquired an old Lightning and several members worked to recondition it. It has been used all season to instruct the youngsters in sailing, as part of the Club's plan to increase sailing and racing interest, especially in our new Lightning Class. In addition, owners of Lightnings who were not members of our Club were offered a sailing membership at a nominal fee and they were invited to participate in the races. This has increased the size of the racing fleet and encouraged many to join our Club and race regularly.

During the Winter of 63-64, a Club committee is working out plans for an adequate hoist for which there has been a great need. Many members prefer to sail their boats dry, and the lack of a hoist has been a problem for visiting boats on our annual Regatta Day. Next season both problems should be solved by the installation of the hoist, and our very modern Yacht Club Building and property will be enhanced by this new facility.

Our own racing season closed on the last Sunday before Labor Day. Dave Ruiter and Ed Schwalje had won three races each up to this last race. Marcia Walker, skippering "Puff", No. 7942, slipped in ahead of both of them to win our closing race and Dave just nosed out Ed to become our Club Champion for the season.

During the entire season our Sailing Master, Bill Schwalje and Alan Ruiter, his able asssitant, held instruction classes for both youngsters and ladies in the Club. There were many wives forsaking their home chores for the lure of the Lightnings. It all adds up to a better season ever for Normandy in 1964.

FLEET (368)

Okanagan Lightning Fleet

Sailing on Okanagan Lake, B. C.

Fleet Secretary ..... George Kirkwood

Boat No.	Boat Name	Skipper
7090	.....	George & Tricia Kirkwood
7789	.....	J. A. Kitson
8464	.....	Brian Ley & Ken Bruce
8535	.....	J. A. Hemsley
8538	.....	H. B. Earle
8539	.....	W. F. Morton

This is the first of what we hope will be many Fleet reports from our group. Although just recently formed we are enthusiastic and relatively active for this time of the year. Four of our members are constructing their boats—all of the work being done by cooperation between the members.

Okanagan Lake is situated approximately 300 miles N. of Vancouver, B.C. and about 400 miles from Seattle, Wash. The area is noted for its excellent climate and beautiful lakes. With all of these natural attributes we believe that our fleet will grow in future. Each year our club Regatta which is held in midsummer hosts an increasing number of visitors. This year we intend holding special races for the Lightning Class and hope that many of you in our area who are reading this report can find the time to join us for what we are sure will be a wonderful weekend. The dates for our Regatta have not yet been decided, however, if you wish to write to the Secretary in the spring full details can be supplied. Incidentally we would be delighted to arrange accommodation and do everything possible to make your stay enjoyable.

ROYAL GEELONG YACHT CLUB FLEET

Australian District

Fleet Captain ..... Albert Hildebrand
Fleet Secretary ..... Graeme G. Harvey

Boat No.	Boat Name	Skipper
8470	.....	Graeme G. Harvey
8862	.....	Neil R. Ritchie
8863	.....	Albert Hildebrand
8864	.....	John K. Chandley
8865	.....	Joe May
8866	.....	John L. Walter
8867	.....	Walter A. Wiggs
8868	.....	J. BarryBurke
8869	.....	Jock Lindros
8870	.....	James Sim

To Fibre Glass or Not to Fibre Glass

Back in November, 1961, Lightning #7838, owned by Commodore Linacre of the Royal Brighton Yacht Club, was loaned to our Club for the purpose of giving members a chance to see for themselves what a Lightning looked like and, more important, to test its sailing capabilities. After several short trial runs, we entered in a Club race for B Class yachts and to our great surprise and enjoyment managed to lead the fleet across the finish line and so record the fastest time.

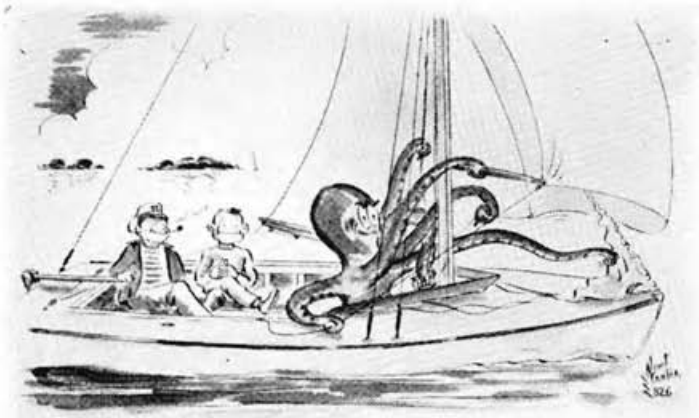
During the winter of 1962 all went quiet but in December my crew and I, who at the time were sailing a Gwen 12, decided to obtain a set of Lightning plans and shop them round to see what a Lightning could be built for. We obtained several rather high quotes for timber hulls, when suddenly, FIBRE GLASS was thought of.

The winter of 1963 saw many hours spent in consultation with fibre glass fabricators and many letters were forwarded to the Executive Secretary querying varying aspects of fibre glass construction, and to which we received prompt replies. On ironing out all the queries, we received a quote for ten fibre glass hulls at A£225 per hull, which was A£60 cheaper than our lowest timber quote. This quote was accepted and the Lightning #7838 was used to fabricate the mould. Once again we thank Commodore Linacre for his willingness to loan his yacht to further the class in Australia.

November of 1963 saw the first fibre glass hull removed from the mould and it looked so beautiful and smooth that many members tried in vain to have their names moved up on the order list.

At the time of writing we have completed nine masts and spars, and materials for rudders, seats, floor, etc. are on hand, and on present building rate it looks as though the first fibre glass Lightning will be launched in January, 1964.

In closing we would like to express our thanks to Mrs. M. Teske, Mr. J. Swanson, Mr. G. J. Blake and the many others who so promptly and informatively replied to our letters and so enabled us to launch a Lightning for A£430 complete.



"I TOLD YA SOMEDAY I'D HAVE A PERFECT SPINNAKER CREW !!"

Lightning Owners and Association Members

(Corrected to January 1, 1961)

Life members are indicated by the letter "L" and Associate members by the letter "A". Active members are not specifically designated. Where a boat number is not shown, following the name of an Active member, it should be understood that a boat is on order but has not been delivered. Fleet affiliation is indicated by number in parenthesis following name. Where there is no Fleet Affiliation the name will be followed by (U).

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Wilson, A. E. (215), 20 Cressy Road, Hampstead, Que., Can. 2327
Wilson, C. Townsend (12), P. O. Box 609, Ridgeway, Ont. 5148
Wilson, D. E. (U), 169 Beverly Drive, Metairie, La. 4423
Wilson, Donald (A), 2775 Powell Ave., Columbus, O.
Wilson, Gary (A), 2775 Powell Ave., Columbus 9, O.
Wilson, J. H. & Katherine (229), 2691 Fairmount, Eugene, Ore. 49
Wilson, J. T. (185), 27 Elmwood Rd., Verona, N. J. 2761
Wilson, Pete (A), Darien, Conn.
Wilson, Merle G. (95), 175 Rockwood Rd., Florham Park, N. J. 2907
Wilson, R. L. & Dorothy (188), 280 Park Road, Ottawa, Ont., Can. 4824
Wiltse, Don (U), 134 Lapeer St., Standish, Mich. 1707
Wind, Charles R. (344), Maple Ave., Essex, Conn. 20
Winer, Shana (A), 88 Myrtle St., Claremont, N.H.
Wing, Hewitt P. (366), 5 Seneca Pl., Upper Montclair, N.J. 4137
Wingard, Julia (A) 1310 Howard St., Chicago 26, Ill.
Wingard, William E. (5), 1310 Howard St., Chicago 26, Ill. 8541
Winitsky, Bob & Skip (A), 1846 Watson Rd., Abington, Pa.
Winitsky, H. B. (357), 1846 Watson Rd., Abington, Pa. 7278
Winkler, Fred F. (5), 2226 77th Ave., Elmwood Park, Ill. 8020
Winkler, Joan M. (A), 2226 77th Ave., Elmwood Park, Ill.
Winn, Howard (U), 32 Barton St., Mayfield, N.S.W., Australia 8531
Winter, Kenneth R. (3), Box 225, 5 Mantoloking Rd., Mantoloking, N.J.
Wisniewski, John (A), 601 34th St., Bay City, Mich.
Wisniewski, Tom & Barbara (216), 1209 N. Williams, Bay City, Mich. 2903-8596
Wistrand, Olof (A), Caixa Postal 1745, Sao Paulo, Brazil
Witkowski, W. E. (U), 31 Timberline Dr., Poughkeepsie, N.Y. 8533
Woeppel, Charles J. (12), 262 Summit Ave., Buffalo 15, N. Y. 1904
Woeppel, Robert J. & Charles E. (A), 262 Summit Ave., Buffalo 14, N. Y.
Wolcott, Robert G. (357), 308 Cherrix Ave., Beverly, N.J. 8782
Wolfe, Gilbert L. (L), 207 State St., Schenectady, N. Y.
Wolsiefer, John (98), 4 Larch Lane, Haupauge, N. Y. 731
Wolterink, John Paul (364), 375 Big Day Dr., Holland, Mich. 2937
Wong, Arthur (56), 207 W. Cermak Rd., Chicago, Ill. 7327-8610
Wood, Albert D. (U), 29 Cambridge St., Rockville Centre, N. Y. 4561
Wood, Howard O. (332), Shirley Rd., Pepperell, Mass. 8512
Wood, Kenneth (270), 4544 Columbus Ave., Anderson, Ind.
Wood, Kenneth A., MD & Kenneth, Jr. (54), 4833 Mayflower Ct., Bloomfield Hills, Mich. 6966
Wood, Pamela (A), 2548 Via Anita, Palos Verdes Est., Calif.
Wood, Peter & Sarah Jane (A), Shirley St., E. Pepperell, Mass.
Wood, Richard & Robert (54), 4833 Mayflower Ct., Bloomfield Hills, Mich. 6966
Wood, Robert S. (99), 4 Glen Lake Ave., Pitman, N. J. 6694
Wood, Thurman C. (102), 2548 Via Anita, Palos Verdes Est., Calif. 6543
Woodruff, Gordon (A), 1 Anita Pl., Amityville, N. Y.
Woodruff, R. S., Jr. (3), 1705 Perch Hole Pt., Pleasant, N.J. 786
Woods, Phyllis (A), 4256 E. 24th Pl., Tulsa, Okla.
Woods, R. J. & T. N. (A), 38 S. Terrace, Wallaroo, S.A., Australia
Woods, Rod (A), 4256 E. 24th Pl., Tulsa, Okla.
Woodhull, Harold (U), 489 Sand Hill Rd., Wantagh, N. Y. 6019
Woods, J. R. (U), 2 Marshall St., Wallanoo, S. Aus., Australia 8517
Woods, W. C., (U), 83 Vanderbilt Ave., Manhasset, N. Y. 92
Woodworth, H. W. (U), $5. #2, Anderson Dr., Albion, Mich. 1988
Woolman, Robert & Ann (77), 5 Fairlawn Dr., Rochester 17, N.Y. 8536
Wootten, George (146), 85 W. Richmond St., Toronto 1, Ont. 7390-8630
Wootton, Richard & Joan (284), 525 N. Patterson, Hot Springs, Ark. 5855
Worcester, Stevens J. (U), Edge Hill Close, Bronxville, N.Y. 8696
Workum, David (184), 431 E. Bodley, Kirkwood, Mo. 4298
Workum, Lee, Jr. (184), 2511 Vera, Cincinnati 37, O. 4298
Worley, Jack (60), 3422 62nd St., Lubbock, Tex. 7001
Worthy, Ford S. (A), 3621 Alamance Dr., Raleigh, N.C.
Wright, Curtis (98), 9 Shoredale Dr., Manhasset, N. Y. 6699
Wright, David & Joanne (114), 6251 Rockhurst Dr., San Diego, Cal. 7600
Wright, Edward (A), Apartado 629, Guayquil, Ecuador
Wright, George (154), 214 W. Fleming Ave., Ft. Wayne, Ind. 4764
Wright, W. E. (U), Cloud County Bank, Concordia, Kans. 3426
Wriston, A. James, Jr. (143), 235 Queen St., Honolulu 13, Hawaii 3910
Wunder, George (133), 38 Hewlitt Lane, Port Washington, N. Y. 6182
Wurster, Frank (A), 6359 N. Ridge, Chicago 26, Ill.
Wyman, Samuel D. (3), 409 Field Pt. Rd., Greenwich, Conn. 3587
Wynn, W. R. (31), 405 John St., Bryan, O. 7848
Wynne, Arthur D. (L), 6019 Hurst St., New Orleans, La.
Wynveldt, Andres (367), Paz 824, Quilmes, Argentina 8803

"Y"

Yaffe, Bernard, MD (56), 7101 N. Western, Chicago 45, Ill. 7898

Yates, Horace (36), 819 Ewing Rd., Youngstown, O. 5110
Yaudas, Cal (L), (42), 3404 Wycliffe Pkwy., Toledo, O.
Yawn, MacDonald (274), 1224 Commerce Title Bldg., Memphis, Tenn. 7252
Yeager, L. Richard, MD (266), 1208 27th St., Granite City, Ill. 8703
Yett, Norman (A), 44-477 Kaneohe Bay Dr., Kaneohe, Hawaii
Yochem, John P. (150), 305 Bennett Dr., Galion, O. 4239
Yochim, Albert (5), 711 S. Harvard, Villa Park, Ill. 5651
Yochim, Scott (A), 711 S. Harvard Ave., Villa Park, Ill.
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Young, Donald E. (54), 2899 Bretby Dr., Birmingham, Mich. 5518
Young, Elizabeth, Evelyn & James (A), 127 Margo Lane, Fayetteville, N. Y.
Young, Gavin H. (279), 136 S. High St., Port Arthur, Ont. 6867
Young, Gerald W. (164), 127 Margo Lane, Fayetteville, N. Y. 7549
Young, Henry T. (252), R. D. #2, Muncy, Pa. 3429
Young, Howard, Jr. (270), 7575 N. Illinois St., Indianapolis, Ind. 3471
Young, James T. (A), 3683 Kendall Ave., Cincinnati 8, O.
Young, John G. (U), 1115 Martin Pl., Ann Arbor, Mich. 2301-1565
Young, John P. (A), 1948 E. 34th St., Tulsa 5, Okla.
Young, Lester & Lawrence (23), 5592 Barbanna Lane, Dayton 15, Ohio 6338
Young, Lillian F. (A), 5592 Barbanna La., Dayton 15, O.
Young, M. D. (320), 1404 Wellington Cres., Winnipeg, Man. 5630
Young, Pat (L), 1550 West 25th St., Cleveland 13, O.
Young, Peter (A), 2899 Bretby Dr., Birmingham, Mich.
Young, Robert H. (102), 8450 Via Sierra Ramal, Whittier, Calif. 2420
Young, Robert N. & Tom (A), 8450 Via Sierra Ramal, Whittier, Cal.
Young, Truman P. (303), 3683 Kendall Ave., Cincinnati 8, O. 5575
Young, William (A), 1410 N. Lockwood, Chicago 51, Ill.
Youngberg, Melvin H. (32), 224 Boston Post Rd., Larchmont, N.Y. 4771
Yurac, Yerko (A), Casilla No. 1258, Antofagasta, Chile

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Zack, Millie & Jean (A), 2176 Woodlawn Rd., Northbrook, Ill.
Zack, William E. (345), 2176 Woodlawn Rd., Northbrook, Ill. 7630
Zafros, Sam (345), 2143 Dehne Rd., Northbrook, Ill. 4390
Zafros, Tom & Greg (A), 2143 Dehne Rd., Northbrook, Ill.
Zahn, H. C. (98), 26 Hofstra Dr., Greenlawn, N. Y. 754
Zahnd, Roger, MD (358), Weiherweg 2, Zollikerberg, Switzerland 4979
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Zaiser, Robert M. (270), R. R. 13, Box 424, Indianapolis, Ind. 6231
Zaslaw, Barry A. (50), 2544 Ross Ave., Silver Spring, Md. 2118
Zauke, Max D. (A), 6414 W. Ridge, Chicago 25, Ill.
Zeballos, Luis (A), Yacht Club Uruguayo, Montevideo, Uruguay
Zecher, Jane (A), 11 Beechwood Rd., Ho Ho Kus, N.J.
Zecher, Peter (75), 11 Beechwood Rd., Ho Ho Kus, N.J. 6003
Zerban, Don E. (330), 11 S. 35th, Belleville, Ill. 4826
Ziegler, D. V. (54), 4165 Stoddard, Rt. 2, Orchard Lake, Mich. 5832
Zerbee, L. J. (23), 301 E. Chillicothe Ave., Bellefontaine, O. 5103 & 6178
Zick, Eugene (A), 86 Market St., Perth Amboy, N. J.
Ziegler, F. C. (205), 127 N. Lewis Pl., Tulsa, Okla. 30-7832
Ziemer, Edward (41), 92 Washburns La., Stony Point, N. Y. 5916
Zimmer, Emile & Virginia (145), 100 Long Neck Pt. Rd., Darien, Conn. 7202
Zimmerman, Jacob W. (72), S. Little Creek Rd., Dover, Del. 8518
Zimmerman, Robert (A), S. Little Creek Rd., Dover, Del.
Zimmerman, Robert D. (U), R.D. #1, Box 385, Andover, N.J. 3134
Zimmermann, Robert H. (31), 1376 Henrietta, Birmingham, Mich. 862
Zimmerman, Robert L. (U), 1610 Mockingbird La., Lakeland, Fla. 3134
Zink, Jack (205), 4401 S. Peoria Ave., Tulsa, Okla. 8667
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Zobrist, H. (A), Wallisellenstr. 3, Dubendorf, Switzerland
Zollar, Herman (113), Box 298, Benton Harbor, Mich. 8567
Zollinger, Dr. H. (219), Boglernstrasse 45, Kusnacht, Switzerland 7589
Zorovich, Samuel (226), 7511 Beach View Dr., Miami Beach 41, Fla. 6797
Zuilhof, Jack (A), 4107 Kim, St. Joseph, Mich.
Zuk, Hank (A), 297 Rose Ave., Staten Island 6, N.Y.
Zurlinden, Jorg (A), Allmen 36, Langenthal, Switzerland
Zurlinden, Marianne (250), Allmen 36, Langenthal, Switzerland 7586
Zwemer, Fred (A), 2902 Guilford Dr., Royal Oak, Mich.
Zybulewski, Dr. E. A. (104), 152 Charlton Ave., South Orange, N. J. 657

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Registry of Lightning Owners

(Corrected to January 1, 1961)

You will note that the address of the owner is omitted. This you will find under the alphabetical listing if the owner was an I.L.C.A. member in good standing last year. Fleet affiliation is denoted by the figure in parenthesis following the owner's name. If the name is followed by (U), this signifies the owner is unaffiliated.

Where boat number is followed by an asterisk (*), it means that there is an approved measurement certificate on file for this boat. All boats not so marked do not have measurement certificates on file.

Boat No.	Owner-Fleet
1*	Lewis S. Ayars, Jr. (1)
2*	George S. Bournakel, O.D. (U)
3	Richard T. Berndt (119)
4*	Mrs. N. B. Knorr (14)
5*	John Jankus, Jr. (325)
6	Sold to Unknown Owner
7*	Tula M. & Samuel Stowell (227)
8*	Lee Thompson (127)
9	Eugene H. Stetson, Jr. (U)
10*	Bay Head Yacht Club (3)
11	Lost Boat
12*	Richard Pilloni (366)
13*	Raymond B. Knight (U)
14*	R. B. Whitteredge (32)
15*	Samuel Rosenfeld (U)
16*	John Witherspoon (U)
17*	George Vollet (178)
18*	Lost Boat
19*	O. B. Bromley, Jr. (32)
20*	Charles R. Wind (344)
21*	Wm. C. Sellery (270)
22*	C. B. Crittenden (31)
23*	Paul E. Bechtold (133)
24*	Robert T. & Marilyn David (178)
25*	Rev. C. J. Fives (U)
26*	L. Brant Beck (U)
27*	Robert A. Fowkes (75) Alton Moody (75)
28*	R. H. Rehder (U)
29*	Wendell Townsend (96)
30*	F. C. Ziegler (205)
31*	Boat Destroyed
32*	Whitworth Ferguson (12)
33*	Joseph H. Eisele (217)
34*	Roy MacNaughton (U)
35*	Temple Robinson (178)
36*	Lost Boat
37*	Lost Boat
38*	George L. Gordon (12)
39*	F. L. Hagen (82)
40*	Lost Boat
41*	Robert Bruce (70)
42*	Lost Boat
43*	Wm. Holding (32)
44*	Bob Macrae (244)
45	A. W. French, Jr. (254)
46	G. V. Tompson (U)
47	Lost Boat
48	George S. Nelson (U)
49	J. Hobart & Katherine B. Wilson (229)
50	James V. Hogg (229)
51	Never Built
52	William W. Jacobson (185)
53*	Paul Slater (273)
54	Frank Hess (U)
55	Lost Boat
56*	Lost Boat
57	Marcel Chateauneuf (U)
58	Lost Boat
59	Andrew Graham (323)
60	Eugene Leistner (U)
61	Lost Boat
62	William J. Johnson (U)
63*	Lost Boat
64*	Mrs. Paul Palmer (226)
65	Arthur Grahame (U)
66	Max Roller (5)
67*	Culver Military Academy (U)
68*	O. T. McIntosh (127) J. F. McIntosh (127)
69*	John M. Droitcour (119)
70*	Culver Military Academy (U)
71*	Lost Boat
72*	Culver Military Academy (U)
73*	Culver Military Academy (U)
74*	Thomas P. Kiser (13)
75*	Jack Kirlin (364)
76*	Clyde Oberist (13)
77*	Steven Williams (U)
78*	Eugene P. Da. Rif (126)
79*	Thomas R. Hafner (77)
80*	Dealer
81*	Lawrence W. & Martha V. Guild (246)
82*	Joseph L. Jova (39) Ynes Cline (39)
83*	William R. Knoble (U)
84*	Walter E. Hughes (U)
85*	James Hamilton (315)
86*	Ensign Eskil B. Ringdahl (4)
87*	Ralph Resnick (164)
88*	William Craig (U)
	Richard Allen Stratmann (U)
89*	Paul Krajeski (314)
90*	Ruth Ann Wiley Post (95)
91*	Louis F. Suedmeyer (U)
92*	W. C. Woods (U)
93*	Ray Caulfield (95)
94*	Lost Boat
95*	Tracy D. Jones (U)
96*	Richard H. Collier (23)
97*	Paul V. Miller (U)
98*	Malcolm L. Monroe (211)
99*	Fred Kytle (95)
100*	Lost Boat
101*	Lost Boat
102*	Boat Destroyed
103*	John A. Mitchell (14)
104	Never Built
105*	Boat Destroyed
106	Lost Boat
107*	William Mass (167)
108*	Lost Boat
109*	Howard K. & Janice Ainsworth (67)
110	Boat Destroyed
111*	Al Colton (98)
112*	James L. Shane (U)
113	Arthur Williams (U)
114*	Karl F. Schwenger (U)
115*	Lost Boat
116	Douglas Khellison, Jr. (50)
117	Boat Destroyed
118	Lost Boat
119	David Mulcahy (326)
120*	Eugene Hunt (205)
121	Herb Ackerman (U)
122*	James E. Vail (U)
123*	C. Shriver (33)
124*	George B. DuBois (108)
125*	Lloyd Anderson (U)
126*	H. K. Tiedemann (U)
127*	Remsen Hunnewell (U)
128*	Henry Martin, Jr. (U)
129*	Anthony Limitone (U)
130*	C. R. Westgate (205)
131*	L. Feldman (U)
132*	Robert L. Craven (44)
133*	Bob Hoppes (50)
134*	Charles R. Hudson (50)
135*	Leonard H. Sager (98)
136*	Edward Bacon (U)
137*	Mrs. Roger Van Der Kar (6)
138*	Lost Boat
139	Lost Boat
140*	Lost Boat
141*	Walter Foley (U)
142*	Maurice Hartson (62)
143*	Gilbert B. Forbes, M.D. (44)
144*	Kenneth E. Ryan (U)
145	Builder
146	Builder
147*	John Pohl (13)
148	Builder
149	Builder
150	Builder
151	Ashmead F. Pringle, Jr. (288)
152	Lyle E. McNulty (69)
153	Lost Boat
154*	Louis G. Fuchs, Jr. (U)
155	Never Built
156	Builder
157	Builder
158	Builder
159*	Camp Pocono (16)
160*	Robert G. Edgar (16)
161*	James Banach (222)
162*	Boat Destroyed
163*	Truman B. Brown (U)
164*	Oscar Finch (U)
165*	Sold to Unknown Owner
166*	Ted Berry (105)
167*	Robert C. McEwen (120)
168*	Lost Boat
169	Lost Boat
170	Lost Boat
171	Lcdr. F. J. Walton (U)
172	Victor J. Grumblatt (U)
173	Sold to Unknown Owner
174*	Lost Boat
175*	Charles Picoulet (U)
176*	Robert Sloan, Jr. (1)
177*	Dealer
178*	William C. Kalning (34)
179*	John C. Richardson (225)
180*	Lee J. A. Bentley (293)
181*	Lost Boat
182*	Nelson Neidhardt (164)
183*	Joseph H. Redding (36)
184	A. G. Shenstone (U)
185*	Marshall P. Powell (50)
186	Lost Boat
187	Never Built
188	Earl C. Whitney (U)
189	Paul Gross, Jr. (U)
190	Horace C. Boutell (83)
191*	Jacques DeLaurier (296) Robert L. Trefz (296) Keith D. Zimmerman (296)
192*	Major John G. Rose USAF (50)
193	Never Built
194*	W. F. Quaintance (167)
195	Dealer
196*	Roy H. Hendrickson (140)
197	Stephen C. Morris (23) Wm. Morris (23)
198	Skaneateles Trophy for C.N.Y.Y.R.A. Regatta
199	Boat Destroyed
200	George Upham (U)
201	Boat Destroyed
202*	Milton C. Bergey (98)
203	Boat Lost
204	Lost Boat
205	Sold to Unknown Owner
206	Capt. E. D. Miller (35)
207	George J. Adams (U)
208	R. H. & Eric C. Schneider (U)
209	Hilliard Gage (U)
210	Louis Warshaw (122)
211	Arthur G. Stillman (U)
212	Rev. Robert Williams (167)
213	Max Klein (70)
214*	Paul H. White (348)
215	Lost Boat
216	Lost Boat
217	Never Built
218	Boat Destroyed
219	William S. Whitney (238)
220*	Charles J. Mayer (U)
221	Frank Hermes (U)
222*	Chas. A. Bruch (13)
223	F. Eugene Clark (3)
224*	Major A. C. Smith, Jr. (354)
225	Never Built
226	Sold to Unknown Owner
227	George M. Berry (U)
228	Vincent Doyle (U)
229	John S. Freeman (93)
230	Boat Destroyed
231	Eugene Kandall (343)
232	Lost Boat
233	John McKinney (U)
234	Dr. Jacob S. Schaechter (77)
235	Wm. H. Evans (U)
236*	Richard Swanson (19)
237	Frederick K. Marchman (U)
238	Ken White (U)
239	Lost Boat
240*	Arthur C. Beaudry (U)
241*	Russell DeWaard (7)
242*	Frederick L. Trowbridge (U)
243*	Marjorie Greenberg (58)
244*	Ray Kelly, Jr. (53)
245*	Burke N. Carson (1)
246*	Wm. H. Mossbrook (U)
247*	Lost Boat
248*	Lost Boat
249*	Lost Boat
250*	Stephen F. Jensen (163)
251*	Mr. & Mrs. W. S. Gardner (106) Irene Gathy (106)
252*	Lost Boat
253*	Joseph Nugent (32)
254*	Riverside Yacht Club (7)
255*	Lawrence Moore (153)
256*	David & Lynn Kerr (302)
257*	K. Albert Baronian (85)
258*	Harry N. Marvin (U)
259*	C. R. Edmandson (U)
260*	John H. Helf (55)
261*	Camp Pocono (16)
262*	Girl Scouts Mariners (7)
263*	F. J. Lippa (335)
264*	Dr. Donald E. Tinkess (7)
265*	Rev. Frank L. Perry, Jr. (127)
266*	Savannah Yacht & Country Club (127)
267*	Lost Boat

Boat No.	Owner-Fleet
268*	G. Hudson (273)
	Benjamin & Barbara Hudson (273)
269*	Robert G. Bayley (241)
	Philip L. Weaver (241)
271*	Builder
272*	Donald P. Spence (75)
273*	Gustav & Jean Reinhardt (U)
274*	Mrs. Noni B. Maxfield (U)
275*	Lost Boat
276*	John T. Sullivan (U)
277*	Lost Boat
278*	Mr. & Mrs. H. H. Howell (70)
279*	Ray Rizzo (95)
280*	Fred Hamblett (145)
281*	Lost Boat
282*	Dr. R. H. Little (U)
283*	Lost Boat
284*	George Male (63)
285*	Lost Boat
286*	Donald Hatchard (329)
287*	Howard J. & Peter Swift (133)
288*	P.V.K. Tripe (U)
289*	Stanley A. Terry (U)
290*	Harry Bloodsworth (3)
291*	Jane Taylor
292*	Paul R. Ruby (93)
293	Lost Boat
294	Lost Boat
295	Lost Boat
296	Allen C. Schell (20)
297*	Marshal Colburn (74)
298	Benjamin T. Milliner, Jr. (72)
299	Eldene Thompson (31)
300*	Francis J. Lee (77)
301	Charles H. Richman (16)
302	Sold to Unknown Owner
303	Frank H. Riepen (8)
304	Dealer
305	Dealer
306	Dealer
307*	Darwin J. Weersing (364)
308*	Robert F. Grund (U)
309	E. B. Osler (320)
310	Mrs. Dave Wuescher (U)
311	Edward D'Anna, Jr. (U)
312	Roy E. Abrams (22)
	Roy E. Abrams, Jr. (22)
313*	Sold to Unknown Owner
314*	Boat Destroyed
315*	Lost Boat
316*	Dale H. Brown (338)
317	Lost Boat
318*	Harry M. Hale (109)
319	Boat Destroyed
320	Never Built
321	Detroit District Y.M.C.A. (U)
322	Ed Becker (U)
323*	Sold to Unknown Owner
324	E. E. Carter (U)
325	Lost Boat
326*	Winfield Partridge, Jr. (U)
327	Lost Boat
328	Kim Shaner (69)
329*	V. M. Booth (146)
330*	William T. Sullivan (U)
331*	Vincent Freret (U)
332	Grand Hotel Development (135)
333*	Lost Boat
334	Lost Boat
335	Lost Boat
336*	Robert Novak (U)
337*	Mrs. James G. Affleck, Jr. (U)
338*	Kenneth N. &
	Willis E. Cupery (192)
339	E. N. Wheelock (30)
340*	L. Stanley Kime (150)
341	Dr. William T. Lindsay, Jr. (U)
342	Wm. Nisson (U)
343	Lost Boat
344*	Boat Destroyed
345*	Lost Boat
346*	William Miller (184)
347	James A. Zimmerman (177)
348*	Dr. Walter S. Booth (U)
349*	Nathan Hale (119)
350	Never Built
351*	David Ravin (U)
352*	Sea Scout Ship #6 (303)
353*	Lost Boat
354*	Lost Boat
355*	Wallace McKee (192)
356*	David Ridings (164)
357*	Frank C. Lawton (U)
358*	J. Leslie White (104)
	Craig White (104)
	Sandra Jean White (104)
359*	T. L. Chisholm (U)
	Robert A. Chisholm (U)
360*	Richard H. Worms (U)
361*	John G. Lee (U)
362*	Lost Boat
363*	Lost Boat
364*	William Arrison (19)
365*	Hector McKay (58)
366*	Lost Boat
367*	Ronald Anderson (216)
368*	Lost Boat
369*	Paul Wing (U)

Boat No.	Owner-Fleet
370*	Lost Boat
371*	Lost Boat
372*	Lost Boat
373*	Richard G. Dower (164)
374*	John P. Vann (344)
375*	Mary A. North (2)
376*	Bruce A. Krause (153)
377*	Lost Boat
378*	Dr. Charles R. Atherton (225)
379*	Lost Boat
380*	Gordon E. Graham (329)
381*	Merrick Pratt (U)
382*	Winchester Bennett (63)
383*	Lost Boat
384*	Winchester Bennett (63)
385*	J. Y. Monk, Jr. (U)
386*	A. M. Garcia (99)
387*	John P. Siler (53)
388*	Boat Destroyed
389*	James R. Reed (U)
390*	Lost Boat
391*	Herbert T. Axford (16)
392*	Edward Gouinlock (47)
393*	Graham-Eckes School (333)
394*	R. H. Denham (338)
395*	Earl & Marian Bach (3)
396*	Harold F. Stephenson (34)
397*	Dr. Colin Grant (81)
398*	Norman J. Kantowski (81)
399*	Jeoffrey S. Gould (50)
400*	R. E. & Doris H. Hebert (77)
401*	Marblehead Boat Rental Co.
402	Tim Hanson (270)
403*	Samuel Leone (U)
404	Jos. J. Strell (56)
	Felix T. Strell (56)
405*	Lost Boat
406	Lost Boat
407	James T. Kirkpatrick (137)
408	Lost in Storm
409	Joseph S. Roman (U)
410*	Donald E. Raes (U)
411*	Scott M. Elrod (5)
412	Lost Boat
413	R. L. Henderson (140)
414*	Lost Boat
415	W. Garvin Bastian (270)
416	Myron F. Melvin (U)
417	Lost Boat
418*	William Tessmann (U)
419	W. L. Alspach, M.D. (U)
420	Lost Boat
421*	Frank Z. Collings (20)
422*	John E. Johnson (U)
423	Ray Zickle (295)
424*	Lost Boat
425	John Kennedy (133)
426	Edward T. Markham (54)
427	Dr. W. W. Jennings (109)
	Morgan Powell (109)
428	Lost Boat
429	Lost Boat
430	Sidney L. Saltzstein, M.D. (266)
431	Don A. Fischer (U)
432*	Alex Robb (U)
433	William Fleig (U)
434	Dr. H. C. Anderson (32)
435	Michael Scheffler (U)
436	Lost Boat
437*	J. Richard Dangl (81)
438	Dr. R. O. Bauman (69)
439	J. D. Gold (205)
440	J. E. Favell (205)
441	John Scanlan (98)
442	Henry G. Smith (U)
443	C. W. Allen (218)
444*	Harraseeket Y. C. (244)
445	Lost Boat
446*	Mark Anton (3)
447*	John H. & John C. Dill (70)
448*	Reginald Lewty (106)
449*	Bayard Stockton, III (3)
450*	Henry DeMaesschalch (109)
451*	Ann and James M. Marshall (1)
452*	Dr. L. F. Dietter (115)
453*	Edgar M. Potts (102)
454*	Phillip M. Andress (3)
455*	Frederic Alder (3)
456*	Earl C. Johnson (59)
	Mrs. Olive M. Johnson (59)
457*	Raymond Cross (U)
458*	Ernest J. Hamilton (77)
459*	John Ashby (24)
460*	Clyde B. Thorington (U)
461*	Daniel Russell (104)
462*	Kenneth G. Emig (207)
463*	William Benson (U)
464*	John Dow
465*	Lost Boat
466*	John Nill (228)
467*	William I and Dianne Caldwell (U)
468	Charles W. Snyder (92)
469*	Milton S. Perrott (81)
470*	Everett L. Durkin (77)
471*	J. B. Martlin (347)
472*	Buffalo Council of Boy Scouts (12)
473	H. Robertson Tuttle (230)
474*	John J. Moreschi (U)
475	Lost Boat

Boat No.	Owner-Fleet
476	Lost Boat
477*	Francis Temme (196)
478	R. A. Goodall (U)
479	Lost Boat
480*	Dr. Arthur H. Schumacher (71)
481	George Conklin (U)
482*	Lost Boat
483*	William Gearing (U)
484	Boat Destroyed
485*	Lost Boat
486*	Herbert Myer, Jr. (116)
487*	Dr. J. A. Teegarden (U)
488	Walter P. Johnston (303)
489*	Boat Destroyed
490*	Boat Destroyed
491	Lost Boat
492	Lost Boat
493	Lost Boat
494*	Louis Hock (178)
495*	Edwin G. & Eunice P. Walker (U)
496*	Lost Boat
497*	H. E. Geissinger (18)
498	Philip Adelman (238)
499	Melvyn T. Stevens (U)
500	Lost Boat
501*	James Gibson (252)
502*	Charles D. Chickering (50)
503*	Lost Boat
504	William Chait (241)
505*	Lost Boat
506*	Edward G. Howe (301)
507	J. Gordon Bentley (10)
508*	Lost Boat
509*	Lost Boat
510*	William O. Johnson (10)
511*	Robert Johnson (U)
512*	Douglas Wetherell (119)
513*	John C. Cattus (3)
514*	Stanford W. Kellogg (131)
515*	Byron Matteson (47)
516*	Pomeraug Council (17)
517	Nate Weiss & Richard Worms (U)
518*	Richard Molt (49)
519*	H. Wilson Bonnett (17)
520*	Lost Boat
521*	Arthur A. Ward (12)
522*	William S. Barrett (50)
523*	Ali Hansen (12)
524*	Elmer Feltz (59)
525*	George A. Dodd (72)
526*	R. A. Harper (209)
527*	Robert Purnell (72)
528*	Raymond B. Hecht (36)
529*	C. Lee Abell (12)
530*	Lost Boat
531	Lost Boat
532	Boat Destroyed
533*	R. A. Kay (U)
534*	Milton H. McBride (U)
535	Robert J. Wright (U)
536	Lost Boat
537	Lost Boat
538	Lost Boat
539	Philip H. Nippert, M.D. (U)
540	Builder
541	Dealer
542*	J. M. Reeder (U)
543*	John P. McCune (U)
544*	Donald Braun (196)
545*	Raymond (Duke) Miller (314)
546*	Lost Boat
547	Shirley Ann Whitcomb (6)
548*	Winn L. Taplin (301)
549	Never Built
550*	Lost Boat
551	Brian M. Chapman (U)
552*	Paul Sterner (43)
553	Boat Destroyed
554*	Thomas Hutchings (33)
555*	Capt. Edgar Denton III (15)
556*	Walter Hardacre (1)
557*	Richard A. Cole (33)
558*	R. A. Yarnell (U)
559*	Karl Burkert (207)
560*	Mr. & Mrs. Leo Helbling (212)
561*	Robert G. Harrison (36)
562*	George W. Pederson (49)
563*	Rev. Norman L. Kellett (U)
564*	Lloyd H. Hall (U)
565*	Arthur W. Kohler, Jr. (96)
566*	Boat Destroyed
567*	Lost Boat
568*	Francis X. Sutherland (32)
569*	Joseph F. Dorsey (U)
570*	R. M. Castle (33)
571*	Lee W. Carroll (U)
572*	Harold Batty (125)
573*	Howard Hirschmiller (12)
574*	H. E. Simpson (U)
575*	Griffith J. Winthrop M. D. (44)
	Griffith J. Winthrop, Jr. (44)
576*	Edward Olson (295)
577*	Charles F. Overton (U)
	Samuel E. Overton (U)
578*	Lost Boat
579*	G. Stewart Stokes (3)
580*	John Hay (173)
581*	Mrs. Kenneth P. Miller (3)

Boat No.	Owner-Fleet
582*	Howard Duchacek (301)
583*	Horace Hanlon (205)
584*	Gerald J. Bernbeck (U)
585	Fredrich H. Clark (252)
586*	William Grabscheid (U)
587*	Richard H. Beatty (U)
588*	Clarence Stoddard (44)
589*	Ralph R. Riehl, Jr. (24)
590*	Robert Mast (314)
591	C. Roger Judy (33)
592	Robert J. McCranor (279)
593	John C. DeWolfe, Jr. & John C. DeWolfe III (U)
594	Lost Boat
595	Don Ratcliffe (U)
596*	Robert E. Huston (233)
597	Jeanne K. Greenley (53)
598*	Charles H. Mercer, Claude Ackerman & Kenneth Nelson (233)
599	W. J. Flippin (U)
600	Boat Destroyed
601	Nofie D. Alfonso (209)
602	Albert Theurer (25)
603	Sea Scouts Troop (U)
604*	Harry A. Mooney (138)
605*	Erskine W. Baker (92)
607	Boat Destroyed
608*	Robert Heimann (345) Donald Hendricks (345)
609	John Norris (266)
610*	Barry Collins (56)
611	Boat Destroyed
612	A. Jay Meier Jr. (266)
613*	E. Erie Lawson (311)
614*	Dan Abbey (U)
615*	Eric M. Peterson, M.D. (167)
616*	James K. Boyd (205)
617*	Vernon L. Woolston (1)
618*	Craig B. Bennett (U)
619*	John F. Brady (U)
620	Parl R. Brooks (181)
621	John C. Dunson (U)
622*	Henry J. Cavanagh Jr. (211)
623	Lost Boat
624	Montrose-LaCrescenta Kiwanis Club (U)
625	Morris Eigen, D.D.S. (U)
626*	Eric Blair (90)
627	Naomi H. McCann (192)
628*	James Murray (U)
629	Edward Golo, Jr. (16)
630	R. V. Duff (27)
631*	F. W. Cushing (98)
632	Lost Boat
633	Lost Boat
634*	Dr. Thomas Risley (U)
635	Lost Boat
636	Lost Boat
637*	Jack B. Frey (U)
638*	J. David Wheeler (27) Donald C. Wheeler (27)
639*	Lost Boat
640	Howard Webb (U)
641	Lost Boat
642	Gordon Keyworth (63)
643	Walter Lantz (U)
644*	Donald Warde (181)
645*	Lost Boat
646*	Lost Boat
647*	Lost Boat
648	Pete Morrow (194)
649	Lost Boat
650*	Boat Destroyed
651*	Thomas C. Schuyler III (24) Thomas C. Schuyler, Jr. (24)
652*	Harry H. Weining (24)
653*	G. T. Wick (U)
654*	Lost Boat
655*	David Blake (24)
656*	Lost Boat
657*	Dr. E. A Zybulewski (104)
658*	Dr. Louis Alkoff (164)
659	Thomas Shepard & Eugene Koenig (U)
660	Lost Boat
661	Lost Boat
662*	Dealer
663*	Jos. G. Caplan (329)
664	Lost Boat
665	Douglas K. Young (U)
666	Chester Otis (U)
667*	Lost Boat
668	Theo Sanden (49)
669	Mrs. Virginia Woods (U)
670	Oliver Sterling (141)
671*	Lost Boat
672	Lost Boat
673*	Earl A. Biggin (114)
674*	Walter F. Eismann, Jr. (8)
675*	Alfred J. Miller (70)
676*	Edgar Moran (36)
677*	R. M. Seng (36) R. M. Seng, Jr. (36)
678	George B. Hefferan (U)
679*	Dr. H. I. Clark (110)
680*	Harold E. Rowland (59)
681*	Boat Destroyed
682*	G. E. Ristau (U)
683*	William J. Ryals & R. W. Acheson (U)
684	Girl Scouts of America
685*	Boat Destroyed
686*	Graham V. Wright (3)
687*	Charles Norman (74)
688	Henry S. Stearns (1)
689*	John N. Paschal (343)
690*	Dr. R. Chenney (49)
691*	L. Kohler (167)
692*	Hendrick Van der Horst (115)
693*	Dr. Murray S. Howland, Jr. (12)
694*	John Buchen & John Bolgert (187)
695*	George Kalinich (252)
696	Ian Marwick (4)
697*	Robert Harvey (12)
698	Builder
699*	Francis Shaffer, Jr. (36)
700*	Wayne E. Dorland (95)
701*	Leonard C. Ferguson (120)
702*	Lost Boat
703*	Richard M. Patterson (54)
704*	Irving J. Barth, Allen Udell (U)
705*	Edwin Shaffer (180)
706*	Bruce King (339)
707*	W. A. Hahn (24)
708*	Harold L. Ferguson (225)
709*	Sam Silverman (163)
710*	Florence & Paul Norton (198)
711*	Lost Boat
712*	Ted C. Schott (U)
713	Ken Morley (69) Bill Guerin (69)
714	Robert Schultz (U)
715	Lost Boat
716	Edward J. Finster (93)
717*	James Herendeen (149)
718	Builder
719	Builder
720*	Lost Boat
721*	Allen L. Richey (353)
722	S. W. Schulmeyer (42)
723	Robert W. Merserve (U)
724*	Jonathan Perry, Winston C. Perry & Winston C. Perry, Jr. (75)
725	Lost Boat
726	Richard Hoerger & A. Lepore (56)
727*	C. Peter Johnson, Jr. (U)
728*	Lost Boat
729	Boat Destroyed
730	Robert R. Flatley (112)
731	John Wolsiefer (98)
732	Lost Boat
733	Stanley Hayden (38)
734	Lost Boat
735*	Robert K. Wood (228)
736*	William Cresswell (98)
737*	Christopher McCutcheon (26)
738*	Louis P. Holladay, III (192)
739*	E. C. Erickson (U)
740	Kenneth Schassberger (U)
741*	Ronald L. Taht (99)
742	Carter VanBuren Rice (U)
743*	W. A. Maxwell (U)
744*	Narrasketuck Y. C. (178)
745*	William G. Moore (U)
746*	Carl Kolb (12) Miss Hyacinth Kolb (12) William O'Hern (12)
747*	Jack P. Cady (U)
748*	Philip F. Ellian (U)
749*	Denis Doyle (12) Wyndham Eaton (12)
750*	J. A. Johnson (12)
751*	K. S. Youngman (132)
752*	William H. Buckley (U)
753*	C. Howard Jansen (270) Lloyd Rossebro (270) Fred Dennerline, Jr. (270)
754*	H. C. Zahn (98)
755*	Lewis H. Holton (U)
756*	Coralee Manhave (61)
757*	Boat Destroyed
758*	Lost Boat
759*	Edward Cosden (230)
760*	H. Jack Siekmann (51)
761*	Wesley Bailey (138)
762*	Richard C. Davis (95)
763*	John R. McDonough (U)
764*	Lost Boat
765	C. H. Britton, Jr. (40)
766	Lost Boat
767*	William Y. Hazlehurst (341)
768*	Sarah K. Auchincloss (164)
769	Walter A. Clayton (25) William L. Clayton (25)
770	Steve Koller (25)
771	Lost Boat
772	Don Ayres & Jim Tjoslat (296)
773	Dr. Robt. Krueger (U)
774*	Milan Bellile (67)
775	W. L. Cleveland (U)
776	Never Built
777*	Byron K. Harvey (109)
778*	Neil H. Vogt (U)
779	Howard V. Siddons (92)
780	Fred Lorenz Jr., Doris Tustin (196)
781	Lost Boat
782	Boat Wrecked
783*	Dr. K. E. Comfort (U)
784*	James F. Riley (U)
785*	Charles Center (U)
786*	Ralph S. Woodruff Jr. (3)
787	John H. Elfman (196)
788	B. Perry Collins (329)
789	Lost Boat
790*	Marta Bender (154)
791*	Herbert LePage (140)
792*	Herman Sarmieto (U)
793	Never Built
794	Never Built
795	Lost Boat
796*	R. G. Dickens (56) Jerry Jeslis (56)
797	Boat Destroyed
798*	George Beveridge (53)
799*	Lost Boat
800*	Lost Boat
801*	No longer exists
802	Lost Boat
803	Don Holtz (222)
804*	Sea Scout Troop #112 (53)
805*	Franklin M. Hoel (341)
806*	Knox Fabius (75)
807*	Merrill C. Miller (U)
808*	Lost Boat
809*	Robert P. Moffett (192)
810*	James R. Lensing (U)
811*	Albert R. Patrizi & David R. Armstrong (U)
812*	Dealer
813*	Mrs. N. B. Knorr (14)
814*	Tyler A. Shinn (1)
815*	C. Randolph Forbes (49)
816*	Gracely A. Orme (37)
817*	John W. Pierce (181)
818*	Lost Boat
819*	Peter Laidlaw (350)
820*	John Yates (326)
821*	Edward P. Waters (39)
822*	Frederick V. Geier (3)
823*	Joseph D. Paterson (U)
824	Lost Boat
825*	F. Cyril W. Greenhill, Jr. (42)
826*	Bruce O. Paul (50)
827*	Hans Holterhoff (95)
828*	Harold Byrne (U)
829*	Ralph E. Traber, Jr. (47)
830*	John F. Davies (150)
831*	Carl Cederblom (98)
832	Valentino D. Clementino (49)
833*	Lost Boat
834*	Kenneth T. Trevitt (85)
835*	Frederick W. Prince (54)
836*	Bob Huff (205)
837*	C. J. Strang (54)
838*	Neil Wasserberger & Jack Ostrander (54)
839*	James E. & Bruce Henderson (54)
840*	Jack Beal (31)
841*	Howard Warner (216)
842*	Lost Boat
843*	Lost Boat
844*	J. W. Rundt (212)
845	Jack Burgess (U)
846	Order of Christian Brothers Boys Camp (U)
847	Dr. Stewart Armstrong (280)
848	Builder
849	Dr. F. L. Okoniewski (149)
850	Lost Boat
851	Don Bassi (30)
852	Lost Boat
853	James Richmond (273)
854*	Pete Bethge (138)
855	Amos Peaslee (U)
856*	Robert H. O'Connor (116)
857	Eugene Bego (54)
858*	J. P. Castleberry, Jr. (57) Hendrick Sheffield (57)
859*	Robert Hawkins (U)
860*	V. N. Vaughn, Jr. (70) Nelson Vaughn III (70)
861*	Jack Young (228)
862	Robert H. Zimmerman (31)
863*	Robert Anderson & Frank P. Anderson (178)
864*	Charles C. Stewart (104)
865	Herman Berger (178)
866	Don Stroud (U)
867	Lost Boat
868*	R. G. Hess (45)
869*	C. T. Jonassen (27)
870	Raymond G. Cammaroto (U)
871*	J. M. Griffith (U)
872*	Rev. David S. Hultsch (U)
873	Never Built
874*	B. R. Johnson (U)
875	Robert Edwards (77)
876	J. R. Meermans (115)
877*	Paul A. Hodgdon (246) Robert L. Scagliotti (246)
878	I. P. Halstead (12)
879*	Lost Boat
880	John McL. Titchener (U)
881	Edward C. Baltz (U)
882*	Boat Destroyed
883*	Douglas A. Bora (U)
884*	C. Gilbert Sellman (U)
885*	Terry Dierdorff (U)
886*	Thomas W. Smale (51)

Boat No.	Owner-Fleet
887	Robert E. Scott (54)
888	Lost Boat
889*	Lost Boat
890*	E. Paul Melanson (13)
891	Al Friedberg (149)
892*	Leyden E. Brown (15)
893*	Boat Destroyed
894	Lost Boat
895	William H. Merrill (12)
896*	David Root (24)
897*	Robert L. Thompson (U)
898	R. A. Walvoord (61)
899	Eugene George, Jr. (U)
900	Jose & Jorge Carulla (73)
901	Claude Mayer (67)
902	Lost Boat
903	Aaron D. Kazin (U)
904	Lost Boat
905	Builder
906	John Gall (60)
907	U. S. Marine Corps
908	U. S. Marine Corps
909*	Don & Les Mason (81)
910	Lost Boat
911	Anthony Petrofsky (U)
912	Max Pena Prado (265)
913	Dealer
914	Never Built
915	Philippe von der Weid (169)
916	Gerard Monbaron (268)
917	Hans Kupper (U)
918	Paul Gross (169)
919*	Andre Brocard (169)
920*	P. Gonset (48)
921	Lost Boat
922	Lost Boat
923	Georges Bosset (169)
924	Meinrad Mooser (169)
925	Lost Boat
926	Blaise Perrenoud (169)
927*	Hans Stahli (U)
928*	Gebr. Schnarwiler (281)
929*	Raymond Block (268)
930*	Hans Hoesli (U)
931	Builder
932	Builder
933*	L. Messner (358)
934	Dr. Kenneth S. Thomson (U)
935	Wales W. Wasson (47) George Somerhalder (47)
936*	Lloyd J. Bach (77)
937	Frank S. Rutherford (269)
938*	Lost Boat
939*	Gerald Richter (79)
940	Lost Boat
941*	Wm. J. De Beaubien (54)
942	Lost Boat
943	Lost Boat
944	John Nelson (U)
945	Boat never built
946	Thomas E. Burke (15)
947	Roland Cueva (U)
948	Lost Boat
949*	Bruce Morgan (132)
950	Edward J. Fisch, Jr. (U)
951	Lost Boat
952	Lost Boat
953*	Boat Destroyed
954	Never Built
955	Lost Boat
956	Lost Boat
957*	Walter W. Dotterweich, Jr. & John A. Pierce, M.D. (85)
958	Never Built
959*	Tom Lange (113)
960	E. W. Hansen (U)
961*	Bill G. Dahlquist (U)
962	Lost Boat
963	Paul A. Dicke (U)
964	John Pozorski (69)
965*	Lost Boat
966*	Lost Boat
967*	Nolan E. White (128)
968*	Warren McPherson (311)
969	Adolph E. Gude, Jr. (U)
970	James B. Ramsey (U)
971	Lost Boat
972	Lost Boat
973	Lost Boat
974*	John E. Palmer (14)
975	Never Built
976	Philip E. Fritz (U)
977	Horace Ashton (U)
978*	Sherman L. Holtz (U)
979*	Harold Williams (70)
980*	Kathleen A. Johnston (217)
981*	Edward Geier & Beverly Geier (77)
982	Frederic J. Gottwald (U)
983*	J. L. Brill (190) Martha F. Brill (190)
984	Harold Hall (49)
985	John Bayer (U)
986*	Lost Boat
987	Michael Hassel (U)
988	Wm. A. Seeman (185)
989	H. A. Murray (353)
990*	Lost Boat
991*	Lost Boat
992*	U. S. Marine Corps
993*	Frank Cavanaugh (226)
994*	U. S. Marine Corps
995*	George J. Savage, Jr. (U)
996	Lost Boat
997*	Lost Boat
998	Gerald Houston (U)
999	U. S. Coast Guard
1000*	Mrs. Janet F. Ferguson (49)
1001	Boat Destroyed
1002	Lost Boat
1003	Boat Destroyed
1004*	Warrent Eggert (345)
1005	Lost Boat
1006*	Walter Wimazal (172)
1007	D. B. Brudos (U)
1008	Arthur Sheridan (U)
1009	Never Built
1010*	John Matthesen (129)
1011	Lost Boat
1012	Lost Boat
1013	Hugh Gilbert (274)
1014	Boat Destroyed
1015	Never Built
1016	Lost Boat
1017	Lost Boat
1018*	Dr. & Mrs. David Beres (193) Paul & Robert Beres (193)
1019	Lost Boat
1020*	Paul LaFlamme (188)
1021	Bruce Evans (283)
1022*	Lost Boat
1023	George D. Maers (U)
1024*	Chas. D. Nitchie, II (39)
1025	Lost Boat
1026	Dr. E. H. Jones (188)
1027	Edward Arbanos (U)
1028	Lost Boat
1029	Not Finished
1030	John E. Bachman (U)
1031	John Faler (U)
1032*	Francis Feighan (71)
1033*	Elmer May (62)
1034	Albert Viau (44)
1035*	John Gray (U)
1036	Lost Boat
1037	B. L. Witneg (U)
1038	Lost Boat
1039	Lost Boat
1040	Never Built
1041*	United States Marine Corps
1042*	United States Marine Corps
1043*	United States Marine Corps
1044*	James Wood Burch (U)
1045*	James Wright III (55)
1046*	United States Marine Corps
1047*	United States Marine Corps
1048*	Lost Boat
1049*	United States Marine Corps
1050*	Lost Boat
1051	Lost Boat
1052*	Rolland Pontious (102) Elliot Prindle (102)
1053*	George Gilmore (U)
1054*	Lost Boat
1055	Lost Boat
1056*	Charles Wirth (62)
1057*	Albert John Gregg (U)
1058*	Russell P. Hager, M.D. (119) A. Marion Hager (119)
1059*	Lost Boat
1060*	John Blose (U)
1061	Wm. Vierling (126)
1062	Lost Boat
1063	Robert Jones, Don Schnacke, Fritz Remmlee (60)
1064	Lewis E. Thelin (U) Paul E. Thelin (U)
1065*	Sam C. Brooks, Jr. (U)
1066*	Harry Slusmon (U)
1067	Rev. Harry S. Ward (U)
1068	Lost Boat
1069	Never Built
1070*	John Moeller (137)
1071	Lost Boat
1072*	Lyle W. Hornbeck (U)
1073	Charles Clark (U)
1074	Lost Boat
1075*	Lost Boat
1076	Lost Boat
1077	Lost Boat
1078	Roy F. Belanger (U)
1079*	Charles Newton (U)
1080	Lost Boat
1081	George J. Ritz (109)
1082*	W. R. Ransom (54)
1083	William Heaney (39)
1084*	Lost Boat
1085	Lost Boat
1086	Everette N. Orvald (U)
1087	R. Errington (U)
1088	U. S. Marine Corps
1089	Albert R. Simonds (288)
1090	Henry C. Daniels (U)
1091	U. S. Marine Corps
1092	U. S. Marine Corps
1093	Lost Boat
1094	U. S. Marine Corps
1095	N. Hector McGeachy Jr. (U)
1096	H. B. Foster (U)
1097	Lost Boat
1098	E. J. Saam (253)
1099	Norman Rohrback (31)
1100	Carmine Christiano (U)
1101	Lost Boat
1102	Thomas Crookston (137)
1103	Lost Boat
1104	Lost Boat
1105	U. S. Marine Corps
1106	U. S. Marine Corps
1107	U. S. Marine Corps
1108*	F. B. Sprague (U)
1109	U. S. Marine Corps
1110	U. S. Marine Corps
1111	U. S. Marine Corps
1112	U. S. Marine Corps
1113	U. S. Marine Corps
1114	U. S. Marine Corps
1115	U. S. Marine Corps
1116	U. S. Marine Corps
1117	U. S. Marine Corps
1118	U. S. Marine Corps
1119	U. S. Marine Corps
1120	U. S. Marine Corps
1121	U. S. Marine Corps
1122	U. S. Marine Corps
1123	U. S. Marine Corps
1124	U. S. Marine Corps
1125	U. S. Marine Corps
1126	U. S. Marine Corps
1127	U. S. Marine Corps
1128	U. S. Marine Corps
1129	U. S. Marine Corps
1130	John W. Smith (U)
1131*	Laurance S. Rockefeller (U)
1132	Rolland Roy (U)
1133	Lost Boat
1134	Not finished
1135	Fred Clark (270)
1136*	Lost Boat
1137*	F. J. Costello (3)
1138*	Hugh Butler (255)
1139*	Michael Babin (273) Reg. B. Babin (273)
1140*	Robert F. Moore (32)
1141*	Edward C. Cerny, Jr. (32)
1142*	Marshall Snyder (96)
1143*	Peter Hare (246)
1144*	Alexander S. Murphy (58) Alan S. Murphy, Sr. (58)
1145*	Stuart Misener (U)
1146*	Dr. Shirley R. Snow, Jr. (U)
1147*	U. S. Marine Corps
1148*	C. E. Reiffenstein (U) Lee Carroll (U)
1149*	Lost Boat
1150*	Chautauqua Boys & Girls Club (198)
1151*	Henry B. Clark (32)
1152*	Lost Boat
1153*	H. S. Rush (U)
1154*	Lost Boat
1155*	Marjorie T. Willes (U)
1156*	William Whiting (192)
1157*	Dealer
1158*	Farrell Steamship Co. (17)
1159*	Lost Boat
1160*	C. L. Johnson (82)
1161*	Sally Ann MacLean (U)
1162*	F. A. Gluckert (192)
1163	U. S. Naval Training Center
1164*	Thomas P. Jones, Jr. & Thomas P. Jones III (U)
1165*	Daniel Lehane (96)
1166*	Prout's Neck Y. C. (94)
1167*	Foss Murray (115)
1168	U. S. Naval Training Center
1169	U. S. Naval Training Center
1170	U. S. Naval Training Center
1171*	Daniel J. Murphy (244)
1172*	Lost Boat
1173*	Searcy Parker (62)
1174*	Edward W. Lathan (50)
1175*	Boat not useable
1176*	Lost Boat
1177*	Charles A. Ukkerd (302)
1178*	Boat Destroyed
1179*	Charles Emerson, Jr. (14)
1180*	Pine Tree Council, Inc. (U)
1181*	J. H. Jiranek (U)
1182*	Ray Taylor (36)
1183*	Henry H. Corwin (17)
1184*	Sterling Redding, & J. Stephanko (U)
1185*	Robert C. Kelly (U)
1186*	H. S. Allen, Jr. (U)
1187*	S. Mitoff (13)
1188*	Hobart Newman (56)
1189*	Burton E. Moore (341)
1190	Lost Boat
1191	Dr. Wayne A. Gorla (266)
1192	Lost Boat
1193*	Robert J. Houck (U)
1194	W. D. Jeffery (67)
1195*	Tripp-Lake-Camps (U)
1196	Ernest G. Hertzberg (U)
1197*	Eric Dowell (66)
1198*	Edward Sullivan (U)
1199	Lost Boat
1200	Not Completed
1201	J. F. Cronin (13)
1202*	Aubrey A. Bastin (U)
1203	Lloyd C. Hoeltzel (34)
1204	J. K. Mills (U)
1205*	Lost Boat

Boat No.	Owner-Fleet
1206	Myles Schulte (U)
1207	Lost Boat
1208	Gilbert Johnson (226)
1209	Boat Destroyed
1210	Never Built
1211	Never Built
1212	Lost Boat
1213*	George Marks (U)
1214*	Earl J. Peters (51)
	David O. Peters (51)
1215	Lost Boat
1216	Janet D. Howard (U)
1217	Stephen Decatur, Jr. (U)
1218	Bernard R. Belisle (U)
1219	Never Finished
1220*	Jay F. Harris, M.D. (U)
1221*	Lost Boat
1222*	Robert Winterbottom (41)
1223*	James A. Vincent (U)
1224*	J. I. Milliron (59)
1225*	Vincent Phelan (150)
1226*	Lost Boat
1227	C. F. Ingram (U)
1228*	Bob Youngquist &
	Frank Parker (50)
1229	Fred Lawson (27)
1230*	Noel R. Wardwell (353)
1231*	James Klopher (23)
1232*	Frank L. Rose (27)
1233	Clayton W. Lutz (U)
1234*	Robert G. Hurlburt (U)
1235*	Lost Boat
1236*	Dr. R. J. Patrizio (252)
1237*	J. Robert Campbell, Jr. (U)
1238*	Curtis E. Wilson (U)
1239*	Dr. Henry J. Starr (U)
1240	Club Hansa (73)
1241	M. S. Tysseland (196)
1242*	Dave Unger (56)
1243	Lost Boat
1244	Lost Boat
1245	William H. Merrill, Jr. (12)
1246	Never Built
1247	Lost Boat
1248	Lost Boat
1249	Lost Boat
1250*	Jerry Martin (53)
1251*	W. A. De Haan (53)
1252	Lost Boat
1253	Lost Boat
1254	Lost Boat
1255	Zeb V. Carson (U)
1256	Normand Adair (316)
1257	Carlos Hilker Voss (U)
1258	Robert R. Balla (U)
1259	Edward L. Meyer, Jr. (112)
1260*	Lost Boat
1261	Kenneth D. Johnsen (353)
1262*	Dr. Rolf P. Scharenberg (U)
1263	Antonio Uribe (73)
1264*	Lost Boat
1265	Dealer
1266	Lloyd Chambers (U)
1267*	Boat Destroyed
1268*	C. F. Ebey (60)
1269*	Everett A. & Dick Hoffman (150)
1270*	Robinson Douglass (296)
1271*	Herb Twining (254)
1272*	Everett S. Holden (338)
1273*	Edward A. Stowell (27)
1274*	Gerry Mason (44)
1275*	Robert G. Cuskley (32)
1276*	George R. Auld (1)
1277*	Lost Boat
1278*	Charles M. Curtiss (12)
1279*	Robert Anderson (50)
1280*	Lost Boat
1281*	Richard C. Fowler (50)
1282*	Gerard C. Smith (U)
1283*	Bainbridge Christ (50)
1284*	Louis J. Talerico (93)
1285*	Basin Harbor Club
1286*	Howard J. Lewis (241)
1287*	Mrs. C. Ray Taylor (U)
1288*	Lost Boat
1289*	Albert B. Snyder (353)
1290*	LaSalle Yacht Club (221)
1291*	Marie E. Pulaski (207)
1292*	Donald W. Reidenbaugh (253)
1293*	Ernest Petersen (U)
1294*	Harry W. Parker (164)
1295*	William S. Brenckle (U)
1296*	W. J. Moss, Jr. (U)
1297*	Lost Boat
1298*	Robert J. Huegel (177)
1299*	Tom Lindemann (69)
1300*	Norbert L. Schmitz (177)
1301*	Lewis A. Dysart &
	Frederick D. Lewis (296)
1302*	Donald Jay Ackerson (U)
1303*	Lost Boat
1304*	Joseph G. Seymour (16)
1305*	Lost Boat
1306*	Edmund T. Nash &
	Robert A. Nash (U)
1307*	Lincoln H. Gries (U)
1308*	N. P. Randall (39)
1309*	Kenn Britting (95)
1310*	Lansing Lockwood (39)
1311*	Lost Boat
1312*	Harry Donahue, Jr. &
	Peter & Dennis Donahue (301)
1313*	Sherman Sable (164)
1314*	John Silvestri (U)
1315*	Lost Boat
1316*	Lost Boat
1317*	J. C. Meyers, Jr. (U)
1318*	T. Urling Walter (225)
1319*	R. T. Lathrop (105)
1320*	Lost Boat
1321*	Joseph E. Mosey (238)
1322*	Lost Boat
1323*	Boat Destroyed
1324*	Wesley S. Clarke (6)
1325*	Lost Boat
1326*	William Heffernan (56)
1327*	Lost Boat
1328*	John Rusman (95)
1329*	William Summerbell (95)
1330*	Harry M. Ash (95)
1331*	Misses Anna & Kathryn Kohout (U)
1332*	Bernard A. Rogers (U)
1333*	Lt. Col. Larrabee C. Lillie (92)
1334*	H. S. Johnson (U)
1335*	Robert Badenhope (42)
1336*	Francis C. Gideon (U)
1337*	Harbey Brittle (U)
1338*	David J. Rielley, Jr. (296)
1339*	Dealer
1340*	Lost Boat
1341*	Lost Boat
1342*	Fran Byrne (19)
	Pete Rushworth (19)
	Dick Maher (19)
1343*	Boat Destroyed
1344*	Chautauqua Boys & Girls Club (198)
1345*	Rev. Rollin J. Fairbanks (U)
1346*	Dewitt DeWeese (198)
1347*	Jay Chaberland (53)
	Frank W. Blaydon (53)
1348*	Lost Boat
1349*	Donald L. Buchard (3)
1350*	A. Gordon Wheler, (164)
1351*	John Muhlenberg (U)
1352*	Lost Boat
1353*	E. J. Cooley (U)
1354*	Lost Boat
1355*	Lost Boat
1356*	R. S. Huested (329)
1357*	Lost Boat
1358*	James H. Davis (70)
1359*	Harry S. Nelson (71)
1360*	Boat Destroyed
1361*	Bruce Curtis (108)
1362*	E. Spence (U)
1363*	Dr. John P. Water (U)
1364*	Lost Boat
1365*	Walter R. Lane (104)
1366*	Club Nautico del Muna (73)
1367*	Boat Destroyed
1368*	R. P. Geranian (189)
1369	Lost Boat
1370	Never Built
1371	Lost Boat
1372*	Eric Qualley (64)
1373	Lost Boat
1374*	Arthur S. Hanby (72)
1375	Lost Boat
1376	Lost Boat
1377	Lost Boat
1378*	Harold & Marie Chester (104)
1379*	George Beisheim, Jr. (224)
1380*	Cornelius Knox (255)
1381*	Derek Sayers, M.D. (13)
1382*	Lost Boat
1383*	Lt. Cdr. Milan J. Daniel (126)
1384	Lost Boat
1385*	Heimart von Zweck (U)
1386	Never Built
1387*	Lost Boat
1388*	Lost Boat
1389	D. O. Turnbull (U)
1390	R. T. Mosher (U)
1391	Lost Boat
1392	Hans Brugger (75)
1393	George R. Baker (U)
1394	Paul C. Nunes (U)
1395*	Robert B. Semple (U)
1396	George D. Hovey (U)
1397	U. S. Marine Corps
1398	U. S. Marine Corps
1399	U. S. Marine Corps
1400	U. S. Marine Corps
1401	U. S. Marine Corps
1402	U. S. Marine Corps
1403	Boy Scouts of America
1404	Lost Boat
1405	Boy Scouts of America
1406	U. S. Marine Corps
1407	U. S. Marine Corps
1408	U. S. Marine Corps
1409	U. S. Marine Corps
1410	Gene R. Byrnes (U)
1411	U. S. Marine Corps
1412	U. S. Marine Corps
1413	William M. Kelly (50)
1414	U. S. Marine Corps
1415	U. S. Marine Corps
1416	U. S. Marine Corps
1417	Lost Boat
1418	U. S. Marine Corps
1419	Shepard N. Dunn (341)
1420	J. E. Elliott, Jr. &
	Phil H. McLain (341)
1421	U. S. Marine Corps
1422	U. S. Marine Corps
1423	U. S. Marine Corps
1424	U. S. Marine Corps
1425	U. S. Marine Corps
1426	U. S. Marine Corps
1427	Scott P. Crampton (U)
1428	David K. Tillson (U)
1429	U. S. Marine Corps
1430	U. S. Marine Corps
1431	U. S. Marine Corps
1432	U. S. Marine Corps
1433	U. S. Marine Corps
1434	U. S. Marine Corps
1435	U. S. Marine Corps
1436	U. S. Marine Corps
1437	U. S. Marine Corps
1438	U. S. Marine Corps
1439	U. S. Marine Corps
1440	Capt. Benj. R. Eggeman (50)
1441	U. S. Marine Corps
1442	U. S. Marine Corps
1443	Lost Boat
1444	U. S. Marine Corps
1445	Tom R. Fulghum (U)
1446*	Zoltan I. Pandak (U)
1447	E. McConnell (74)
1448*	Boat Destroyed
1449	Col. Leo Chevalier (U)
1450	Lost Boat
1451	Ron Conway (188)
1452*	Louis E. Smith (194)
1453	Louis G. Roess (81)
1454	James R. Todd (226)
1455*	John O. Enander (U)
1456*	Lost Boat
1457*	Jack Penfield (194)
1458*	Stephen Tobey (21)
1459*	Lost Boat
1460*	G. R. Beckham (143)
1461	Never Built
1462	Boat Destroyed
1463	Lost Boat
1464*	Ed Brockhausen, Jr. (172)
1465	Lost Boat
1466*	David V. DuBois (U)
1467*	Lost Boat
1468	Never Built
1469	Bruce Laughlin (U)
1470	George B. Bryant (U)
1471	Ed Baumhauer (135)
1472*	J. L. Tiffany (78)
1473*	Andrew R. Miller, Jr. (12)
1474*	Camp Swanee Girl's Boat (U)
1475*	Robert G. Schmitz (34)
	Herman J. Schmitz (34)
1476*	E. C. Koch (U)
1477*	A. R. Tomassetti (357)
1478*	Albert Alexy (U)
1479*	William I. Mirkil (3)
1480*	Lost Boat
1481*	Neil F. Karkus (70)
1482*	Francis X. Kennelly (70)
	Thomas F. Kennelly (70)
1483*	Gerard Morrissey (105)
1484*	Lost Boat
1485*	W. F. Kail (353)
1486	Clark Beverly (35)
1487*	Boat Destroyed
1488	Lost Boat
1489*	Joseph Tries (59)
1490	Lost Boat
1491	Rockerfella Center (U)
1492	Alberto Londono &
	Graciela de Londono (73)
1493	Santiago Torres (73)
1494*	C. F. Craig (U)
1495*	Marvin H. Schwab (39)
1496	E. C. Van Swearingen (96)
1497	Charles Fairfax Payne (44)
	Marcia L. Payne (44)
1498	Lost Boat
1499	Boat Destroyed
1500	Lost Boat
1501	Edwin Black (U)
1502*	Lost Boat
1503	Samuel King (U)
1504*	Allan G. Mitchell (8)
1505	Lost Boat
1506	George J. Podeyn (U)
1507	Don W. Campbell (U)
	L. K. Eden (U)
1508	Lost Boat
1509	Lost Boat
1510	Dealer
1511	Lost Boat
1512*	Julius Lipshultz (U)
1513	Lost Boat
1514	Lost Boat
1515	Victor Guzauski (77)
1516	Robert M. Weeks (U)
1517	Lost Boat
1518	Never Built
1519	Guillermo Gonzalez (73)
1520	Lorne L. Smith (188)
1521	Harold Diers (U)
1522	Never Built

Boat No.	Owner-Fleet
1523*	Robert B. Horne (314)
1524	Harvey M. Stewart (U)
1525*	Thomas S. & Victorine S. Mertes (325)
1526	Alberto Vejarano (U)
1527	Alvaro Camargo (U)
1528	John James Brown (U)
1529	Abbot Pattison (280)
1530*	John L. Thomas (194)
1531*	Richard Thomson (194)
1532	Dealer
1533	Lost Boat
1534	Lost Boat
1535	Never Built
1537	Stanley Glassey (U)
1538	Never Built
1539*	Lost Boat
1540	Never Built
1541	Charles Sigel (U) Marvin Gerstein (U) Bertrand Gerstein (U)
1542	Lost Boat
1543*	Casper Collins Clarke (132)
1544	Kenneth A. Laidlaw (188)
1545	Walter H. Jones (U)
1546	Lost Boat
1547	Lost Boat
1548*	Robert L. Glinski (U)
1549*	W. Nelson Stamford (47)
1550	Lost Boat
1551	David S. Hanson (257)
1552	Isabel Warmoth (U)
1553	Never Built
1554	Lost Boat
1555	Never Built
1556	P. J. C. Van Zyl (U)
1557	Phil Keway (326)
1558	Never Built
1559	German Uribe (73)
1560*	Giuseppe de Paolis (305)
1561*	Odean & Robert Knudson (316)
1562	David M. Bull (U)
1563	Never Built
1564	Lost Boat
1565*	John G. Young (U)
1566*	William H. Furey (53) David A. & Robert H. Furey (53)
1567	J. R. Bogan (U)
1568*	Maurice A. Ferrier (U)
1569	Tom Kenny (U)
1570	Lost Boat
1571	Alre R. Watts (U)
1572	Never Built
1573	Lost Boat
1574	Don Haas (U)
1575*	Lost Boat
1576	Lost Boat
1577*	William Macomber (119)
1578	Lost Boat
1579*	Boat Destroyed
1580	J. Edward N. Flanagan (66)
1581*	James L. Brown, Jr. (109)
1582	Never Built
1583*	Raymond W. Mercier (77)
1584	Philip V. Colburn (U)
1585	Thomas A. Babb (U)
1586*	G. H. Ochenrider (98)
1587*	Grant Oliver (230)
1588*	Douglas P. Waterhouse (6)
1589*	William Lee Burch (U)
1590*	Boat Destroyed
1591	Lost Boat
1592*	Henry Dumper (138)
1593	Never Built
1594	Dealer
1595	George F. Senn (U)
1596*	Eugene C. LaFond (194)
1597	Dealer
1598*	Richard J. Schneider (71)
1599	Michael Pustella, Jr. (U)
1600*	Harry Wignall (6)
1601*	Jay T. Stewart (U)
1602	Carl Koch (174)
1603*	Alan Dewey (12)
1604	Robert E. Pegel (97)
1605	Marcus Littlefield (U)
1606	Lost Boat
1607	Lost Boat
1608	M. E. Cottrell (U)
1609*	Robert J. Leckey (102)
1610*	John Pearne (71)
1611	Robert E. Armitage (U)
1612	Lost Boat
1613*	Eleanor F. Gilliams (92)
1614	Club Nautico Muna (73)
1615	Lost Boat
1616*	Matthew T. Bryant (47)
1617*	Cal Canfield (U)
1618	Kenneth L. Ziegler (U)
1619	Lost Boat
1620*	P. N. Bowle-Evans (215)
1621	E. D. Lundeen (U)
1622*	Richard W. Holmes (143)
1623	Dealer
1624*	Lost Boat
1625*	Daniel S. J. Choy, M.D. (U)
1626*	Raymond A. & Gerda A. Howe (U)
1627*	Peter Shepherd (U)
1628*	Clyde Deal (U)
1629*	Lost Boat

Boat No.	Owner-Fleet
1630*	Antonios J. Filou (U)
1631*	Lost Boat
1632*	Robert C. Paradise (U)
1633*	Thomas D. Leonard, Jr. (U)
1634*	Noel Walker (U)
1632*	Robert C. Paradise (U)
1636*	Mrs. Janet Leiper (U) H. R. Howell (U)
1637*	Lost Boat
1638*	Mathew Castelot (6)
1639*	Lost Boat
1640*	Mrs. Eva Stewart O'Fallon (U)
1641*	Roger C. Johnson (44)
1642*	Edward F. Wahl (37)
1643*	Boat Destroyed
1644*	George & Jay Huettl (14)
1645*	Lost Boat
1646*	Robert T. Hobson (212)
1647*	Chester Dale (U)
1648*	Lost Boat
1649*	Lost Boat
1650*	Lost Boat
1651*	Glenn W. Green (U)
1652*	John R. Riconda (163)
1653*	Goodhue Livingston, Jr. (U)
1654*	Leonard Lippincott (53)
1655*	Isaac Diamond (U)
1656*	Harry A. Carson (51) W. Wm. Laitner (51)
1657*	Harold N. Leffingwell (105) Robert Abbe (105)
1658*	Caldwell B. Richeson, Jr. (353)
1659*	Lost Boat
1660*	Dealer
1661*	Richard C. Miller (313)
1662*	Lost Boat
1663*	Lt. Col. Swofford (U) Lt. Col. Johnston (U)
1664*	James A. Johnston (168)
1665*	John Massengale (134)
1666*	Lost Boat
1667*	Lost Boat
1668*	Howard Whisler (212)
1669*	Henry George (9)
1670*	Lee Greenwood (U)
1671*	Joseph Childs (323)
1672*	Lost Boat
1673*	Richard Hammerstein (U)
1674*	Dr. W. Schmidt (207)
1675*	E. Vitucci (194)
1676*	Robert Truckenbrod (U)
1677	Fred Cole (31)
1678	R. J. Cream (U)
1679	Austin A. Arlla (U)
1680	D. B. Brannom (U)
1681	Lost Boat
1682	Lost Boat
1683*	Richard K. Koegler (81)
1684*	A. Donald Arsem (U)
1685*	James R. Hinton, Jr. (U) Beatrice Hinton (U)
1686	Lost Boat
1687	Never Built
1688	Rudolf R. Krausse (U)
1689	Never Built
1690	Never Built
1691	John McMahon (U)
1692	Arthur F. Bird (U)
1693	Tom Latimer (115)
1694*	Fred L. Ryner (133)
1695	Lost Boat
1696	Oregon Trail Council 697 (U)
1697*	A. E. Bigelow (64)
1698	Never Built
1699	Ross Cofran III, (60)
1700*	Barbara A. Brown (U)
1701*	Betsy Morris (69)
1702*	Max Ruess (79)
1703	Larry Weiss (U)
1704*	Joe Lennart (205)
1705*	Michael & Martin Gorman (U)
1706	George Dascenzo (U) Steve Fayta (U)
1707*	Don L. Wiltse (U)
1708	Lost Boat
1709*	Catherine M. Botham (177)
1710	Michael Gregg (U)
1711	Leo Toska (42)
1712*	Robert R. Schorn (U)
1713	Leo Wasiewicz (U)
1714*	M. G. Patterson (U)
1715*	Robert H. Torgler (255)
1716	R. W. Burford, M. D. (35)
1717	Lost Boat
1718	Never Built
1719	Builder
1720	Never Built
1721*	Robert W. Custance & Albert H. Bettencourt (332)
1722*	Robert Walker (192)
1723*	Lester, Boyd & Leslie Asplundh (99)
1724*	Lost Boat
1725*	Dr. Ira S. Ross (104)
1726*	K. B. & John G. Walton (217)
1727*	Fred Fick (32)
1728*	Lost Boat
1729*	Claude Barnett (300)
1730*	Eric Begg (6)
1731*	Raymond A. Dietz (257)

Boat No.	Owner-Fleet
1732*	Beckwith Gilbert (3)
1733*	Jack Lubahn (U)
1734*	Bill Cannon (3)
1735*	Charles W. Mulch (U)
1736*	H. A. Williams (325)
1737*	Robert G. Mende (U)
1738*	Carol Ferrara (34)
1739*	Frank Amadon (273)
1740*	Alfred Bernstein (U)
1741*	Harold P. Landerl (192)
1742*	Lee Boldbeck (U)
1743*	William Handrock (U)
1744*	H. Corbin Day (3)
1745*	Boat Destroyed
1746*	George & Joan Huettl (14)
1747*	Edward Waldmen (U)
1748	Lost Boat
1749	Donald E. Asay (U) Mrs. Mary Asay (U)
1750	Never Built
1751	Dealer
1752	Dealer
1753	Lost Boat
1754	Ron Scherrer (270)
1755	David & Mary Lamb (248)
1756	Never Built
1757	Lost Boat
1758	Morton Foster, Jr. (U)
1759	Luther M. Falconer (70)
1760	A. E. Francke, Jr. (U)
1761	Lost Boat
1762*	John Cannon Colvin (U)
1763	Lost Boat
1764	Dick Nickel (341) Tom Waters (341)
1765	Arthur Milnamow (197)
1766*	Mario Borges de Andrade Ramos (84) Ronaldo de Andrade Ramos (84)
1767*	Luiz Philippe Cardoso, Jr. (84)
1768	Hans Rudolf Knoth (84)
1769*	Francisco Ribeiro de Almeida (84)
1770	Lost Boat
1771*	Jose Cruz da Costa Biaia (351)
1772*	Joao Carlos dos Santos (84)
1773*	Lost Boat
1774*	Harvey H. Rentel (147)
1775*	Lost Boat
1776*	Dr. Edwin W. Stevens (20)
1777	William A. Stone (42)
1778	John B. Currier, Jr. (U)
1779	Lost Boat
1780	Richard J. Hancock (139)
1781	J. C. Martin (18)
1782	Lost Boat
1783	Lost Boat
1784	Lost Boat
1785	Lost Boat
1786*	Robert L. Smith (U)
1787*	Robert M. & William F. Hoover (296)
1788*	Clarence J. Arrowsmith (95)
1789*	Lost Boat
1790*	Dr. Ralph Wigent (54)
1791*	William H. Fischer (U)
1792*	Lee R. Millett (192)
1793*	Don Troyer (31)
1794*	Russell D. Briggs (U)
1795*	George H. Stephens (U)
1796*	Robert Brenner (81)
1797*	Robert B. Skeele (U)
1798*	Stuart M. Simmons (119)
1799*	Lost Boat
1800*	Frank L. Driver, Jr. (142)
1801*	Paul Ebbers (296)
1802*	Howard J. Hadley (241)
1803*	Michael C. Mickelson (353)
1804*	John Weed Powers (263) John H. Stone (263)
1805*	William E. Munn (U)
1806*	Kenneth B. Finnie (36)
1807*	Marshal Larrabee III (1) Jean McRae (1) Ethel Delgado (1)
1808*	Lost Boat
1809*	Dr. Irwin K. Stone (225)
1810*	Lost Boat
1811*	Lost Boat
1812*	Cleveland Yacht Club (U)
1813*	David N. Huck (96)
1814*	R. W. Sundermann (U)
1815*	Phyllis J. Felker & Alice J. Sayen (313)
1816*	Stephen P. Collier (54)
1817*	Mert S. Jennings (54)
1818*	Robert M. Winter (U)
1819*	John Hill, Jr. (U)
1820*	Donald Harrison (54)
1821*	John C. Groschner (51)
1822*	Robert Englebeck (136)
1823*	Frank Gibb (311) Nealon Cudney (311)
1824*	Glenn Wagner (U)
1825*	J. Walter Corcoran (77)
1826*	William Jordan (1)
1827*	Lost Boat
1828*	Raymond E. Olson (44)
1829*	John R. Ross, Jr., M.D. (10)
1830*	Bill Matheson (U)
1831*	James K. Davis, Jr. (213) Chas. H. Davis (213)

Boat No.	Owner-Fleet
1832*	Ralph E. Blake (U)
1833*	Rueben Storsteen (U)
1834*	Robert Etzweiler (U)
1835*	Walter S. Douglas (U)
1836*	Ed Key (U)
1837*	Lost Boat
1838	Lost Boat
1839	J. K. Ware (62)
1840	Rutledge Delgado (62)
1841*	Lost Boat
1843	Lost Boat
1844	Fred G. McLean (U)
1845*	Frank Inrig (118)
	Ron Barr (118)
1846*	Donald R. Gates (U)
1847	Lost Boat
1848	Never Built
1849	Mrs. Dorothy Henry (U)
1850	Lloyd Haitt (U)
1851*	Derek Simpkins (90)
1852*	Jerry Hill (U)
1853	Lost Boat
1854	George F. Swetnam, Jr. (U)
1855	Lost Boat
1856*	Lost Boat
1857*	W. Patlen (16)
	John J. Henriksen (16)
1858*	Arthur Gregg (230)
1859	Thomas P. Schnapp (42)
1860	Robert H. Smith (75)
1861	John C. Hodges (87)
1862	Never Built
1863*	Henry Tose, Jr. (U)
1864	Builder
1865	Lost Boat
1866	Philip S. Padelford (U)
1867	Builder
1868*	Mrs. Ruth W. Spaulding (40)
1869*	William McHugh (U)
1870	Never Built
1871*	Lost Boat
1872	Lowell E. Baker (41)
1873	Deceased
1874	Lost Boat
1875*	John R. Geiter (U)
1876*	Lost Boat
1877*	Robert Morrison (U)
1878*	Nancy Lewis (314)
1879*	Herbert Evans (116)
1880*	Howard L. Murray (U)
1881*	Paul Hollenbach (133)
1882*	Peter Rumsey (U)
1883*	Lenox School
1884*	O. M. Scott (96)
1885*	J. Scott Todd (99)
	James S. Todd (99)
1886	Lost Boat
1887*	Joseph Soraghan (50)
	Anthony J. Hervas (50)
1888*	Lost Boat
1889	Builder
1890	W. G. Chandler (U)
1891	Warren R. Martel (U)
1892*	Arnold Hulting (U)
1893	Edward J. Gagne (U)
1894*	Norman Johnson (21)
1895	Never Built
1896*	Vicki M. Bernstein (U)
	Chas. Bernstein (U)
1897*	J. H. Stevens (U)
1898*	Frances Clurman (41)
1899*	William Prior (75)
1900*	Idda Jova (39)
	Henry Abreu (39)
1901*	Walter Gropler (75)
1902	Lost Boat
1903*	R. D. Swain (270)
1904*	Charles J. Woeppel (12)
1905*	Gerry J. Dietz,
	Hugh & Michael Dietz (1)
1906*	William C. Merritt (149)
1907	Lost Boat
1908	Frank J. Kleinhampl (U)
1909*	Harry Algert (114)
1910	Graydon C. Smith (311)
1911*	William J. Carroll (98)
1912*	Lost Boat
1913*	H. Shanley (6)
1914*	Nathanial Reyburn (24)
1915*	Lost Boat
1916*	Betty & Howard J. Foht (226)
1917*	Donald A. Young (238)
1918*	Harold P. Clingingsmith (110)
	Donald L. Christiansen (110)
1919*	William W. Legstrom (36)
	W. Erie Legstrom (36)
1920*	Lost Boat
1921*	Lost Boat
1922*	A. S. Wikstrom (1)
1923*	L. Arthur Freeborn (31)
1924*	Lost Boat
1925*	Clifford O. Schwandner (303)
1926*	Miss Marion Seymour (225)
1927*	Alfred A. St. George (38)
1928*	Fred J. Meno, II (131)
	Fred J. Meno, III (131)
1929*	Gilbert B. Williams (6)
	Arthur G. Williams (6)
1930*	Robert L. Wright (U)
1931*	Harold N. Watson (U)
1932*	Lawrence R. Klepper (44)
	Philip Rubin (44)
1933*	Bernard Shaw (U)
1934*	Paul Bates (U)
1935*	David Springsteen (U)
1936*	Robert D. Stewart (246)
	Jeffrey R. Stewart (246)
1937*	Henry E. Dale, Jr. (U)
1938*	James J. Hickey (70)
1939*	Charles P. LeRoyer, Jr., M.D. (U)
1940*	Dr. J. C. Brand, Jr. (U)
1941*	Larry Boonin (228)
1942*	Dr. Charles Q. MacDonough (25)
1943*	Henry Leppla (U)
1944*	Lost Boat
1945*	Richard Randall (189)
1946*	Lost Boat
1947*	William & Helen Loughlin (246)
1948*	Lost Boat
1949*	Lost Boat
1950*	Stewart Boal (U)
1951*	Richard C. Walker (244)
1952*	Herb Englert, Jr. (49)
1953*	Lost Boat
1954*	Russell D. Etzenhauser, M.D. (156)
1955*	Frank & Mary Dawson (133)
1956*	J. Wayne McCleaster (33)
1957*	Donald T. MacKinnon, Jr. (U)
1958*	John S. Bradshaw (194)
1959*	Edwin A. Murray, Jr. (59)
1960*	Lawrence Carpenter (164)
1961	Lost Boat
1962	Lost Boat
1963	Lost Boat
1964	David G. Guest (U)
1965	Lost Boat
1966*	Lost Boat
1967*	Peter W. Pfeiffer (102)
1968	Lost Boat
1969	Lost Boat
1970	Never Built
1971	Lost Boat
1972	Never Built
1973	Lost Boat
1974*	A. C. Walker (194)
1975	William Gunther (187)
	Ed Westfall (187)
1976*	Lost Boat
1977*	Denis R. Stevens (U)
1978*	John Noble (155)
1979*	Earl Campbell (U)
1980*	Glenn A. Young (U)
1981*	Howard E. Gray (U)
1982*	Rollin J. McCrory (27)
1983*	Paul Chenot (212)
1984*	Bayard Wilson (U)
	William R. Witherell (U)
1985*	Dr. Donald S. Pearson (U)
1986*	Mr. & Mrs. Morris Shaw (U)
1987*	Lost Boat
1988*	H. W. Woodworth (U)
1989*	Detroit Boat Club (131)
1990	David W. Pethick (U)
1991*	Richard A. Nash (U)
1992*	James McLain (43)
1993	Never Built
1994	D. M. Ballard (U)
1995	Builder
1996	Enrique Andrade (73)
1997	Jas. A. Orr (62)
1998	Lost Boat
1999	Lost Boat
2000	Skanetteles for Model Purposes
2001	Sallie Harsch (216)
2002	Don Stemp (U)
2003	John Irwin (U)
2004	George Mutschler, Jr. (323)
2005*	Leonard Lazar (5)
2006*	Lost Boat
2007*	Corwin E. Dick, W. Scott Smith & Richard V. Moore (34)
2008*	L. McDermott (143)
2009*	Lost Boat
2010	Lost Boat
2011*	Joseph H. Weingart (U)
2012	A. Harcourt, Jr. (U)
2013*	Lost Boat
2014*	Lost Boat
2015	Max Meyer (U)
2016	Johnson Smith (150)
2017*	Donald W. Cotch (U)
2018*	W. Thomas Ross (150)
2019*	Thomas A. Louis (149)
2020	Never Built
2021*	Roger Sobel (64)
2022*	Mr. & Mrs. John P. Kellogg (64)
2023*	Lost Boat
2024*	Robert M. Reid (194)
2025	Boat Destroyed
2026*	Rev. Raymond William Gribbin (U)
2027	Mr. & Mrs. Theo. H. Harvey, Jr. (U)
2028	D. Hugh Connoly (257)
2029	Jewett Bachman (U)
2030	Savannah Yacht & Country Club
2031*	Lost Boat
2032*	Charles R. Mershon (20)
2033	Grant Cheney (254)
2034	Mr. & Mrs. William O. Sheldon (U)
2035	J. Garfield Houston (198)
2036	Marshall Smith &
	Richard J. Cooper (167)
2037*	Lost Boat
2038*	William Wilcox (U)
2039	Lost Boat
2040	Comdr. H. M. Hewson (U)
2041	Robert Halfman (246)
2042	Builder
2043	Lost Boat
2044*	William G. Pansuis (126)
2045*	William Fox (7)
2046	Nicholas J. Ribis (133)
2047*	F. H. Garniss (U)
2048*	Chester T. Williams (96)
2049*	John M. Maury (230)
2050	David E. Delzell (U)
2051	Robert L. DuPont (U)
2052	Oscar Jack Schneidau (U)
2053	Arthur Goldman (228)
2054*	Harold P. Schaefer (17)
2055	Lost Boat
2056	Archie Gold (U)
2057	Trevor P. Hall (53)
2058	James F. McQuiston (U)
2059	Never Built
2060	Lost Boat
2061	Lost Boat
2065*	Lost Boat
2063*	Iate Clube do Rio de Janeiro (84)
2064*	Robert B. Rodgers (U)
2065*	Lost Boat
2066*	Heinz A. Lips (U)
2067*	Christian J. Larsen (104)
2068*	Lost Boat
2069*	Chas. C. Kehl (143)
2070*	Tony Baroni, Jr. (58)
2071	Frederic R. Swigart (U)
2072*	Edward Harding (332)
2073	Robert G. Haefner (258)
2074	R. O'Mara (U)
2075	Lost Boat
2076	Lost Boat
2077	Never Built
2078	George L. Pierson (U)
2079	Never Built
2080*	Samuel, Peter & Graham Goldsmith (230)
2081*	Lost Boat
2082	Lost Boat
2083*	Henry Chow (U)
	Dr. Bruce Chin (U)
2084	Lost Boat
2085*	Lost Boat
2086*	Deceased
2087*	Frank Cummings (56)
2088*	Richard H. Forshay (323)
2089*	McCallie School (127)
2090*	Wm. B. Boswell (178)
2091*	Lost Boat
2092*	Joan Treadwell (225)
2093*	Richard J. Gray (U)
2094*	J. F. Wiggin (1)
2095*	E. B. Packard (98)
2096*	Lost Boat
2097*	Thomas H. Hopper (329)
2098*	J. S. Noga (U)
2099*	James Greer George (242)
2100	Jim Ruddle (118)
2101*	J. E. Teaford (284)
2102*	A. R. Staib (98)
2103*	Charles E. Phillips (117)
2104*	Gerald Dennehy (323)
2105*	Donald Brown (U)
2106*	Alan D. McIntyre (U)
2107*	Kenneth Borst (7)
2108*	Alvin Kuder (57)
	Edward Beck (57)
2109*	Marcus G. Langseth (U)
2110*	Madison Beach Club (129)
2111*	Lost Boat
2112*	Wm. Baker (98)
2113*	Boat Destroyed
2114*	R. E. Handschumacher (U)
2115*	Paul K. Sternbert (300)
2116*	William Renz (138)
2117*	Cyril J. Jones (38)
2118*	Barry A. Zaslav (50)
2119*	James P. Glave (216)
2120*	Dr. Charles Meach (326)
2121*	Ralph E. Holthausen (U)
2122*	Thomas Kane (98)
2123*	Bryant Baker, Jr. (53)
2124*	Joseph C. & Dan Proctor (155)
2125*	C. E. Galston (89)
	P. H. Nicholas (89)
2126*	Sold to Unknown Owner
2127*	Lost Boat
2128*	Charles White (70)
2129*	Lost Boat
2130*	W. S. Langdon, Jr. (U)
2131*	James Butt (U)
2132*	Seawaneka Corinthian Yacht Club (89)
2133*	Lost Boat
2134*	Lost Boat
2135*	Fred Depp (U)
2136*	Bill Brown (255)
2137*	Lost Boat
2138*	John McGuffin (326)
2139*	Donald Moon (31)

Boat No.	Owner-Fleet
2140*	Dr. Howard Odell (U)
2141*	Winston Lawrence (30)
2142*	Johnson Cooper (15)
2143*	Mr. & Mrs. A. C. Waldvogel (266)
2144*	Charles Williams (168)
2145*	Lost Boat
2146*	Lost Boat
2147*	Irwin Grossman (35)
2148*	Dr. John Steubenbord (U)
2149*	Lost Boat
2150*	Louis D'Amanda (U)
2151*	Alan C. Coho (81)
2152*	Deceased
2153*	Edward C. Riley, M.D. (77)
2154	Never Built
2155*	Art Brandt (U)
	Herb Bienstoch (U)
2156	John Cochran (24)
2157	Never Built
2158	Never Built
2159	Never Built
2160*	Rudolf Pohl (144)
2161	William L. Donaldson (U)
2162	Never Built
2163	Lost Boat
2164	Never Built
2165	Lost Boat
2166*	Bayard Stockton III (3)
2167*	Boat Destroyed
2168	Cyril J. Martin (U)
2169	Barbara Walton (229)
2170	Lost Boat
2171	R. Wheeler (146)
2172*	John Searles (164)
2173	Lost Boat
2174	Lost Boat
2175	Peter W. Pfeiffer (102)
2176	Elbert Mead (U)
2177	Never Built
2178	R. Hill Jr. (U)
2179	Norman R. Neubauer (U)
2180*	Russell Hebbard, Jr. (32)
2181	Lost Boat
2182	Never Built
2183*	Robert Green (31)
	Clyde J. Brasher (31)
2184	Never Built
2185	Never Built
2186*	Lost Boat
2187*	E. F. Meagher (U)
2188*	Kiwanis Club, Inc. (50)
2189*	Josiah B. Venter (63)
2190*	Munn Brewer (32)
2191*	Allison Haff (98)
2192*	John Sophian (7)
2193*	Rocky Point Club (291)
2194	Robert E. Smith (95)
2195*	Alexander Frisenda (U)
2196*	Francis L. Baker (226)
2197*	Kurt Ratke (85)
2198	Jackie Woolman (U)
	David J. Woolman (U)
2199*	E. F. Mattick (112)
2200	Lost Boat
2201*	Bernard G. Fortmann, Jr. (95)
2202	D. F. Wanner, Jr. (257)
2203*	Lost Boat
2204*	Dudley A. Saunders (138)
2205*	William J. Pecau (U)
2206	Ben Taylor (174)
2207	Lost Boat
2208	Benton G. Williams (132)
2209	Never Built
2210	Donald Shoemaker (330)
2211*	Lost Boat
2212*	William Stubbs (190)
2213	Julius Kasimer (U)
2214*	Boat Destroyed
2215*	Marjorie Teetor (154)
2216*	Lost Boat
2217*	Frank K. Bell (96)
2218*	Lost Boat
2219	Lost Boat
2220*	Peter Petri (258)
2221	Never Built
2222	Lost Boat
2223*	George A. Johnson (316)
2224*	Lost Boat
2225*	Kristin Jacobson (187)
	F. C. Jacobson (187)
2226*	Dr. C. G. Reznichek (U)
2227*	Harold A. Finley (U)
2228*	Ben Weber (155)
2229	Mr. I. Dowd (U)
2230*	John W. Hearn (295)
2231*	Olive Alpert (38)
2232*	Harry W. Burnett, Jr. (138)
2233*	James J. McHugh (96)
	Roberta S. McHugh (96)
2234*	Alfred Burger, Jr. (U)
2235*	H. R. Warner, Jr. (U)
2236*	Richard Brickman (55)
2237*	Margaret P. Hanrahan (145)
2238*	Lost Boat
2239*	John K. Hatch (133)
2240*	Lost Boat
2241	Joseph W. Proctor (U)
2242	Richard Rotta (U)
2243	Richard G. Fogg (303)
2244	Robert P. Murray (U)
2245	Lost Boat
2246*	Earl L. Stone (296)

Boat No.	Owner-Fleet
2247*	Dick Deeg (27)
2248*	Ginny A. Maine (85)
2249*	William Smith (96)
2250	Lost Boat
2251*	Dr. Allen H. Kirkwood (149)
2252*	Thomas G. Reel (U)
2253*	Jerry Booth (U)
2254*	J. Felton (125)
2255	Antonio Alfonso (U)
2256*	Scott Barton (138)
2257	R. A. Slabaugh, Jr. (U)
2258	Not Completed
2259*	Richard Brunner (37)
2260	Never Built
2261	Builder
2262	Lost Boat
2263	Boat Destroyed
2264	Never Built
2265	Lost Boat
2266	Richard E. Meagher (U)
2267*	Chester E. Markowski (138)
2268*	Lost Boat
2269*	Dale Brenneman (253)
2270	C. J. Hermann (253)
2271	Lost Boat
2272*	John H. Bothwell (114)
2273	A. G. Rodgers (347)
2274*	Chester M. Patten (132)
2275*	Michael J. English (165)
2276	Never Built
2277	Lost Boat
2278	Lost Boat
2279*	William Cairns (132)
2280	Lost Boat
2281	Lost Boat
2282	W. H. Benn (132)
2283	Marvin Arentsen (U)
2284	Arthur J. Ameele (61)
2285*	Paul Hellstrom (127)
2286	Never Built
2287	Lost Boat
2288	Never Built
2289*	Lost Boat
2290	R. E. Kruzan (U)
2291*	J. J. Hill, Jr. (U)
2292	Lost Boat
2293	Lost Boat
2294	Frank Biagiarelli (U)
2295	Lost Boat
2296*	Harraseeket Y. C. (244)
2297*	Peter P. Clifford (101)
2298*	Citadel Y. C. (288)
2299	Miss Ethel Anderson (70)
2300	Andrew Barr, Sr. (102)
2301*	John G. Young (U)
2302	Lost Boat
2303	Never Built
2304	Lost Boat
2305*	Harold P. Sorensen (U)
2306	John Hold (U)
2307*	Dr. Gilbert Kelmann (257)
2308	Lost Boat
2309*	Wesley Ray Wheeler (6)
2310*	Bernard Collison (146)
2311*	Lost Boat
2312	Never Built
2313*	Boat Destroyed
2314*	Ken Austin (90)
2315	Laura Hunt (96)
2316	Lost Boat
2317	Belgian Yachting Federation
2318	Lost Boat
2319	Lost Boat
2320	Lost Boat
2321*	Rene C. Foss (107)
2322	Never Built
2323*	F. V. Lauder (U)
2324	Gordon A. Allison (U)
2325*	Lauriston R. McQuoid (U)
2326*	Ray Wahlton (112)
2327*	A. E. Wilson (215)
2328	Never Built
2329*	Allen Edelberg (300)
2330*	Lost Boat
2331*	Wallace Williams (U)
2332	Never Built
2333	Lost Boat
2334	Lost Boat
2335	Lost Boat
2336	Edward W. McClellan (80)
2337	Lost Boat
2338*	Dr. Samuel Rouslin (119)
2339	Never Built
2340	Lost Boat
2341*	John B. Atherton (121)
2342*	William Wertenbacker (U)
2343*	Wilbur E. Kibbey (137)
2344	Justin E. Gale (303)
2345	Howard L. Boston (U)
2346*	George May (59)
2347*	Dr. L. S. Pilcher (280)
	Paul S. Pilcher (280)
2348	R. Earl Mooneyhan (U)
2349	Never Built
2350	Seymour Stern (300)
2351	Rolf Tiefenthaler (84)
2352	Lost Boat
2353*	Paul Beam (270)
2354	Never Built
2355*	Ocean Beach Assn. Youth Group (U)
2356	Philip Horn (U)

Boat No.	Owner-Fleet
2357*	Blaine Girard (U)
2358*	A. J. Kartess (132)
2359*	Lost Boat
2360	Dealer
2361*	Frank Dahlberg (189)
2362*	Dr. Benjamin Fine (189)
2363*	Francis J. Favaloro (209)
2364	Howard E. Freeman (U)
2365	James D. O'Neil (3)
2366	Lost Boat
2367*	Julius Needleman (146)
	Rudy Bloom (146)
2368*	John B. Clark, Jr. (161)
2369*	James R. Bates (99)
2370*	Builder
2371*	Rolfe Moller (189)
2372	Builder
2373	Builder
2374	B. Perry Cowl (92)
2375*	R. S. Beal (146)
2376	Lost Boat
2377	Never Built
2378	Harold W. Cobb (U)
2379	Lost Boat
2380	J. P. Francis (188)
2381*	Dr. Gilbert Klemann (257)
2382	C. H. S. Garling (90)
2383*	Merritt Quattlebaum (341)
2384	Lost Boat
2385	C. D. McPherson (U)
2386*	Lost Boat
2387	Howard E. Cady (U)
2388*	Lost Boat
2389*	Dr. Arthur Fredricks (98)
2390*	George Bauer (32)
2391*	Harry S. Hansen, Jr. (U)
2392*	Lucas A. Alden (U)
2393*	John C. Hawkins (138)
2394*	Robert H. Pettit (U)
2395*	Edwin Duckworth (33)
2396*	Norris D. Konheim (300)
2397*	Lost Boat
2398	Lost Boat
2399*	Lost Boat
2400*	Boat Destroyed
2401	Lost Boat
2402	Lost Boat
2403*	Mrs. Wm. DeWitt (U)
2404	Never Built
2405*	Fred & Gary Reynolds (294)
2406*	Lost Boat
2407*	Ward Knowles (129)
2408*	Donald McCann (119)
2409	Never Built
2410*	Gordon Strumm (100)
2411*	Boat Destroyed
2412	Robert M. Osborn (U)
2413	C. E. Larson (U)
2414	Never Built
2415	Never Built
2416	Tenente Loureiro (84)
2417*	Thomas Pompeu Souza, (U)
2418	Lost Boat
2419	Dealer
2420*	Robert H. Young (102)
2421*	Leon Gutstadt (102)
2422*	Bob Antonioli (U)
2423	Lost Boat
2424	Lost Boat
2425*	Kurt Moderow (143)
2426*	Arnold Powell (229)
2427*	James R. Pecchia (U)
2428	Never Built
2429*	Jack Forman (194)
2430	James L. Funk (U)
2431	Oscar Vieira Ramos (144)
2432	Lost Boat
2433*	G. H. Bomza (U)
2434*	Burton Warren (U)
2435*	Lost Boat
2436	Never Built
2437*	P. J. McTavish (132)
2438	Ronald Costa Sousa (84)
2439	Lauro dos Santos (162)
2440*	J. L. Johnson (103)
2441*	Lost Boat
2442*	A. N. Skow (86)
2443*	John J. Lawler (217)
2444*	Andrew Simpson (U)
2445*	Donald Sweet (U)
2446*	Arthur A. Molitor, Jr. (3)
2447*	H. Struckmann (U)
2448*	Lost Boat
2449*	Lost Boat
2450*	Lost Boat
2451*	W. C. Arkell (210)
2452*	Lost Boat
2453*	J. W. Grenoble (314)
2454*	Lost Boat
2455*	Gerald F. Cabot (U)
2456*	Francis G. Hewitt (301)
2457*	David S. Sterrett (U)
2458	Lost Boat
2459*	A. J. Beall (257)
2460*	Bob Busk (110)
2461*	Stephen O. Beecher (14)
2462*	Robert H. Murphy (105)
2463*	Andrew Heiskell (134)
2464*	Dr. A. G. Ansprenger (U)
2465*	David & Joanna Graf (183)
2466*	Boat Destroyed
2467*	Del Smith (6)

Boat No.	Owner-Fleet
2468*	Antonio Paruolo Filho (84)
2469*	Alex Sellers, Jr. (183)
2470*	S. D. Den Uyl (U)
2471*	Gerhard A. Ritsema (364)
2472	R. J. Scallon (U)
2473*	William D. Eve (257)
2474*	Lost Boat
2475	Steve Bartholf (117)
2476*	Gary Grisham (194)
2477	William W. Gage (U)
2478*	C. Clark Stover (14)
2479*	Arthur W. Rhodes (255)
2480	Eugene Hendrix (164)
2481*	Kenneth R. Damon (U)
2482*	Lost Boat
2483	Never Built
2484	Lost Boat
2485*	Stanley Beattie (U)
2486*	Lost Boat
2487	A. K. Ault (U)
2488	J. D. Kenna (U)
2489*	Mr. R. Wilson (95)
2490	Louis Castalano (41)
2491	Never Built
2492	J. Weldon (135)
2493	Sea Scouts of Buffalo
2494*	Jim Force (U)
2495	Grant Kerr (113)
2496*	Roland V. Siddall (119)
2497*	Howard M. Young, M. D. (93)
2498*	John G. Kunit (U)
2499	Lost Boat
2500*	Lost Boat
2501*	C. Andree Pertain (67)
2502*	Richard P. Gengler (U)
2503*	George Burridge (112)
2504*	Lost Boat
2505*	Carl Witteborg, Jr. (112)
2506	Builder
2507	Builder
2508	Builder
2509	Builder
2510	Builder
2511*	S. E. Schafer (113)
2512*	Dean H. Tank (U)
2513*	Lost Boat
2514*	John Osgood (294)
2515*	Lost Boat
2516*	Reverend John M. Dettlewell (U)
2517	Builder
2518	Builder
2519	Builder
2520	Builder
2521	Boat Destroyed
2522*	Boat Destroyed
2523	Club Nautico del Muna (73)
2524	Guillermo Aldana (U)
2525*	Robert Metzger (98)
2526*	Chautauqua Boys & Girls Club (198)
2527*	Bill Deger (270)
2528*	Lost Boat
2529*	J. T. Cartland (340)
2530*	R. Bethke (79)
2531*	Lost Boat
2532*	Jerome V. Ettinger (U)
2533*	Dr. Thomas S. Arnold (U)
2534*	J. Gagon (112) G. Bielefeldt (112)
2535*	Tony Stepanek (69)
2536*	John P. Boynton (69)
2537*	Fred Becker (69)
2538*	Mr. & Mrs. R. J. Barnes (194)
2539*	Sogi Soder (154)
2540*	Leon H. Moore, M. D. (136) Lee Moore, Jr. (136)
2541*	Maurice Olsaver (31)
2542*	J. E. Johnson (137)
2543*	Detroit Boat Club (51)
2544*	Edwin R. Tharp (149)
2545*	Robert Reeves (U)
2546*	Matt Kubistant (U)
2547*	Frank S. Teodeck, Jr. (U)
2548*	James Eschwege (161)
2549*	Sarnia Y. C. (U)
2550*	William Cogger & William Cogger, Jr. (63)
2551*	Sarnia Y. C. (U)
2552*	Sarnia Y. C. (U)
2553*	David M. Wilson (117)
2554*	Arthur V. Appel (56)
2555*	Deceased
2556*	James L. Risk & Don LaCross (5)
2557*	Karl Miller (U)
2558*	Lost Boat
2559*	P. O. Penn (154)
2560*	Harold Walters (69)
2561*	Victor J. Renard (112)
2562*	Elizabeth Flinchbaugh (137)
2563*	Lost Boat
2564*	Stephen R. Miller (69)
2565*	Leonard Nelson (190)
2566	Builder
2567	Builder
2568	Builder
2569	Builder
2570	Builder
2571	Builder
2572	Builder
2573	Builder
2574	Builder
2575	Builder
2576*	Leonard W. Costello (100) John J. Quigg (100)
2577*	W. A. Dupee (U)
2578*	Joseph P. Feeney (100)
2579*	Patrick J. McDonough (100)
2580*	Lost Boat
2581*	Robert Packard (189)
2582*	Lost Boat
2583	Don Owens (132)
2584*	Raymond & Jermiah Ingersoll (98)
2585	Lost Boat
2586*	Grant Barratt (153)
2587*	Morgan Powell (109)
2588	Never Built
2589*	Myron R. Ley (266)
2590	Lost Boat
2591*	Jim Brady (266)
2592	Never Built
2593*	Lost Boat
2594*	Arnold Whitehouse (U)
2595*	Gene W. Kregling (244)
2596*	Lake Washington Yacht Basin (U)
2597*	Lost Boat
2598	Edwin A. Putnam (U)
2599	Lyn Mickelson (132)
2600	J. C. Ruddle (146)
2601*	David R. M. Keil (90)
2602*	Lost Boat
2603	Jaman Ripley (U)
2604	Lost Boat
2605	Donald L. Pierce (197)
2606	W. M. McKie (U)
2607	Lost Boat
2608	Burdette D. Thomson (U)
2609	Never Built
2610*	R. W. & John Fairweather (138)
2611*	Lamond Henshaw (229)
2612*	Lost Boat
2613*	C. E. Walker (U)
2614	Never Built
2615*	Dr. J. U. Coleman (64) Gerald U. Coleman (64)
2616	Clifford Pulis (U)
2617	Edw. Sizeland (U)
2618	Boat Destroyed
2619*	John W. Kelker, Jr. (257)
2620*	John Spurdle (70)
2621*	Richard M. Tynan (U)
2622*	Fred H. Luebbert (U)
2623*	Lost Boat
2624*	Wesley E. Moore, Eric Hansen & David Selengut (13)
2652*	American Yacht Culb (121)
2626	Never Built
2627	G. C. Wilkins, Jr. (U)
2628	Boy Scout Council
2629	Bernard Boncek (U)
2630	A. F. Hartford & A. F. Hartford, Jr. (99)
2631	Lost Boat
2632	R. W. Race (338)
2633*	Bob Stahl (194)
2634*	John B. Waterbury (280)
2635*	Harold Kingston (283)
2636	David Christie (78)
2637	Never Built
2638	W. H. Collins (U)
2639	Wm. T. Hegenberger (85)
2640	Lost Boat
2641	Builder
2642	Builder
2643	Builder
2644	Builder
2645	A. C. Rosenau (U)
2646	Rev. Robert R. von Oeyen (U)
2647*	David L. Fisher (U)
2648*	Pine Tree Council, Boy Scouts of America (U)
2649*	Joseph E. Loeffler (75)
2650*	Horace U. Ransom, Jr. (101)
2651*	Bruce McGorrill (U)
2652*	American Yacht Club (121)
2653*	Allan Heffernan (189)
2654*	Dr. Henry M. Lemon (U)
2655*	C. T. Engberg (70)
2656	Lost Boat
2657	Lost Boat
2658	Frank C. Henderson (U)
2659	Andre' S. Medvedeff (109)
2660	Never Built
2661	Byron Boon (60)
2662*	H. George Seiple (27)
2663*	Simon Guidry (U)
2664	Never Build
2665*	John Proboscoe (114)
2666	A. C. Roberts (U)
2667	Felipe Busquet (305)
2668	Chas. R. Rockwood (147)
2669	Lost Boat
2670*	Lost Boat
2671*	Edward H. Hoffman (98)
2672*	John Nesholm (133)
2673*	Robert Lovell (116)
2674*	William K. Dunbar III (3)
2675*	W. T. Mabrey (226)
2676	John Hudson, Jr. (75)
2677*	Ernestine Christ (179)
2678	Lost Boat
2679*	James E. Caufield (U)
2680*	Robert W. Butler (U)
2681*	Lost Boat
2682*	Luin P. Fitch & Luin P. Fitch, Jr. (255)
2683*	Alfred Burckhardt (134)
2684*	Lost Boat
2685*	Robert M. Dowling (32)
2686*	Lost Boat
2687*	Hearn Department Stores
2688*	Oswald P. Schaller (49)
2689*	W. W. Doolittle (U)
2690*	William E. Seymour (338) Shaun O. Seymour (338)
2691*	Lost Boat
2692*	Herbert E. & Dwight Goldberg (145)
2693*	J. B. McCurley (50)
2694*	Lost Boat
2695*	Lost Boat
2696*	Housatonic Boat Club (6)
2697*	Mrs. Edward Pulling (89)
2698*	Lost Boat
2699*	Lost Boat
2700*	Wilson Powell (63)
2701*	Lost Boat
2702*	James E. Bird, Jr. (93)
2703*	Dr. W. B. McLaughlin (180)
2704*	James Casey (258)
2705*	Thomas Dennen (295)
2706*	Frank Hornby (36)
2707*	Dr. Robt. E. Bovard (U)
2708*	Mr. Phillip D. Small (87)
2709*	D. L. Coyle (323)
2710*	William Cranmer (U)
2711*	Jack MacCracken (99) Joseph G. MacCracken (99)
2712*	Lost Boat
2713*	Robert N. Smith (U)
2714*	Lost Boat
2715*	Charles W. Arnold (296) Wood Matthews (296)
2716*	James E. Nivin (U)
2717*	John Gibbons (23)
2718*	Lost Boat
2719*	John Schindly (263)
2720*	Robert Hinck (138)
2721*	Walter A. Richardson (125)
2722*	Frank Newcomb (55) Arthur Newcomb (55)
2723*	Robert Morse (174)
2724*	W. W. Edwards (U)
2725*	Dave Ott (150)
2726*	Clint Shannon (74)
2727*	Henry Partridge (212)
2728*	Al Schroeder (U)
2729*	Ted Skoglund (U)
2730*	Lost Boat
2731*	Harry C. Armstrong (98)
2732*	Dr. C. K. Bender (154)
2733*	Lost Boat
2734*	Rodney Knecht (U)
2735*	George E. Tubich (340)
2736*	Joseph R. Zoha (U)
2737*	W. Leon Walbert (314)
2738*	Boat Destroyed
2739*	Robert Utz (116)
2740*	Jonathan W. Kolker & Michael K. Hettieman (U)
2741*	Robert J. Niero (U)
2742*	Mrs. Jack Dickenson (9)
2743*	Dorothy Lapham (1)
2744*	Alexis Coudert (U)
2745*	Forrest Nelson (U)
2746*	John E. Jacobs (U)
2747*	Oscar Dick (U)
2748*	F. J. Bottenhorn & Al J. Bottenhorn (U)
2749*	Lost Boat
2750*	Y.M.C.A. at Manitowish, Wisc.
2751*	Robert Adams (U)
2752*	Lost Boat
2753*	Lewis N. White (252)
2754*	Chautauqua Lake Boat Yard
2755*	John T. Irwin (U)
2756*	Lawrence Morley (108)
2757*	Dr. W. G. Couch (9)
2758*	J. Campbell Brandon (198)
2759*	Charles S. Montondo (311)
2760*	Mrs. N. B. Knorr (U)
2761*	J. T. Wilson (185)
2762*	F. C. Wedler (U)
2763*	Lost Boat
2764*	Edgar Steever (50)
2765*	I. F. Dowd (70)
2766*	Daniel Ward (190)
2767*	James Wellehan (14)
2768*	Dr. James M. Parker (190)
2769*	Lost Boat
2770*	Lost Boat
2771*	Boat Destroyed
2772*	Joseph G. Seger (19)
2773*	Lost Boat
2774*	Henry M. Jacks (270)
2775*	Thomas M. Spillman, Jr. (266)
2776*	Jack Rajala (53)
2777*	Dealer
2778*	Thurston Anderson (U)
2779*	Lost Boat
2780*	Lost Boat
2781*	Janice G. Saunders (105)
2782*	Robert P. Craw (U)
2783*	Lost Boat
2784*	Edward Adler (125)

Boat No.	Owner-Fleet
2785*	Lost Boat
2786*	Donald R. Ziesig (58)
2787*	Carolyn G. Harriman (U)
2788*	Lost Boat
2789*	A. Roy Heath, Jr. (192)
2790*	Boat Destroyed
2791*	E. B. Lafferty (U)
2792*	John Beiszad (108)
2793*	Norman A. Hoy (10)
2794*	Jack Petrie (93)
2795*	John P. Coley (77)
2796*	Lee Ridgeway (74)
	Joseph L. Haughawout (74)
	Paul E. Jacobs (74)
2797*	Lost Boat
2798*	Sally Evans Hunt (198)
2799*	Dale Whiting (263)
2800*	Dr. Porter A. Steele (U)
2801*	John William King, Jr. (311)
2802*	Eugene Swantz (194)
2803*	Lost Boat
2804*	Albert J. Wallace (99)
2805*	John Swartz (36)
2806*	Roswell S. Buck (12)
2807*	Boat Destroyed
2808*	Hugh N. Ross (39)
2809*	Boat Destroyed
2810*	Dealer
2811*	William R. Potts (89)
2812*	Gene Sprung (U)
2813*	Eugene C. Judd (U)
2814*	Linwood Chandler (164)
2815*	Lost Boat
2816*	Morton K. Rubinstein, M.D. (U)
2817*	Harold R. DeJager (41)
2818*	John Hamilton (189)
2819*	George J. Marx (32)
2820*	George Dutton (243)
2821*	Rev. Harvey Butterfield (301)
2822*	Sue Andrea (254)
2823*	Don S. Cameron (27)
2824*	Guy Thompson (U)
2825*	Don Bieberich (U)
2826*	David Sweeney (353)
2827*	John B. Haist (353)
2828*	James F. Collins (39)
2829*	Frederic M. Sargent Jr.(280)
2830*	R. W. Turner (U)
2831*	Slade Gorton (151)
2832*	Dealer
2833*	Walter & John Gieselman (1)
2834*	David Bowen (U)
2835*	Neil Callahan (U)
2836*	Roy Byard (109)
2837*	Henry DeMaesschalck (109)
2838*	Mrs. J. P. Magnin (U)
2839*	Jack Fiske (U)
2840*	Theodore R. Colborn (198)
2841*	Philip B. Tuttle (14)
2842*	James W. Rader (252)
2843*	Dealer
2844*	Ted Caldwell (110)
2845*	Jay Wright (254)
2846*	David Walker (53)
2847*	William Seelye (110)
2848*	Herb Twining (254)
2849*	Harold Addington (10)
2850*	Bud Seymour (108)
2851*	Arthur & Ray Marshall (140)
2852*	Arthur L. Collins (45)
2853*	Monaghi & Crispe (145)
2854*	John W. Hammer (150)
2855*	Fred M. McNally (U)
2856*	William Schlee (U)
2857*	Cliff Fontenot (U)
	Jimmy Fontenot (U)
2858*	Ted Carlson (311)
2859*	Herb Nelson (19)
2860*	Dealer
2861*	E. P. Elmore, Jr. (U)
2862*	James Scrivener (226)
2863*	Sold To Unknown Owner
2864*	E. J. Fisher (U)
2865*	Robert E. Jones (133)
2866*	Harold Schadler (113)
	James Caldwell (113)
2867*	DeWayne E. Wallace (270)
2868	Lost Boat
2869	Marvin A. Lundberg
	John W. Nommensen (U)
2870*	Lost Boat
2871	Dealer
2872*	Alfonso Cardenas (73)
2873*	R. B. Russell, Jr. (U)
2874*	Roger H. Wessel (U)
2875*	Boat Destroyed
2876*	Lost Boat
2877*	F. C. Savage (49)
2878*	Carlos Castillo (73)
2879*	Hubert Paupe (73)
2880*	Lost Boat
2881*	Lost Boat
2882*	Robert David Kubeja (24)
2883*	James S. Dart (296)
2884*	J. A. Goulding (54)
2885*	Thomas Sankey (36)
2886*	William Johnson (180)
2887*	Sold to Unknown Owner
2888*	James Cambron (296)
2889*	Harold W. Harper (U)

Boat No.	Owner-Fleet
2890*	Edwin D. Morehouse (226)
2891*	West Indian Co. (U)
2892*	Charles S. Booz, Jr. (192)
2893*	Lost Boat
2894*	Theodore B. Strange, M. D. (192)
2895*	Lost Boat
2896*	H. W. Phelan (U)
2897*	Maj. James O. Caldwell (47)
2898*	Wilmington Area Girl Scout Council
2899*	Y.M.C.A. (U)
2900*	Carl Rueck (216)
	Hubert Dembowski (216)
2901*	Charles Gustice (137)
2902*	James J. Sackett (U)
2903*	Tom & Barbara Wisnieski (216)
2904*	R. A. E. White (60)
2905*	Culver Military Academy
2906*	Culver Military Academy
2907*	Merle G. Wilson (95)
2908*	Mrs. M. L. Germain (U)
2909*	John Sakowski (25)
2910*	Paul Schroeder (25)
2911*	Otto J. Berchtold (95)
2912*	Bernard G. Fortmann, Jr. (95)
2913*	Dealer
2914	Builder
2915*	David Carr (74)
2916*	Edwin A. Lininger (36)
2917*	J. H. Cottrell, Jr. (177)
2918*	Arthur A. Knight (225)
2919*	Robert E. Parker (225)
2920*	Philip E. Olson (6)
2921*	R. Fischer (12)
2922*	J. A. Neubauer (198)
2923*	Dr. Robert W. Nickeson (U)
2924*	David Duhme (198)
2925*	Dealer
2926*	David Kellems (U)
2927*	Stafford & John R. Frazier (280)
2928*	Harris Anstey (63)
2929*	Audrey Rothwell Kleasen (U)
2930*	Mary Heath (59)
2931*	Dealer
2932*	Robert C. Lindquist (82)
2933*	A. B. Brand (110)
2934*	Dealer
2935*	Thomas R. Lafferty (78)
2936*	Richard L. Seidman (302)
2937*	John Paul Wolterink (364)
2938*	Adam Prosser (U)
2939*	George Villermain (216)
2940*	Bion McPeak (216)
2941*	Don Paulsen (137)
2942*	Lost Boat
2943*	Frederick W. Kulicke (228)
2944*	Ormond Barstow & Steve Barstow (110)
2945*	Robert Shauman (137)
2946*	Daryl B. Cheyne (137)
2947*	Ralph Matthews (137)
2948*	W. J. L. McNeary (365)
2949*	Robert McMillen, Inc. (296)
2950*	H. D. Prickett (365)
2951*	J. R. Risser (U)
2952*	Lost Boat
2953*	Lost Boat
2954*	John C. Doub (87)
2955*	Boat Destroyed
2956*	G. Larry Ball (U)
2957	D. M. Buckley (188)
2958	Maxwell R. Eichenwald (55)
2959	Noble Yoshida (23)
2960*	Navy League of Canada
2961	Joseph Cinex (U)
2962	Joseph M. Shinn, Jr. (U)
2963*	Walter W. Dancks (U)
2964*	Al Glenn (U)
2965	Never Built
2966*	Lost Boat
2967*	Robert J. Watson & Paul Tucker (205)
2968	Never Built
2969*	A. G. Maclachlan (171)
	F. A. Maclachlan (171)
2970*	Lost Boat
2971*	Morgan H. Baldwin Jr. (329)
2972*	Mrs. Samuel Cabot (U)
2973*	Robert Wigglesworth (189)
2974	Lost Boat
2975	Club N. Hansa
2976*	Lost Boat
2977*	Robert D. Kranyik (U)
2978	Steve Cheney (7)
2979	Sam Reich (126)
2980*	Donald G. Murphy (126)
2981*	Lost Boat
2982*	Dr. Robert Stafford (23)
2983*	Frederick K. Stamm (U)
2984*	Don Sheldon (56)
2985	Dealer
2986*	Dealer
2987*	H. A. Vincent (115)
2988*	David W. Sprague (81)
2989*	Lost Boat
2990*	Bradley Fisher (U)
2991	Lost Boat
2992	LCDR Donald F. & Ruth U. Blair (149)
2993	Never Built

Boat No.	Owner-Fleet
2994*	Allan Taylor (132)
2995*	Dr. Harold Jervey (U)
2996	Lost Boat
2997	Arnoldo Suarez Cuneo (162)
	Joao Eduardo Mortiz (162)
2998	Lauro Battistotti, Nelson Spoganicz (162)
2999	Waldir Fausto Gil (162)
3000	Ralph A. Hauer (290)
3001	Annibal A. Prado (162)
3002	Sidney Daminani &
	Alcenor Melchiades de Sousa (162)
3003	Lost Boat
3004	Nelson Valente (162)
3005	Boat Destroyed
3006*	David A. Sudrabin (165)
3007*	Gunther Elfers (U)
3008*	Edmund Lyon (174)
3009*	Boat Destroyed
3010	Lost Boat
3011	Lost Boat
3012	Holm A. Bromberg (147)
3013	J. O'Brien (147)
3014	Roberto Burns (U)
3015*	Dale C. Walsh (U)
3016*	A. M. Heyward (3)
3017*	Lost Boat
3018*	A. E. Cooper (98)
3019	Lost Boat
3020	Donald T. Herlihy (U)
3021	Frederick W. Manak (75)
3022	Lost Boat
3023	Never Built
3024*	C. Davidson (215)
3025	Lost Boat
3026*	Geo. H. Weitz (50)
	C. Sidney Johnson (50)
3027	Never Built
3028	Alberto Sotelo (U)
3029	Boat Destroyed
3030	Never Built
3031*	A. D. Koehler, Jr. (178)
3032*	Lost Boat
3033*	Lost Boat
3034*	Philip MacKay (U)
3035*	Thomas B. Fenlon (106)
3036*	G. H. Jennings (126)
3037*	Brian Lea (55)
3038	William H. Dillon (12)
3039*	Theodore F. Goodchild (119)
3040	John J. Dwyer (U)
3041	Jaime & Jorge Casabianca, Enrique Gaitan (73)
3042*	Richard Lassy (238)
3043*	Lost Boat
3044*	John D. Hein (6)
3045	Joseph J. Oswald (U)
3046	Never Built
3047	Thomas Oxnard (127)
3048*	Lost Boat
3049*	George Mutschler (323)
3050*	Frank Atkinson (323)
3051*	J. M. Elliott (32)
3052*	Ernest H. Wood (134)
3053	John Clifford (U)
3054*	Theo. J. Svalgard (163)
3055*	Arvid Anderson (U)
3056*	Boat Destroyed
3057	Dealer
3058	Myer Richard (U)
3059	Robert B. & Ann Seidman (302)
3060	Builder
3061	A. B. Hodgetts, Camp Hurontatio
3062*	Harold A. Charvat (96)
3063*	Louis DeLalio (138)
3064*	Robert A. Cairns, Jr. (129)
3065*	Lost Boat
3066	Walter Hallenbeck (340)
3067	W. W. Sprague (127)
3068	Roy Christopher (U)
3069	Dr. D. Hotchkiss (U)
3070	Gifford Beal (U)
3071	Lost Boat
3072*	W. H. Von Bergen Jr. (172)
3073*	Bob Bolton (98)
3074*	William Salvo (U)
3075	Lost Boat
3076*	Lost Boat
3077	Adolfo E. Strauch (U)
3078	Lost Boat
3079	Ulf Rudbeck (234)
3080	Lost Boat
3081*	Jose Gorgulho (84)
3082*	Alevia J. Dalton (171)
3083*	John Perry (215)
3084*	Lost Boat
3085*	John Bolton (188)
3086*	Gordon Levine (146)
3087	Robert F. Bondurant, M.D. (329)
	Charles H. Bondurant, M.D. (329)
3088*	Tracy C. Coleman (329)
3089	Alden E. Fox (U)
3090	Rudolf Ehrhorn (147)
3091	Lost Boat
3092	Lost Boat
3093	Carolos Correia (147)
3094*	Lost Boat
3095*	Robert Forbes (70)
3096	Never Built
3097	Lost Boat
3098	Lars O. Borke (U)

Boat No.	Owner-Fleet
3099	Boat not useable
3100*	Thos. E. Colleton (3)
3101*	James Snowden (255)
3102*	John E. Sengstacken (95)
3103*	J. B. & Jed A. Maffenbeier (26)
3104*	Walter Valkehma (75)
3105*	Lost Boat
3106*	Edward C. Melby (243)
3107*	W. B. Bradbury (34)
3108*	Warren Schroder (75)
3109	Brian Acworth (U)
3110	William Jacko (70)
3111	J. H. Bettinger (132)
3112*	Lost Boat
3113	Dealer
3114	Dealer
3115	R. C. Mahon Co.
3116	Harry H. Rahn (222)
3117	J. Brooks Maue (172)
3118	C. Robert Huggins (U)
3119	Never Built
3120*	Edward Hogan (U)
3121	James R. Townley (226)
3122	Lost Boat
3123*	W. H. Snair (U)
3124	Never Built
3125*	Roger Willcox (302) Elsie Willcox (302)
3126*	Dr. Benedict Kurshan (98)
3127*	Allan R. Zell (U)
3128*	Walter Boyd, Jr. (227)
3129*	Oliver T. Carr, Jr. (50)
3130*	Stephen Fitzgerald (U)
3131	Walter Usher (U)
3132*	Robert H. Allen (U)
3133	Clayton Cole (137)
3134	Robert D. Zimmerman (U) Robert L. Zimmerman (U)
3135	Lost Boat
3136	Henry H. Collins (62)
3137*	Cyril Laan (62)
3138*	Carl Von Zielinski (102) R. H. Dickson (102) Artin Inglezian (102)
3139	Lost Boat
3140*	Robert & Jean A. Drach (87)
3141	Phillip Reece (216)
3142	Thomas T. Soules (U)
3143	Philip L. S. Lum (U)
3144	James Owen Eilers (160)
3145*	George B. Mickum, Henry C. Ickenberry (50)
3146	William A. Meagher (54)
3147*	William W. Moss (98)
3148*	Maxwell Revenson (178)
3149*	Raymond Fink (U)
3150	Edward J. McCulloch (U)
3151*	E. Gordon Hamilton (50)
3152	Bogardus Werth (127)
3153	Jack Diamond (127)
3154*	Vernon S. & Vernon F. Davies (143)
3155*	Francis W. Hopkins (U)
3156*	Girl Scout Council (41)
3157	Lost Boat
3158	Boat Destroyed
3159*	Lost Boat
3160	Everett Witzel (126)
3161	Robert Murdoch (U)
3162	Lost Boat
3163*	Robert A. Benham (U)
3164*	R. Sherwood Chamberlain (63)
3165*	W. C. Gilman (153)
3166	Lost Boat
3167*	Charles Hitzroth (132)
3168*	C. I. Beard (132)
3169*	William H. Goforth, Jr. (U)
3170*	Robert S. Emerson (133)
3171	A. H. Rabey (U)
3172	Lost Boat
3173*	Lost Boat
3174	Not Completed
3175	Lost Boat
3176*	Nimrod Torkomian (102) Stuart P. Whitcomb (102)
3177	J. Dave Estey (U)
3178	Arthur E. Kaiser (U)
3179*	David M. Torok (313)
3180*	Leonard Liebman (96)
3181	Lost Boat
3182*	K. G. Tuckey (146)
3183	Lost Boat
3184	Ingrid Schnieder (337)
3185*	William J. Larkin (U)
3186*	Sold to Unknown Owner
3187	E. C. Cameron (124)
3188	Sigfrid F. Guse (32)
3189*	John R. Hefler (119)
3190*	Jesse E. Ryno (143)
3191*	William G. Sanders (U)
3192*	Lemar Daniels (168) Ray Raines (168) Vernon Sanders (168)
3193	Arthur W. Hayes (U)
3194	Russell A. Morton (77)
3195*	Russell A. King (U)
3196*	Horace Jacob (209) Ronald & Jerry Jacob (209)
3197*	Lost Boat
3198*	Capt. Jonathan M. Weaver (257)
3199*	F. Thomas Burke III (323)
3200	Lost Boat
3201	Mr. & Mrs. Howard Jenson (U)
3202*	Ralph Strachan (14)
3203*	Granville H. Dyer (14)
3204*	R. Baxter Rhodes (U)
3205*	Stephen P. Horner (32)
3206*	Wayne C. Astley (213)
3207	Thomas A. Patterson, Jr. (U)
3208	Lost Boat
3209	Lost Boat
3210	Lost Boat
3211	Lost Boat
3212	Lost Boat
3213*	Bernie Diamond (163) Wally Geller (163)
3214*	Robert Ohlsen (74) James W. Lackman (74)
3215	Waldemar Salgado Carvelheiras (144)
3216	J. R. Powell (U)
3217*	Aristotle & Thalin Anthony (163)
3218*	Robert Hesse, Jr. (173)
3219*	Philip Joss (U)
3220*	Edward C. Sweeney (U)
3221	Mrs. Roslyn S. Foster (U)
3222	Boat Destroyed
3223*	Dr. Paul Bartholow (U)
3224*	Jules Chaussabel (U)
3225*	Robert A. Jungst (U)
3226	Reino Vaananen (U)
3227	T. H. Mabley (U)
3228*	Wilson Mothershead (202)
3229*	Franklin L. Husson (273) Richard E. Husson (273)
3230	Never Built
3231*	W. Bregler (168) Isabelle Bregler (168)
3232	Murray Wright (U)
3233	R. L. Wellbrook (U)
3234	Lost Boat
3235*	Stuart W. Campbell (U)
3236	Kirby D. Clinger (U)
3237	Lost Boat
3238	William H. Barker (U)
3239*	John J. Jacobi (316)
3240	Never Built
3241*	E. F. Scheer (104)
3242*	C. R. F. Piers (64)
3243*	Staton J. Peele, Jr. (41)
3244*	G. A. Maggs & Elizabeth Maggs (64)
3245*	Vernon Emerson (301)
3246	Boat Destroyed
3247	Bob Straka, Jr. (36)
3248*	Edward Anderson (229)
3249	Lost Boat
3250*	L. V. Annis (257)
3251*	Leon Pape (U)
3252	H. T. Schmitt (U) Arthur C. Reynaud (U)
3253*	T. F. Sturgess (90) Alan Sturgess (90)
3254	William J. Pierce (U)
3255	Columbia Heights Boys Club (50)
3256	Donald S. Chatfield (U)
3257	Karl Sutton (31)
3258	Never Built
3259*	Richard Korchein (U)
3260*	Alan L. Burns (288)
3261*	W. L. Hole (143)
3262*	William Mathews (143)
3263*	Hugh Duffield (143)
3264	John Baker (132)
3265	Craig V. Williams (164)
3266	Lynn Moore (229)
3267	William W. Stubbs (U)
3268	Never Built
3269*	J. Verwayen (75) Dr. M. V. Darling (75)
3270	James Aletras (U)
3271	Lost Boat
3272	Ted Hirt (U)
3273	William W. Saunders (246)
3274*	Sidney Schoenwald (108)
3275*	Theodore A. Gough, Jr. (82)
3276*	Wingate H. Lucas (U)
3277*	Robert MacDonald (14)
3278*	Builder
3279*	George Kidd (246)
3280*	Raymond H. Corwin (75)
3281	Harry P. Taylor (141)
3282*	Allen Benner (189)
3283*	Edward H. LaFarge (129)
3284	Never Built
3285	Lost Boat
3286	Lost Boat
3287	Ernest Mallory (U)
3288	Lost Boat
3289*	Herman Ganz (119)
3290	Irving King (U)
3291	Warren Reed (U)
3292	Lost Boat
3293*	G. H. Nicholas (114)
3294	Lost Boat
3295*	Boat Destroyed
3296*	Donald T. Heywood (U)
3297*	Lost Boat
3298*	C. M. Rhodes (U)
3299*	Lost Boat
3300*	Boat Destroyed
3301*	Lost Boat
3302*	Lost Boat
3303*	Warren Thurston (14)
3304*	Wiley N. McConnell (U)
3305*	R. B. Buisseret (143)
3306*	Henry H. Douglass (244)
3307	Never Built
3308	George C. Swan (U)
3309*	Lost Boat
3310*	Lost Boat
3311	Lost Boat
3312	Harry Pelton (167)
3313	Lost Boat
3314	Lost Boat
3315	Lost Boat
3316	Robert F. Callahan (132)
3317*	Cecil R. Armes (229)
3318*	James C. Howland (229)
3319*	Edward Hefferon (6)
3320*	Lost Boat
3321*	Paul Setze (189)
3322*	Susan H. Smith (226)
3323*	Henry M. Williams, M. C. & Samuel Trull (105)
3324*	Lost Boat
3325	C. H. McGuire (215)
3326	Lost Boat
3327*	Lost Boat
3328	George Humeston (66)
3329*	B. E. Criddle (188) E. E. Criddle (188)
3330	Horace P. Abbott (291)
3331	Lost Boat
3332	Lost Boat
3333*	Donald V. Heine (78) John Heine (78)
3334*	Fred Bischoff (116)
3335*	Marlo P. Bates (178) Nancy Lee Bates (178)
3336*	J. M. Hickey (37)
3337*	Lost Boat
3338*	George Smith (314)
3339*	George H. Gurley (296)
3340*	Fred Reinbold (216)
3341*	Lost Boat
3342*	Roscoe Hill, Jr. (U)
3343*	Julius Tretick (50)
3344*	Alvin Anderson (5)
3345*	R. B. Liepold (U)
3346*	Charles B. Cole (326)
3347*	Mathew Cool (56)
3348*	Harry J. Goett (50)
3349*	Lost Boat
3350*	John Penner (69)
3351*	A. B. & Mary Wigley (192)
3352*	William H. Daiger (329)
3353*	William C. Brown (U)
3354*	F. W. Messer, M. D. (U)
3355*	Loyal Order of Moose
3356*	Raymond A. Barna (U)
3357*	Lost Boat
3358*	Helen McCormack (178)
3359*	Richard Graf (U)
3360*	W. S. Smoot (89)
3361*	R. L. Korner (252)
3362*	Will Salie (U)
3363*	Miss Linda Siemen (244)
3364*	George F. Persons (U) Marilyn C. Persons (U)
3365*	Lost Boat
3366*	Lost Boat
3367*	John Pierpont (134)
3368*	Richard K. Barton (263)
3369*	James M. Bailey (U)
3370*	John G. Male (U)
3371*	Dealer
3372*	Leonard Doak (U)
3373*	William B. Seaver (189)
3374*	Dealer
3375*	Dr. William Van Eck (63)
3376*	Bruce Pikas (U)
3377*	Lost Boat
3378*	Gerald D. Dwyer, Jr. (133)
3379*	Robert F. Cooper (353)
3380*	Sydney Vander Wirf (75)
3381*	John M. Hehn (U)
3382*	Henry B. Davis, Jr. (U)
3383*	Kent Mitchell (137)
3384*	Clarence Corneliusen (U)
3385*	Crellin Pauling (132)
3386*	Paul Hazelton (326)
3387*	Vincent D. Iacono (119)
3388*	Phillip Prioleau (288)
3389*	Ted B. Brown (U)
3390*	Lost Boat
3391*	Gerry Laroque (134)
3392*	John T. Scott (U)
3393*	Miss Marilyn Meyer (U)
3394*	Lost Boat
3395*	Kemper A. Dobbins (198)
3396*	Dr. Vilter (184)
3397*	Ernest Cambron (296)
3398*	Don Owens (326)
3399*	Lost Boat
3400*	B. Wittkuhns (1)
3401*	Albert J. Belfour (174)
3402*	Charles P. Henderson (180)
3403*	George W. Brady (329)
3404*	Charles Berry (180)
3405*	Rev. John C. DeBoer (243)
3406*	Francis W. Cobb (7)
3407*	Thomas McKenna (106)

Boat No.	Owner-Fleet
3408	Paul S. Baker (98)
3409*	William Geski (67)
3410*	Allen W. Fields (77)
3411*	Ronald Carroll (U)
3412*	J. Gordon Phillips (164)
3413*	Lost Boat
3414*	Boat Destroyed
3415*	D. Pearson (U)
3416*	Dr. George Wineburgh (93)
3417	H. R. Maltby, Jr. (U)
3418*	James H. McEntee, Jr. (U)
3419*	Harold Tidwell (205)
3420*	Wm. Johnson (U)
3421*	Joseph T. Gebhardt (178)
3422*	George E. & Susan Holbrook (145) Thomas Holbrook (145)
3423*	Lost Boat
3424*	Lost Boat
3425*	Paul J. Keck (U)
3426*	W. E. Wright (U)
3427*	Joe M. Sears (343)
3428*	Dr. Charles Hattauer (U)
3429*	Henry T. Young (252)
3430*	W. S. Fadeley, Jr. (71)
3431*	Joseph Streb (212)
3432*	Gene Scott (55)
3433*	John H. Long (54) Judith K. Long (54)
3434*	Donald Bruce (119)
3435*	Dale Burkhart (33)
3436*	Mr. & Mrs. Warren Mix (137)
3437*	Graham-Eckes School (333)
3438*	Darrel D. Meyer (192)
3439*	Henry D. Maconachy (192)
3440*	Paul Murray (189) Raymond Moore (189)
3441*	Lost Boat
3442*	Elmer M. Pielet (U)
3443*	Dr. H. Donald Dunton (7)
3444*	Edward C. Hermann (U)
3445*	George A. Cook (238)
3446*	Howard Shanley (U)
3447*	Adam John Pjura (U)
3448*	Robert E. Richards (U)
3449*	Orrin Broberg (164)
3450*	Dealer
3451*	Lake Erie Marine Corp. (U)
3452*	Boat Destroyed
3453*	Boat Destroyed
3454*	Dr. F. Wilton Dean (145)
3455*	Harry J. Baldwin (338)
3456*	Cornelius McNally (138)
3457*	William Spann, Jr. (296)
3458*	Robert Parkhurst (293)
3459*	A. L. Luckingham (71)
3460*	Lost Boat
3461*	Lynn Nye (33)
3462*	Gordon Doble (37)
3463*	Allen Hathaway Howland (119)
3464*	Boat Destroyed
3465*	Roland L. Field (296)
3466*	Lost Boat
3467*	Charles Doerflinger (140)
3468*	Culver Military Academy
3469	Edward R. Close (267)
3470*	Lost Boat
3471*	Howard Young, Jr. (270)
3472*	Harrison Amos (114)
3473*	Culver Military Academy
3474*	James E. Anderson (U)
3475*	Culver Military Academy
3476*	S. E. Chamberlin (U)
3477*	Lost Boat
3478*	Fred W. Johnson (115)
3479*	Darrold A. Cannan (U)
3480*	Frederick E. Darling (77)
3481	Jim Mumford (U)
3482*	W. Douglas Todd (118)
3483*	Ralph D. Johnson (225)
3484	Maurice A. Ferrier (U)
3485*	Jane Janssen (62)
3486	Lost Boat
3487*	Michael Gray Wood (138)
3488*	Robert C. White (U) Richard A. Brazil (U)
3489*	C. R. Olson (U)
3490	Thomas R. Swayze (62)
3491	Hampton A. Gamard (62)
3492*	Lost Boat
3493	Roy A. Hermanson (U)
3494*	Wm. C. Schoen (323)
3495*	William H. Brady, Jr. (69) William H. Brady III (69)
3496*	Robert L. Morris (233)
3497	Robert Hughes (62)
3498*	W. A. Skelton, Jr. (U) William A. Skelton, III (U)
3499*	Victor Bitencourt dos Santos (84)
3500*	Henn Kilkson (6)
3501	E. Donald Hurl (U)
3502	D. H. Hutchinson (17)
3503	Lost Boat
3504*	Douglas J. Palmer, Jr., & Everett Fontinella (U)
3505*	John Ehrenclou (2)
3506*	Al Fine (38)
3507*	Jane Underwood (294)
3508*	Lost Boat
3509*	Dr. Vernon Mountcastle (329)
3510*	Sebastian J. Cassarino (104)
3511*	Ernest G. Gebelein (U)
3512*	Joaquim Dias Leite (U)
3513	John S. Curtis (36)
3514*	Lost Boat
3515*	James L. Daniell (127)
3516	Richard Morse (U)
3517*	Jerry Firth (138)
3518	Never Built
3519	Willis M. McQueen (35)
3520	Lost Boat
3521*	Robert A. Booth (189)
3522*	J. Vallis (U)
3523*	L. C. Lawrence Carlson (U)
3524*	Tullio W. Rossetti (141)
3525*	Ralph Buermann (138)
3526*	Boat Destroyed
3527*	Robert Allen Geene (119)
3528*	Richard Maurer (137)
3529*	Roger B. Bond (181)
3530*	Neal Johnson (344) Laura Johnson (344)
3531*	Mrs. Nell B. Knoor (U)
3532*	Richard A. B. Shedden (U)
3533*	William C. Brown (U)
3534	S. Bookman (146)
3535*	Kent Johnson (205)
3536*	Dennis Paul Russell (56)
3537	Lost Boat
3538*	Lost Boat
3539*	Lost Boat
3540	Never Built
3541*	Dr. L. H. Spector (77)
3542*	Dr. M. Presberg (77)
3543*	F. C. Duennebier (148)
3544*	Lost Boat
3545*	Lloyd H. Yost (U)
3546	Charles Bushnell (148) Evelyn B. Bushnell (148)
3547	John Cole (252)
3548*	Tom Robertson (118)
3549	Dealer
3550	Russell E. Winslow (132)
3551	Lost Boat
3552	Lost Boat
3553	Lost Boat
3554*	Frederick P. Boynton, Jr. (194) George & Peter Boynton (194)
3555	Dealer
3556	George E. Hobbie (U)
3557	Lost Boat
3558	Glen Fries (155)
3559	Brown Williams (155)
3560	Lazare Levy, Jr. (209)
3561*	Donald J. Gregory (81)
3562	Lost Boat
3563	Lost Boat
3564	D. N. Montgomery (65)
3565*	Charles Camp (U)
3566*	Lost Boat
3567	Never Completed
3568*	William D. DeVere (27)
3569*	Robert S. Caldwell (353)
3570	Never Built
3571*	Ralph E. Stevens (248)
3572*	Lost Boat
3573*	Frank Atkinson (323)
3574*	John Baran (311)
3575*	Richard F. Pastor (U)
3576*	Paul A. King (6)
3577*	Philip Hobson (7)
3578*	Carl Arkelian (68)
3579*	Lost Boat
3580*	Wesley R. Jensen (344)
3581	Boat Destroyed
3582	A. A. M. Stewart & Sons (64)
3583	Daniel G. Lamet (51)
3584	Lost Boat
3585	Lost Boat
3586*	Charles R. & Connie Gleason (102)
3587*	Samuel D. Wyman (37)
3588*	Dealer
3589*	Pitu Granata (191)
3590*	Dealer
3591*	Riccardo de Sangro (223)
3592*	Mario Cavallo (223)
3593*	Sergio Capolino (191)
3594*	Leroy D. Rausch (116)
3595*	Michael Iacono (119)
3596	Never Built
3597*	Lost Boat
3598*	John J. McClure, Jr. (179)
3599*	Lost Boat
3600*	Leslie E. Freeman, Jr. (U)
3601	Never Built
3602*	Frank Hammond (295)
3603	Lost Boat
3604*	John N. Caswell (98)
3605	Alden French (151)
3606*	Ralph, Carroll & Carolyn Canney (246)
3607	Rafe Royle (37)
3608*	Ernest & Bruce Butler (77)
3609	Lost Boat Lee Kaiser (69) Morgan Jackson (69)
3610*	Lee Kaiser & Morgan Jackson (69)
3611*	Lost Boat
3612*	Robert Bonham (150)
3613*	K. W. Kurtz (51)
3614*	John L. Guinther (194)
3615*	Fred Creswick (U)
3616*	Britton Day (263)
3617*	Deceased
3618*	Howard F. Smith, Jr. (110)
3619*	Joseph P. Wesolowski (56)
3620*	John Putnam, M.D. (U)
3621*	David Wilson (187) Allan West (187) William A. Hayssen (187)
3622*	Harold W. Lemke (69)
3623*	Jack Zinser (74)
3624*	Sea Scouts (187)
3625*	Boat Destroyed
3626*	Boat Destroyed
3627*	Lost Boat
3628*	Bernard Abraham (5)
3629*	Roy W. Ames, Jr. (81)
3630	Marshall J. McGuire (U)
3631	Neilson Jones (226)
3632*	F. G. White (117)
3633*	Irving J. Boyes (U)
3634*	C. R. Lane (133)
3635*	Carl Burns (63)
3636*	Charles A. Perry (128) Thomas A. Perry (128)
3637*	Lost Boat
3638*	Lost Boat
3639*	Lost Boat
3640*	Richard G., Donald R. & David K. Fagin (35)
3641*	Donald Lamar (133)
3642*	Charlie Pearce (135)
3643*	Walter H. Whilden, Jr. (50)
3644	Lost Boat
3645*	Gugy Æmilius Irving (U)
3646	Boat Destroyed
3647*	O. K. Tilley (209)
3648	Lost Boat
3649*	Edwin McCardie (324)
3650*	Clifford Delbridge (U)
3651	Rev. Lex S. Mathews (U)
3652	Never Built
3653	Never Built
3654*	J. MacDonald (118)
3655	Lost Boat
3656	Bill Altorfer (U)
3657	Never Built
3658	Lost Boat
3659*	Kenneth Cooper (329)
3660*	William T. Fox (300)
3661	Lost Boat
3662*	Lost Boat
3663*	Mrs. Lillian Rothery (50)
3664	Never Built
3665	Lost Boat
3666*	D. B. & Ruth Dutton (212)
3667*	John Finkle (U)
3668*	Edward Walsh (99)
3669*	Arthur Hotaling (70) Donald E. Asay (70)
3670*	George & Georgia Dukes (295)
3671	Never Built
3672	Paul W. Wood (U)
3673*	Robert G. Niemyer (114)
3674*	Lost Boat
3675	Lost Boat
3676*	William Verhelle (83) Robert Verhelle (83)
3677*	Penny Witt (294)
3678*	George Bleakney (188)
3679	Lost Boat
3680	Art Shiver (135)
3681*	David C. Black (U)
3682*	Ed Feldman (38)
3683	Lost Boat
3684*	J. Robert Peterson (U)
3685	Lost Boat
3686*	James F. Hyde (1)
3687	J. V. Chambers (U)
3688*	Carl W. Christenson (54)
3689*	Carolyn Rhoades (244)
3690*	Mrs. Nell B. Knorr (14)
3691*	James Pezza (U)
3692*	Paul L. Abbey (13)
3693	Builder
3694*	Lost Boat
3695*	Stephen M. Harris (32)
3696	Ian Isbester (U)
3697	Boat Destroyed
3698*	Josiah P. Huntoon, Jr. (348) Zelma Huntoon (348)
3699	Lost Boat
3700	Pier L. Ariotti (U)
3701	Thomas Jacob (U)
3702	W. R. Blackburn & Co. (U)
3703	Never Built
3704*	J. R. McWhorter (U)
3705*	Robert N. Manning (192)
3706*	Lost Boat
3707*	Amy & Muriel Dillman (178)
3708*	Daniel S. Lynch (128)
3709*	Lost Boat
3710*	Henry Huse (302)
3711	Lost Boat
3712*	Jack Jurgens (98)
3713*	James G. Farmer (7)
3714*	B. Price (64)
3715	Never Built
3716*	Joseph Hoffee (75)
3717	Never Built
3718*	Ken W. Hamilton (296)
3719	Milton T. Anderson (U)
3720	Lost Boat

Boat No.	Owner-Fleet
3721*	George E. Talbot, Jr. (6)
3722*	Bob Jones (132)
3723	Lost Boat
3724	S. J. Dodge (U)
3725*	Frank S. Thorp, Jr. (U)
3726	Lost Boat
3727*	Ken Saco (U)
3728*	Lost Boat
3729*	Lost Boat
3730*	James B. Burnett (323)
3731*	Lost Boat
3732	Robert F. Stevenson (U)
3733	John Boyleston (98)
3734	Dr. C. M. Learmonth (U)
3735*	Lt. Col. Bruce Meyers (50)
3736	Lost Boat
3737*	Boat Destroyed
3738	Lost Boat
3739	Lost Boat
3740*	Lost Boat
3741	Never Built
3742	E. R. Gains (U)
3743	Lost Boat
3744*	Dr. Morrell W. Miller (62)
3745	Lost Boat
3746	Lloyd E. Munson (232) Harold T. Johnson (232)
3747	Lost Boat
3748	John Dortch (262)
3749	Never Built
3750	Never Built
3751	Lost Boat
3752*	Victor P. & Betty Free (212)
3753	Lost Boat
3754*	Oswaldo Ary Gomes (84)
3755	Francisco Alvarex (220)
3756	Never Built
3757	Robert A. Smith (U)
3758*	H. C. Auld, Jr. (229)
3759	Eric LaGuardia (132)
3760	Carl T. Knutson (U)
3761	Lost Boat
3762	James R. Sinclair (U)
3763*	Lost Boat
3764*	Lyman Baier (296)
3765*	William A. Beckham (313)
3766*	William H. Rogge (353)
3767	Dealer
3768*	Ned Benedict (3)
3769	Paul R. Darling (252)
3770	Never Built
3771	Barry Passman (137)
3772*	Dr. Leon Sealey (132)
3773*	Albert C. Gribos (U)
3774*	Dr. Alan W. Fraser (U)
3775	Fred R. Replogle (U)
3776*	Basil P. Miaullis (158)
3777	Ken L. Mayhys (112)
3778*	Gordon F. Rasmussen (132)
3779	Lost Boat
3780*	John T. Biller (90)
3781	Charles N. Carver (U)
3782*	Robert D. Bistol (184)
3783*	P. A. Thomson (90)
3784*	Blaine H. Miller, Jr. (270)
3785*	Roger Sahlin (132)
3786*	Richard Gerould (U)
3787*	Lost Boat
3788	Lost Boat
3789*	Dick Hagen (132)
3790*	Lost Boat
3791*	Eric Denton (132)
3792*	Albert H. Cass (U)
3793*	E. A. Armstron (U)
3794*	Lost Boat
3795*	Dealer
3796	David Garton (187)
3797	Dr. Enrique Bianchi (206)
3798*	Warren W. Cowles (3) M. Warren Cowles (3) Wm. Warren Cowles (3)
3799*	W. W. Roff (3)
3800*	J. Allen Morris (226)
3801	Brendan McCreery (U)
3802*	Deep South Girl Scout Council (135)
3803*	Elizabeth N. Wilds (7)
3804*	A. A. Young, Jr. (85)
3805*	Lost Boat
3806*	William Thomson (134)
3807*	Herman Hering (58)
3808*	Bernard L. Small, M.D. (300)
3809	Lost Boat
3810	Arthur L. Martin (U)
3811*	O. Weber (219)
3812*	W. A. Triggs (90)
3813	George W. Crozier (U)
3814*	Merel H. Harmel, M. D. (U)
3815*	Donald P. Robinson (U) Angenette N. Robinson (U)
3816*	Walter S. Poor (230)
3817	W. R. Eiford (U)
3818*	Lost Boat
3819*	John O. Kosa (7)
3820*	Builder
3821*	Mr. & Mrs. R. H. Hay (171)
3822	Lost Boat
3823	James & Howard Curtis (161)
3824	W. H. Sparling (U)
3825*	Wally Hawkins (143)
3826*	Robert Jacobson (138)
3827*	William A. Scofield (U)

Boat No.	Owner-Fleet
3828*	Charles J. Schulz (U)
3829	E. R. Stephan (U)
3830*	J. L. Guthrie (132) Paul Guthrie (132)
3831*	Mrs. James Enright (273)
3832	George Lugsdin (146)
3833	John F. Banghart (U)
3834*	Arthur G. Dwyer (246) Sharon Lee Dwyer (246)
3835	Alfonso Semmola (191)
3836	Boat Destroyed
3837	Never Built
3838*	Edward L. Anderson (194) Patricia G. Anderson (194)
3839*	James & Michael Shane (U)
3840	Lost Boat
3841	Judge Harry Batshaw (U)
3842	John Tytla (U)
3843	V. K. Jalkanen (166)
3844	L. Karvinen (U)
3845*	Don B. Blaisers (36)
3846	Lost Boat
3847	H. Isomeri (166)
3848	Eduardo N. Peirano (U)
3849	Lost Boat
3850	Jorge Goncalves (290)
3851	Lost Boat
3852*	F. Clyde Jones (71)
3853	Lost Boat
3854*	Stephen J. Knerly (U)
3855	J. E. Dailey (118)
3856*	N. L. Markle (U)
3857*	Dealer
3858*	D. C. Leffingwell (71)
3859*	Dr. Richard Walle (209) Dr. Wm. Faget (209)
3860*	Susana Winzer (206)
3861	Donald J. Stevens, M. D. (70)
3862	Jean & Betsy Worthington (248)
3863*	Lost Boat
3864*	Bob Aversa (226)
3865*	L. J. Perenyi (U)
3866*	Lost Boat
3867	Never Built
3868	Lost Boat
3869	Frank Ward (U)
3870*	Wayne Lee (324)
3871*	Roger M. Wilkinson (17)
3872	M. Rowe (215)
3873	P. M. Fox (U)
3874	Lost Boat
3875*	Ronald E. Little (U)
3876*	Reece Smith, Jr. (168) Leonard Gilbert (168)
3877*	J. L. I. Arnoldi (146)
3878	Lost Boat
3879	John G. Cox (U)
3880*	West Indian Co. Ltd. (U)
3881	Lost Boat
3882*	D. Hugh Conolly & W. W. Lamar (257)
3883*	Arnold Kotler (168)
3884	K. O. Williams (U)
3885*	Raymond Markawitz (U)
3886*	Ben Bryon, Jr. (291)
3887	Charles E. Davenport (U)
3888*	Richard Harris (153)
3889	Never Built
3890	Armando Augusto Gode de Araujo (305)
3891*	Dr. R. C. Stone (U)
3892	Lost Boat
3893*	Lost Boat
3894	George Brewbaker, Jr. (U)
3895	Robert S. Platt, Jr. (27)
3896	Lost Boat
3897*	Merritt E. Randles (120)
3898	Lost Boat
3899	Reimer Boersma (204) Reimer Boersma, Jr. (204)
3900	Builder
3901*	John J. McDonald (211) W. A. McDonald (211)
3902	Gene Milford (U)
3903	C. C. McDonald (U)
3904*	William E. Thomas (178)
3905	William B. Suhrie (192)
3906	A. M. Patterson (254)
3907	Builder
3908*	Albert T. Leonhard, Jr. (U)
3909*	John B. Waskom (35)
3910*	A. James Wriston, Jr. (143)
3911	Builder
3912	Builder
3913	Builder
3914	Builder
3915	Builder
3916	Builder
3917	Builder
3918	Builder
3919	Builder
3920	Builder
3921*	Lost Boat
3922	Lost Boat
3923*	P. Kuntola (166)
3924*	Vaino Valli (328)
3925	Lost Boat
3926	Lost Boat
3927	Dealer
3928	Detroit Boat Club (U)
3929*	J. A. Michael Morse (139) Julia Morse (139)

Boat No.	Owner-Fleet
3930*	J. Parke Boyer (74)
3931*	Velma Romeis (205)
3932*	Destroyed
3933*	D. Leonard Lieberman, Jr. (U)
3934*	Jorma Lehtonen (166)
3935	C. Sweet Smith, Jr. (U)
3936	Gerrard Farry (90)
3937	Lost Boat
3938*	Warren V. Vail (116)
3939	Lost Boat
3940	John A. Wickson (U)
3941	Lost Boat
3942	Never Built
3943	Lost Boat
3944*	Edwin Grimshaw (92) Michael Hamaty (92)
3945	Never Built
3946*	Aldo Isola T. (265)
3947	Lost Boat
3948	Wright S. Skinner, Jr. (U)
3949	Lost Boat
3950*	Schuyler Van Vechten, Jr. (80)
3951	Never Built
3952*	Lansing Mallet, Jr. (301) Barbara Mallet (301)
3953	Mary Elcock (332)
3954	Enio Carvalho (84)
3955	Arnold Wight (273)
3956	Robert O. Anderson (158)
3957	Builder
3958	Builder
3959	Builder
3960	Builder
3961	Never Built
3962*	Horace A. Thompson, Jr. (211)
3963*	Dr. George M. Weston (U)
3964*	Frank DeSena (300)
3965*	William Mahler (34)
3966*	Frank J. Hughes (329)
3967	Builder
3968	Never Built
3969*	Lost Boat
3970*	Henry P. Eldredge (119)
3971	William Ganong (U)
3972	Lost Boat
3973*	Peter Lynwander (U)
3974*	Gerard Murphy (U)
3975*	William R. Moore (296)
3976*	Vic, Alain & Mrs. Jacqueline Pinard (188)
3977*	Richard C. Barkalow (U)
3978*	Homer Lee Parsons (62)
3979	Lost Boat
3980	A. T. Beardslee (U)
3981*	Lost Boat
3982	Keith N. Wentzell (U)
3983*	Lost Boat
3984	Horace H. Gilmore (75)
3985	Never Built
3986*	E. J. Reed (U)
3987*	Arrigo Singer (84)
3988*	Eric Crocelius (132)
3989*	Robert Maxon (189)
3990	Pier L. Ariotti (U)
3991	Boat Destroyed
3992*	Russell W. Bernard, Jr. (U)
3993	Lost Boat
3994	Director Bjorn Hemberg (U)
3995	Conrad Yungquist (U)
3996*	Boat Destroyed
3997	Never Built
3998*	John F. Gibbs (288)
3999*	Victor B. Kalin (U)
4000	Lost Boat
4001	C. E. Rubbert (U)
4002*	Lynn V. Bowman (296)
4003	Francis B. Smith (45)
4004*	Lost Boat
4005*	Guy Alban Calmejane (U) Odette Calmejane (U)
4006	E. Michael Feeley (U)
4007	Philip A. McGuinness (U)
4008*	John Lesesne, M.D. (51)
4009	O. Enbom (166)
4010	Lost Boat
4011	S. Ulvinen (166)
4012	Jouni Miilumaki (310)
4013	Tuulitytot (Girl Guides) (166)
4014*	Matti Henriksson (166)
4015	Aulia Soininen (U)
4016	Dr. Bernard Lytton (U)
4017	Frank J. Hewett (118) Bill Hunter (118)
4018*	Paul Moskowitz (38) Joseph Faraone (38)
4019*	Lost Boat
4020	Guy Falskow (132)
4021	Never Built
4022	Lost Boat
4023	Frederick Nehrings (U)
4024	Kyosti Anttila (U)
4025	Francis M. Withey (U)
4026	Hector Durante (U)
4027*	Roberto Bucolo (247)
4028	Never Built
4029	Never Built
4030	Never Built
4031	Builder
4032*	Jack Sheehan (78)
4033	Dirk Alberts (U)
4034	Lost Boat
4035	Never Built

Boat No.	Owner-Fleet
4036	Frand Prokop (U)
4037	Alfred Schubert (U)
4038	Eduardo Salines (U)
4039	Lost Boat
4040*	James W. Artley (127)
4041	Lost Boat
4042	J. D. LeBlanc (62)
4043*	Jack Moles (146)
4044	Peter B. Pugh (U)
4045*	William H. Cutting (185)
4046*	Robert Hansen (U)
4047	Veli Nylund (U)
4048*	Jere Huhtinen (166)
4049*	Johann Tallquist (U)
4050*	Simo Valli (306)
4051*	Arja & Tero Tuokkola (166)
4052*	Heikki Ristola (166)
4053	Lost Boat
4054	Lost Boat
4055	Kapteeni Kalle Uola (U)
4056	Timo Outinen (U)
4057	Never Built
4058*	Jarvis J. Kerr (U)
4059*	Dr. George Sheppard (339)
4060*	William Nute (194)
4061*	Raymond Colledge (171)
	Douglas Smith (171)
	John Gayton (171)
4062*	R. E. Hughes (175)
4063*	Richard J. Bellucci, M.D. (U)
4064*	Ralph Deltenre (132)
	Robert Sexauer (132)
	Robert Willard (132)
4065	Never Built
4066	Fred Skinner (U)
4067*	J. Michael Spence (U)
4068	Lost Boat
4069	Never Built
4070	Lost Boat
4071	Warren Krogstad (79)
4072*	Bob Stearns (U)
4073*	Dealer
4074*	Charles K. O'Neill (153)
4075*	Catherine & Margaret Burt (U)
4076*	Floyd Grossoehme (U)
4077*	Philip V. Lewis (U)
4078*	Mrs. R. Gale Noyes (280)
4079	Thomas Galfrascoli (U)
4080	Never Built
4081*	A. D. Jackson (146)
4082	Harri Velbri (U)
4083	Dealer
4084	Lost Boat
4085*	Sally Clark (314)
4086	Never Built
4087	E. A. Schimberg (U)
4088*	Howard Bintleff (228)
4089	Lost Boat
4090*	Charles Mueller (53)
4091	Never Built
4092	Lost Boat
4093	Never Built
4094	Dudley Miller (U)
4095	Boat Destroyed
4096	Lost Boat
4097*	Boat Destroyed
4098	Never Built
4099*	Harry K. Sedgwick (189)
4100	Lost Boat
4101	Never Built
4102	Lost Boat
4103*	S. H. Bayles (141)
	S. H. Bayles, Jr. (141)
4104*	Donald G. Ross (96)
4105*	Alan Gilbert (163)
4106*	Donald W. Smith (138)
4107*	Ed Morrison (98)
4108*	John H. Pierpont (134)
4109*	Albin Cibeu (55)
4110*	Nils Sorenson (104)
4111*	Archie M. Andrews, Jr. (7)
4112*	Joseph Alter (U)
	Molly S. Alter (U)
4113	Cleo Wiedemann (334)
4114	Oscar Matoso Mais Forte (84)
	A. L. Figueira Barbosa (84)
4115*	Jos. V. Boone (263)
4116*	Lost Boat
4117	C. Bebbington (U)
4118*	Boat Destroyed
4119	Cantieri Costaguta (U)
4120	Catiere Velscaf (U)
4121	Never Built
4122*	Mario Civita (360)
4123*	Capt. Edward N. Dingley, Jr. (109)
4124*	Lost Boat
4125	Stanley M. Bernhardt (296)
4126	Nigel & Lotus Hall (U)
4127*	Erkki Jokela (166)
4128*	Helge Dahlman (166)
4129	Lost Boat
4130*	Leif Karlsson (U)
4131*	Arto Helemaa (349)
4132	Pertti Perasto (U)
4133*	Ilpo Hanninen (166)
4134	Poju Strand (166)
4135*	L. Pakkanen (166)
4136	K. & A. Naykki (310)
4137*	Hewitt P. Wing (366)
4138*	Tauno Nuotio (U)
4139*	Toivo Eloranta (328)
4140	Luodon Pojat (U)
4141	Pekka Jarvenpaa (166)
4142*	Pentti Teppo (166)
4143	Builder
4144	K. Kinnunen (U)
4145	Builder
4146	E. Kauria (U)
4147	Destroyed
4148*	S. Graham Hamilton (16)
4149*	Thomas J. Wynne Jr. (U)
4150*	Frederick M. Brunn, Jr. (U)
4151*	Lost Boat
4152*	John Hein (98)
4153*	George N. Mooney (U)
4154	Lost Boat
4155	Lost Boat
4156	F. R. L. Lazier (U)
4157	Dr. C. A. Johnson (U)
4158*	Charles W. West Jr. (175)
4159	Paulo Nauee & Jose Hausner (147)
4160	Lost Boat
4161	R. E. Buchanan (U)
4162	Never Built
4163*	Fred D. F. Pirie (147)
	C. W. Milbourne (147)
4164	P. O. Ebbinghaus (U)
4165	Alberto Jose Drago (U)
4166	Never Built
4167*	Dr. C. Orr (242)
4168*	Susanne Rike Bowers (202)
4169*	Lost Boat
4170*	Lost Boat
4171*	William S. Miles III (202)
4172	George C. Peterson (68)
4173	V. R. Smith (U)
4174*	Donald L. Buchard (3)
4175	Dealer
4176	James Kellogue (3)
4177	Edgar Robbins Goudy (U)
	Fred Surbeck (U)
4178	Jose Villar Netto (U)
4179	Never Built
4180*	George E. Slater (105)
	Edwin P. Slater (105)
4181	Oswaldo Buonanni (U)
4182	Samual B. Wardwell, Jr. (225)
4183*	Sandra Lee Gill (7)
4184	Never Built
4185*	W. Richard Barlow (59)
4186*	Robert Haymen (U)
4187*	Lost Boat
4188	Lost Boat
4189*	Lost Boat
4190	Never Built
4191	Never Built
4192*	Clyde W. Smith (U)
4193	Lost Boat
4194	Never Built
4195	Walter C. Hopkins (U)
4196	Alfred S. Daniels (U)
4197	E. H. Himmelman (U)
4198*	W. G. Snelgrove (215)
4199*	Charles Rand (188)
4200	Lost Boat
4201	John A. H. Allan (U)
4202	Lost Boat
4203*	L. Starzynski (171)
4204*	Lost Boat
4205*	Dennis L. Crow (92)
4206*	Bruce & Meredith Galloway (173)
4207*	Roger Kelley (U)
	Newton Hendriksen (U)
4208	R. Goetstouwers (U)
4209*	Gustave Serino (226)
4210*	J. Cameron Moag (32)
4211*	H. Stetson Fletcher, Jr. (227)
	Terry Fletcher (227)
4212*	Antonin I. DVoracek (U)
4213*	A. Craig Johnson (U)
4214*	Bob Thompson (110)
4215	Never Built
4216*	R. P. Abbott (U)
4217*	Jacob Sulger (U)
4218	George J. Marrone (U)
4219*	Ralph & Helen Waldorf (252)
4220*	Robert M. Dodge, Howard T. Ennis Jr. (325)
4221*	Charles W. Rice (96)
4222*	James D. Forman (133)
	John A. Nevin (133)
4223*	Neil C. McCullough (32)
4224*	Dr. J. E. Knighton, Jr. (175)
4225*	Gerald Shields, Jr. (5)
4226*	James B. Cone (U)
4227	Lost Boat
4228*	Phil Lenz, Jr. (119)
4229	Cheves McC. Smythe, M.D. (288)
4230	Lost Boat
4231*	John W. Teele (151)
4232	Keith S. Rosewall (U)
4233*	John Howard (118)
4234	R. J. Elcock (U)
4235	Bert Van Camp (U)
4236	Lost Boat
4237*	Wm. F. Dohrman III (202)
	Edward E. Dohrman (202)
4238*	Mary Foltz (174)
4239*	John P. Yochem (150)
4240*	Clyde H. Beck, Jr. (51)
4241*	George R. Henning (U)
4242	Jayme Teixeira Leite (245)
4243	Never Built
4244*	Benedito Levi (147)
4245	Charles Burgwin (U)
4246*	Ann & Raymond Golder (116)
4247*	G. D. Blanchard (U)
4248	Never Built
4249*	Ted von Zielimski (133)
4250*	Thomas W. Summerville (98)
	Darrell D. Roelofs (98)
	William R. Teller (98)
4251*	Dr. Marshall Bauer (U)
4252*	Thelma Hartshorn (225)
4253*	Bert Papanek (U)
4254*	Billy T. Sumner (262)
	Lester L. Turner (262)
4255	Never Built
4256*	Jean-Paul & Ilse Destrube (U)
4257	Never Built
4258*	Frank B. Johnson, Jr. (179)
	Benjamin C., & Frank B. Johnson, Jr. (179)
4259*	John Wm. Harvey (87)
4260*	Lud Becker (U)
4261*	Charles Yecker (253)
4262*	C. Andrew Randall (U)
4263	Fred Johns (192)
4264*	Paul Shaugnessey (175)
4265*	Thomas McMillan (U)
4266	Gordon Bennett (132)
4267	John Bennett (U)
4268	Hubert H. Hauck (U)
4269	Lost Boat
4270	Richard J. Guth (87)
4271*	Paul Wacker (250)
4272*	Louis Chiffelle (U)
4273*	Rudolf Schmid (U)
4274	Lost Boat
4275*	Harry A. Ells (205)
4276	Lost Boat
4277	Lost Boat
4278*	Boat Destroyed
4279	Never Built
4280	J. Harlan Potts (U)
4281	Jerry Zeise (U)
4282*	James B. & Edward Wagstaff (36)
4283*	T. F. Stirgwolt (189)
4284	J. B. Somerset (U)
4285*	H. Keller (219)
4286	Never Built
4287*	L. S. Simon
4288	Never Built
4289*	Lost Boat
4290*	Lost Boat
4291*	Charles M. Schreiner Co. (U)
4292*	Fred G. Clarke, Jr. (132)
4293*	Lost Boat
4294	Lost Boat
4295	Dr. Anthony J. Leitner (185)
4296	Lost Boat
4297*	Nathan Salmun (203)
	Maria del Pilar Brunet (203)
4298	Lee J. Workum, Jr. (184)
	David J. Workum (184)
4299	Builder
4300	Naantalin Pursiseura (U)
4301	Never Built
4302*	Lahden Purjehdusseura (349)
4303	Never Built
4304*	Oulo Yacht Club Juniors (307)
4305*	Eljas Jarvenkyla (U)
4306	Y. Hakala (U)
4307*	Lost Boat
4308*	Mauri Soininen (299)
4309	Never Built
4310	Juhani Ahonen (328)
4311	Never Built
4312	Aarne Hiltunen (U)
4313	Erkko Lojander (166)
4314	J. Topelius (U)
4315	Never Built
4316	M. Reenpaa (U)
4317	Never Built
4318	Boat Destroyed
4319	Veljekset Salonen (U)
4320	Never Built
4321	Never Built
4322	Antti Saarelainin (U)
4323	Lost Boat
4324	Otso Nylander (310)
4325	Kirsti & Heikki Laitinen (310)
4326	Teemu Ulen (310)
4327*	Rabbe Nordstrom (166)
	Jarmo Marttinen (166)
4328	Juhani Hedberg (310)
4329	Kalervo Rinne (166)
4330	Vainan Vartijat (306)
4331*	Petri Janhunen (166)
4332	Erkki Pitkapaasi (U)
4333	Erkki Sevakivi (166)
4334*	H. Wasenius (299)
4335	Osmo Konkola (328)
4336	I. H. Evans (U)
4337	Builder
4338*	Lost Boat
4339*	Dr. H. G. Porter (U)
4340*	Richard A. Jones (262)
4341*	Edward Wright & Gregg Wright (56)
4342	Daniel R. Toll, Ed Ligon Jr. (293)
4343	H. C. Slemin (U)
4344	Raymond K. Adams (U)

Boat No.	Owner-Fleet
4345	Dr. Julio C. Goldie (220)
4346	Lost Boat
4347*	Carleton Cressy (U)
4348	George Layton (215)
4349	Lost Boat
4350*	Nestor M. Miguez (U)
4351*	Rodolfo Udaeta (206)
	Pedro O. Sisti (206)
4352*	Aldo Valera (203)
4353*	Susana T. Coto (331)
4354*	Don McMillan (U)
4355*	Builder
4356*	Margaret Michaely (7)
4357*	William Loch (36)
	Norma J. Loch (36)
4358*	Lost Boat
4359	Ralph Batchelor (229)
	Virgie Batchelor (229)
4360	Deceased
4361	Lost Boat
4362*	Chas. E. Kelley (189)
	Chas. E. Kelley, Jr. (189)
4363*	Charles C. Esty (U)
4364	A. Smith (U)
4365	Douglas S. Conant (U)
4366	Lost Boat
4367*	Henry Marchal (62)
4368	Richard Breed (U)
4369*	Adelbert G. Straub, Jr. (U)
4370*	C. Whitson (212)
4371*	Hugh Brown (U)
4372	Turbay & Soler (U)
4373	Francisco Rinesi, Eduardo Hallberg
	& Horacio Premoli (292)
	Horacio Premoli (292)
4374*	Dr. Edward Schmidt (31)
4375	John J. Modifer (U)
4376	Mr. & Mrs. Richard N. Kahler (U)
4377*	Enrique Juan Mentruyt (U)
4378	Lost Boat
4379	Lost Boat
4380	Robert F. Seybold (U)
4381*	Mingo Niccolini (247)
4382*	Allen C. Ewing (U)
4383*	Lost Boat
4384	Arne G. Ahlman (U)
4385	Never Built
4386*	Lost Boat
4387	T. A. & Gail Burrows
4388*	Melvin G. Akins (U)
4389*	Richard H. Lovelace (246)
4390*	Sam Zafros (345)
4391*	Rondel Cline (110)
4392	Mary Anne Bates (340)
4393*	Don Mitchell (184)
4394*	Hans R. Scharer (U)
4395*	D. E. Schwinn (U)
4396	Alberto Felipe Aguilar Losada (U)
4397	Bob Colyer (132)
4398	Robert W. Hornbeck (51)
	Richard J. Graham (51)
4399	J. Gilbert Scheib, Sr. (62)
4400	Lost Boat
4401*	Marchese Giacomo Dusmet
	de Smours (278)
4402*	Tony D'Eloia (59)
	Andy D'Eloia (59)
4403*	Irene I. L. Siu (50)
4404*	Abraham Petker, (38)
4405*	G. H. Granata (U)
4406*	Enzo Di Lorenzo (223)
4407	Folke O. Astrom (206)
	Leandro N. San Miguel (206)
4408*	Josaphat Stah (13)
4409	Lost Boat
4410*	William S. Kriebel (137)
4411*	West Indian Co., Ltd. (U)
4412*	Boat Destroyed
4413	Lost Boat
4414	Alastair Scott Moncrieff (90)
4415*	Pequot Junior Yacht Club (153)
4416*	James Burri (295)
4417*	Harold McGlothlin (326)
4418*	C. G. Paxson (U)
4419*	Ray Chase (168)
4420	Lost Boat
4421	Robert M. Branch (U)
4422	J. D. Humphrey (U)
4423*	Don Wilson (62)
4424	Homero Fonda (206)
4425	Nestor Manifesto (331)
4426*	Luis Rudoy (292)
4427	Lost Boat
4428	M. Collyer (U)
4429	Hely Abrantes Bricio do Valle
	(84)
4430	Kenneth J. Burkhardt (50)
4431	Lost Boat
4432	Lost Boat
4433	Lost Boat
4434	Turbay & Soler
4435	Ing. Guillermo Rondini (220)
4436	Yacht Club Uruguayo (220)
4437	Yacht Club Uruguayo (220)
4438	Yacht Club Uruguayo (220)
4439	Yacht Club Uruguayo (220)
4440	Yacht Club Uruguayo (220)
4441	Never Built
4442	Lost Boat
4443	Never Built
4444*	Karl & Sophie Rollius (212)
4445	Lost Boat
4446	Battista Succhi (U)
4447*	Thomas J. McDermott (150)
4448	Roberto E. Leyendecker (U)
	Alfred Freshel (U)
4449	Juan Flavio Gerbolini (265)
4450*	Louis de Pourtales (169)
4451	Tom Last (146)
4452	Never Built
4453	Lost Boat
4454	J. Acebedo Tagle (U)
4455*	Kathy Barnes (U)
4456*	Walter Frank, Jr. (U)
4457*	Lost Boat
4458*	Lost Boat
4459*	Lost Boat
4460*	Lost Boat
4461*	David E. Price (87)
4462	Royle Kemp, Jr. (U)
4463	John Bodkin (U)
4464	Never Built
4465	Dr. Edgard da Silva Mello (201)
4466*	Carlos Henrique Holck (84)
4467	Dr. Jose Taruinio da Silva (U)
	Luiz Souhami (U)
4468	Vinicius Villela Falcao (144)
4469	Antonio Jose Barroso (144)
4470	Lost Boat
4471	Alan A. Shattuck (U)
4472	Jean Dhainaut (203)
4473*	Eduardo Pinero (206)
4474*	T. V. Lironi (90)
4475*	Lost Boat
4476	Dealer
4477	Wm. Robert Davis (296)
4478	Donald Ross (U)
4479	D. M. McLean (U)
4480	Dante Calandra (206)
4481	Victor Hatchwell (U)
4482*	Lost Boat
4483	Chas. E. Nickson, Jr., M.D. (296)
4484	Builder
4485	Lost Boat
4486	George Mathys (U)
4487	Ernesto Beutner (U)
4488	Never Built
4489	Guayaquil Yacht Club
4490	Lost Boat
4491	A. M. Phelan (179)
4492	Lost Boat
4493	Pireaus Sailing Club
4494	D. A. Demmer (212)
4495	Dr. Walter G. Unglaub (U)
4496	Lost Boat
4497	Walter A. Wheaton, Jr. (U)
4498	Rudolf B. K. Ingman (U)
4499*	Graham-Eckes School (333)
4500	Never Built
4501	Ulysses Efraim Kafiel (U)
4502*	Lylda Sede (206)
4503	R. E. Hughes (U)
4504	Richardo Acosta y Lara (h) (U)
4505	Ray Rouse (U)
4506	Lost Boat
4507*	Lost Boat
4508*	Lost Boat
4509*	Schuyler W. Cummings (226)
	Allan Westcott (226)
4510*	Clyde Coutant (226)
4511*	Andrew A. Geller (226)
4512*	Phactuel Machado Rego (84)
4513*	Franz Beck (250)
4514	Hector Escofet (220)
4515*	Osvaldo Bordino (356)
4516*	Norman Wenig (20)
4517*	Quentin Covert (270)
4518*	Theodore J. Brenner (212)
4519	Dealer
4520	Lost Boat
4521*	George W. Patterson (U)
4522*	Alfonso Castellano (237)
	Caludio Masciochi (237)
4523*	Frederick F. Fagal (6)
4524*	Leete P. Doty (153)
4525*	Hugh E. Brown (7)
4526*	William Willworth (14)
4527*	Alex Hay (106)
4528	Darrold A. Cannan (U)
4529*	Dean Straley (143)
4530	Lost Boat
4531*	Emanuele Vadala Terranova (U)
4532	Thomas Adkinson (132)
4533*	Dr. A. P. Warthman (51)
	Forrest D. Warthman (51)
4534*	Lost Boat
4535	Donald Urbank (U)
4536	John J. McCarthy (U)
4537	Julio Raffo (U)
4538	James Redmond (110)
4539*	Lost Boat
4540*	John M. Jensen (5)
4541*	Lost Boat
4542*	Edgar Ganz (219)
4543	Mario L. Scarabino (292)
	Eduardo Roygt (292)
4544	Hans M. Tummer (U)
4545*	Gary R. Stearns (60)
	Richard Greer, M.D. (60)
4546	Agustin Artusi (U)
4547*	Nathan Shapiro (U)
4548*	Donald K. Fribourg (37)
4549	Alger Conger (246)
4550	Felipe Ruiz Schimper (U)
	Francisco Rovira Diaz (U)
4551	Dr. A. C. Stinson (188)
4552	Walter E. Peterson (U)
4553	T. H. Flanagan (205)
4554	Never Built
4555	Never Built
4556	Lost Boat
4557*	Larry & Annette Schramm (345)
4558	Never Built
4559*	F. Sienra Castellanos (220)
4560	Eduardo M. Canals (U)
4561*	Albert D. Wood &
	Richard Felix (U)
4562*	J. L. Highsmith (U)
4563*	J. Durst (268)
4564	A. J. McKichan (U)
4565	Never Built
4566*	Paul Hurst (U)
4567	B. R. Price (126)
4568	Dealer
4569	Lost Boat
4570	Never Built
4571*	George S. Douglass (U)
4572	Never Built
4573*	George Schwab (U)
4574*	Lorenz Sadler (U)
4575*	James K. Lewis (303)
4576	David Schwedt (U)
	Gerald Stersic (U)
4577	Never Built
4578	Lost Boat
4579	Never Built
4580*	Alfred F. Livaudais (62)
4581*	Alec Rhodes (U)
4582	Lost Boat
4583*	Lost Boat
4584	Lost Boat
4585*	Lost Boat
4586*	Dr. T. W. Steigler (72)
4587*	Joan A. Pocher (213)
4588*	Charles Kornatiak (U)
4589*	Robert Lundegard (50)
4590*	Walt Ladwig (216)
	Dave Harmer (216)
	Forest Wortman (216)
4591*	Franklin H. Nau (U)
4592*	Lost Boat
4593	Charles Curtis (216)
4594	Mark Masonville (216)
4595	Bernard Rolsma (U)
4596	Cherubini Fabio (U)
4597	Marcello Celloni (247)
4598*	M. O. Clark (U)
4599*	J. Walter Schmid (U)
4600*	James R. How (12)
4601*	George P. Bauman (25)
4602*	James L. Rigassio (98)
4603*	Deceased
4604*	Dr. R. B. Sloane (U)
4605*	Ray H. Miller (164)
4606*	Jay S. Baumann (260)
4607*	A. Lowenstein (133)
4608*	Peter Dinkel (116)
4609*	W. Perry Curtiss, Jr. (63)
4610*	Boat Destroyed
4611*	Robert Rogers (U)
4612*	John N. Hazard (U)
4613*	L. M. Pfister (129)
4614	Lost Boat
4615	Glascock Reynolds (U)
4616	Carl Storm (U)
4617*	Sport Velico Marina Militare, Mario
	Lo Sardo & Massimo Maddalena
	(235)
4618*	Dealer
4619*	Pietro Della Croce (235)
4620*	Dealer
4621*	Mauro Leuci (235)
4622*	Dealer
4623*	Dealer
4624*	Dealer
4625*	Lost Boat
4626*	Lost Boat
4627*	Shirley Graft (175)
4628	Douglas S. Calder (215)
4629*	D. Burke (146)
4630	James Peter Wilson (146)
4631*	Jonathan S. Benjamin (229)
4632	Dealer
4633*	Piraeus Sailing Club
4634	Piraeus Sailing Club
4635*	Royal Yacht Club of Greece (286)
4636*	Alexandros Langadas (251)
4637*	Demetrios Gonatas (251)
4638	Sportsmen's Club of National
	Bank of Greece (U)
4639*	Stanley Vraylas (251)
4640	Piraeus Sailing Club
4641*	Piraeus Sailing Club
4642*	Royal Hellenic Naval Cadets
	College (287)
4643	Harry Byrne (U)
4644*	John E. Somers (81)
4645	C. U. Bradley (U)
4646	Dr. Walter Jawor (5)
4647	Wm. C. Flaherty (51)
4648*	Lost Boat
4649*	Robert L. Heritage (266)
4650	R. R. Austin (132)

Boat No.	Owner-Fleet
4651*	J. C. Osborne (90)
4652*	George Prince (36)
4653*	Harold F. Boss (35)
4654*	Piero Cordignano (278)
4655*	William Friedman (U)
4656	Builder
4657*	Jim Petty (270)
4658	M. L. Brown (U)
4659	Builder
4660	Builder
4661	Builder
4662	Builder
4663	Builder
4664	Builder
4665	Builder
4666*	Gene Hollen (167)
4667	Librairie Molho (U)
4668*	Robert Englebeck (136)
4669*	John A. Pfister (99)
4670*	Reginald Brooks (127)
4671*	Ross Allen (348)
4672*	Boat Destroyed
4673	Never Built
4674*	Theodore E. Troff (113)
4675*	N. T. Beyer (179)
4676*	Virginia Straub (255)
4677*	Charles H. Schildknecht (27)
4678*	Roger L. Grohne (74) David H. Grohne (74)
4679*	Alexander, William & Alex E. Bracken (184)
4680*	Norman H. Graff (75)
4681	C. A. Seaz (220)
4682	Lost Boat
4683	E. Diaz (220)
4684	Lost Boat
4685	Tom A. Edwards & Co. (U)
4686*	Robert A. Beebe (53)
4687*	Jesse Silverman (164)
4688	Al Edgerly (246)
4689	Lvman F. Holland, Jr. (U)
4690*	H. C. Slaton (135)
4691*	Henry Hotchkiss (U)
4692*	Club Universitario de Brenos Aires
4693*	Club Universitario de Brenos Aires
4694*	Club Universitario de Brenos Aires
4695*	Angela Parker (178)
4696*	Louis G. De Sonier III (U)
4697*	Arthur H. Nickless (U)
4698	Lost Boat
4699	Lost Boat
4700*	Robert Carlson & Frank Buccella (102)
4701	Lost Boat
4702	Lost Boat
4703*	Alfredo Garcia (292)
4704	Lost Boat
4705	John R. Magee (324)
4706	Carl V. Olson (104)
4707	Lost Boat
4708*	Sandra & Viviana Bekker (203)
4709*	P. Soguel (169)
4710	Lost Boat
4711*	Lost Boat
4712*	Sheila & Maureen Shanahan (U)
4713*	Capt. Roscoe J. Brooks (60)
4714*	Wm. G. Ward (69)
4715	Builder
4716*	Dennis Dutton (U)
4717*	Harvey L. Thomas, Jr. (134)
4718	G. E. Mouledoux (U)
4719	Esther Kingston (77)
4720	Builder
4721*	W. L. Trowbridge (175) J. E. Briethaupt (175)
4722*	Rudolf Geiser (250)
4723*	H. F. Doolittle (71)
4724*	Arnold Sahs (77)
4725	Never Built
4726	Richard G. Likely (U)
4727	Lost Boat
4728	Constantine Costas (146)
4729	Neil A. McClean (137)
4730	Guillermo Guerrero (U)
4731	Florencio Donovan (U)
4732	Nelson Pastorini (U)
4733	Lost Boat
4734*	Agustin Isnar (203)
4735	Oscar Batignani (U)
4736*	Harold L. Martin (236)
4737*	Joseph J. Eliasz (47)
4738	Sea Explorer Ship #74 (6)
4739*	C. W. Ruckel, Jr. (324)
4740*	Dr. Paul M. Clark (U)
4741*	Boat Destroyed
4742*	Malcolm B. Brooks (137)
4743	William A. Meyer (U)
4744*	Dr. Paul V. Ponitz (137)
4745*	Jim Flynn (188)
4746	G. Ray Strohm (132)
4747*	Alton Parker (175)
4748*	Robert & Sylvia Reid (146)
4749	H. S. & Carol Boyd (343)
4750*	Berkley Duck (154)
4751	Never Built
4752	Lost Boat
4753	Lost Boat
4754	Never Built
4755	James Hammer (U)
4756*	Lost Boat
4757*	Gordon N. Litwin (U)
4758	Builder
4759	Lost Boat
4760	Lost Boat
4761	Never Built
4762	Fred L. Doty (U)
4763	Never Built
4764*	George Wright (154)
4765	Never Built
4766*	Calvin Friar (212)
4767*	W. H. Palmer (129)
4768	Alberto Borges (U)
4769	Builder
4770	Carle F. Greene, Jr. (U)
4771	Melvin H. Youngberg (U)
4772*	Richard H. Evans (184)
4773*	Milton Bloom (185)
4774*	Martin E. Gennett (357)
4775	Never Built
4776	Builder
4777	Robert Seymer (U)
4778*	R. S. Kidney (U)
4779	Colin E. Townsend (U)
4780	Jorge Humberto Barbato (162)
4781	Cristiano da Costa Pereira (162)
4782	Lost Boat
4783	Jos. B. Quigley, M. D. (U)
4784	A. C. Greer (U)
4785	James H. Sharman (U)
4786	Hugo Alberto da Fonseca (305)
4787	Never Built
4788	Alexandre Kemenes (147)
4789	Dario Cerchi (147)
4790	Never Built
4791	Bernard G. Bornstein (U)
4792	Boat Destroyed
4793	Escola Naval De Villegnon (84)
4794	Escola Naval De Villegnon (84)
4795	Escola Naval De Villegnon (84)
4796	Never Built
4797	Lost Boat
4798	Builder
4799	Lost Boat
4800*	William K. Boice (24)
4801*	Robert L. Coble (189) David R. Chipman (189) Robert C. Folweiler (189)
4802*	George S. Kennedy (63)
4803	Lost Boat
4804	Jorge Santin Carballo (U)
4805	Laurence F. Kent, Jr. (U)
4806	Gerhard Kaunat (U)
4807	Oscar Walter Pravia (U)
4808*	Rick Swinhart (110)
4809*	Dr. Donald Brasie (110)
4810*	L. S. Lorentson (154)
4811*	Charles G. Obersheimer (12)
4812	Sr. Marcelo L. Biasotti (U)
4813	Boat Destroyed
4814*	Roy Ford (U)
4815*	John E. Tysell, M.D. (229) James R. Tysell (229)
4816*	W. L. Coryell (257)
4817	Dealer
4818	Sergio Bisoli (U)
4819*	Dr. Robert F. Oxnam (U)
4820	D. C. Wellington (215)
4821	C. F. Secada (265)
4822*	Builder
4823	Never Built
4824*	R. L. Wilson (188) Dorothy Wilson (188)
4825	Alvin T. Gibson (62)
4826	Donald Zerban (330)
4827	Lost Boat
4828*	Lost Boat
4829	Henry H. Hoadley (U)
4830	John Kemper (188)
4831*	R. C. Graham (146)
4832	Dr. Bruno Boehme (U)
4833	Alejo Barrera (U)
4834	Carlos Terrazas (U)
4835*	Robert Lundegard (50)
4836*	Gerald C. Early (252)
4837*	Karl Salomon (84)
4838*	Fred C. Martens (35)
4839	Maurice Parent, M.D. (215)
4840	J. W. Eaton (U)
4841	Lost Boat
4842*	Jack & Therese Larson (184)
4843*	Lost Boat
4844*	Jonathan Glass (U) Fred C. Breismeister (U)
4845*	Builder
4846*	Bob Fitzell (85)
4847*	Joseph G. Geoghegan (133)
4848	Lost Boat
4849*	Roland Cosandier (268)
4850	Francisco Najarro Iuste (U)
4851*	Mel Hartman (138)
4852	Lost Boat
4853*	Dr. Richard Darling (69)
4854*	Dr. Henry Freeman Allen (U)
4855	Robert Thomson (U)
4856	Lost Boat
4857*	Oliver Suddard (192)
4858*	John Tripp (226)
4859	Kent Richardson (146)
4860*	Dr. Leslie Sycamore (U)
4861	F. D. Ackman (215)
4862*	W. Russell Crawford (12)
4863*	Earl & Peter Mavin (300)
4864*	William G. Heron (70)
4865*	Alan Fischlowitz (353)
4866	Lost Boat
4867*	Howard Banzett (253)
4868*	Miss Mary Elcock (332)
4869*	W. G. Green (U)
4870*	Charles Robinson (78)
4871	Cristiano da Costa Pereira (162)
4872*	John McIntosh (127) John McIntosh, Jr. (127)
4873	R. O. Walker (U)
4874*	Gordon C. & Thomas G. Roberts (243)
4875	Felix Portier (U)
4876*	Lost Boat
4877	Dr. F. Parker Willey (104)
4878*	Lost Boat
4879*	Dr. John S. McIntosh (77) James McIntosh (77)
4880*	Wyman Elliot III (45)
4881*	John Emerson Porter Jr. (127)
4882*	Tom Daiker (116)
4883*	G. L. McKnight (141) Alan McKnight (141)
4884*	Lost Boat
4885*	John C. Honey (126)
4886*	Jack Armstrong (255)
4887*	Joseph A. Daley (U)
4888*	John W. Lay (136)
4889*	Eleanore G. Stava (37)
4890*	William H. Snowman (27)
4891	Dallas Sailing Club (35)
4892	William G. Steed (282)
4893	Floyd E. Sill (35)
4894	Walter Wheeler (282)
4895	Robert B. Webb (282)
4896	R. S. Usry (282)
4897*	Bernard Quie (U)
4898*	J B. Sowell, Jr. (U)
4899*	George D. McCormack (178)
4900*	Sheldon C. Evans (16)
4901*	George E. Snow (U)
4902*	R. D. Holt (164)
4903*	Richard Morehouse (125)
4904*	W. W. Brown (252)
4905*	William J. DeWitte, Jr. (149)
4906*	John J. Hill (164)
4907*	Romano Pilli (235)
4908*	Baldo Paglianti (235)
4909	Duilio Baldassarri (147)
4910*	Gordon E. Medlock (154)
4911*	Carl Engels (137)
4912*	George Becker (U)
4913	Ray DeBlaere (U)
4914*	Lydia Frietas (189)
4915*	Boat Destroyed
4916*	J. Huelstrunk (55)
4917*	Robert MacNaught, Jr. (119)
4918*	Lost Boat
4919*	Roy Huggins (34)
4920*	Boat Destroyed
4921	Seymour Cohen (U)
4922	Lost Boat
4923*	Arthur T. Sempliner (51)
4924*	G. C. Jeavons (U)
4925	T. F. Vauthier (U)
4926	J. Smith (279)
4927	Ernest G. Holley (279)
4928	C.I.D. McDonald (277)
4929	W. G. Tamblyn (279) J. A. Crooks (279)
4930	B. Cleaver (147)
4931	T. S. Wilcox (147)
4932	Marcel Chateauneauf (U)
4933*	Joseph W. Venables (6)
4934	Peter Harsthel (234)
4935*	Builder
4936*	Builder
4937*	Builder
4938*	George Rayfield (194)
4939*	Chester B. Franz (168)
4940*	Victor F. Horst (U)
4941*	Gordon R. Smith (25)
4942*	William S. Banks (U)
4943*	Roland Glenn (255)
4944*	Frank Mergen Jr. (226)
4945*	Dr. John Olwin (340) Dr. Raymond M. Galt (340) W. E. Gobble (340)
4946*	Willard Mehl (U)
4947*	Claude Bennett (54)
4948	J. A. Parlin (254)
4949	Walter Vogel (42)
4950*	Lost Boat
4951	Lost Boat
4952*	Emmanuel Malides (336)
4953*	Royal Hellenic Naval Caders College (287)
4954*	Lost Boat
4955*	Stylianos Restis (U)
4956*	Piraeus Sailing Club
4957*	Alejandro Fallegi (206)
4958	Tim Dauphinee (188)
4959	Franklin Kershner (U)
4960	Not Completed
4961*	Robert M. Brasler (99)
4962*	Romano Pilli (235)
4963*	Sport Velico Marina Militare (U
4964*	Cav. Enrico Pennisi (U)
4965*	Renato Costa (278)

Boat No.	Owner-Fleet
4966*	Luigi Uccielle (191)
4967*	Lost Boat
4968*	Richard Leahy (50)
4969*	Edwin Winkle (16)
4970	W. S. Kinkead (U)
4971*	Allan Kass (51)
4972	Paul B. Hansen (67)
4973*	Bill Baldwin (252)
4974*	Howard Compson (78)
4975*	Robert Serfass (1)
4976*	Robert T. Brunton, Jr. (78)
4977*	Robert E. Woodhams (294)
4978*	Newton E. Randall (U)
4979*	Dr. Roger Zahnd (358)
4980	Dealer
4981	Dealer
4982	Dealer
4983*	Boat Destroyed
4984	Builder
4985*	R. G. Radosevic (U)
4986*	Boat Destroyed
4987*	Lost Boat
4988*	Piraeus Sailing Club (256)
4989*	Piraeus Sailing Club (256)
4990*	Piraeus Sailing Club (256)
4991*	Royal Yacht Club of Greece (286)
4992*	Piraeus Sailing Club (256)
4993*	Felix Alberto Gioannini, Hugo Roberto Campagnolle (206)
4994	Wendell G. Whitehouse (U)
4995	Larry Hattwick (136) Mrs. Larry Hattwick (136)
4996*	Walter A. Heiman (175)
4997	Lost Boat
4998	J. Rogers Greenlees (119)
4999*	Donald F. Schmidt (69)
5000*	Roswell S. Buck (12) Oliver H. Buck (12)
5001*	Larry Wells (341) Gerald Foster (341)
5002*	Joan Weigold (133)
5003*	H. H. Iurka (98)
5004	Holman R. Cloud (U)
5005*	David Chamberlain (98)
5006	U. S. Coast Guard (213)
5007*	Angus D. Fordham Hdwe. Co. (U)
5008*	Fritz Frey (U)
5009	Lost Boat
5010*	Boat Destroyed
5011*	Mrs. Ruth B. Severange (U)
5012*	Alberto Camepa V. (265)
5013	David B. Enbody (U)
5014	Never Built
5015	Lee Lanham (132)
5016*	Sr. Pablo Rosselo (265)
5017*	John Russell (U)
5018*	Malcolm W. Bennett (1) P. K. Bennett (1)
5019*	Oscar C. & Flora H. Rolfsness (229)
5020	Lost Boat
5021	Never Built
5022*	Dr. J. R. Hanek (180)
5023*	Avery L. & William M. Kimerly (184)
5024	Lost Boat
5025*	H. Warren Cooper (329)
5026	Lost Boat
5027*	Juan Duclos (292)
5028	Walter Klinkerfus (U)
5029*	Lorette Prime (116)
5030	Joseph Mayer (31)
5031	W. A. Stevenson (U)
5032*	John A. Hutcheson (36)
5033	Never Built
5034	Lost Boat
5035	C. Robert Fives (U)
5036	Lost Boat
5037	Gordon L. Joseph (U)
5038*	Builder
5039*	Builder
5040*	Jerry Reynolds (137)
5041*	Boat Destroyed
5042	Never Built
5043*	Jim Bowers (270)
5044*	Donald L. LeBaron (226)
5045	Never Built
5046*	Carl Clasen (228)
5047*	Robert A. Peterson (345)
5048*	Paul R. Knapp (36)
5049*	Glenn Osgood, Sr. (110)
5050*	John C. Kauffman (137)
5051	Fjalar Krogius (U)
5052	Builder
5053	Vuokko-Liisa Kerjalainen (U)
5054*	Martin Walli (166)
5055	Leo Kilponen (297)
5056	Ins. Hindren (166)
5057	L. Heikkila (U)
5058	Jorma Nikkula (298)
5059	Pentti & Maarit Paatola (328)
5060*	Pentti Korpimies (U)
5061*	Heikki Vanhakartano (306)
5062	Erkki Ratia (166)
5063*	Dr. Fred Pike (U)
5064	Wiliam F. Radcliffe (102)
5065	Sr. Memmo Guidici (265)
5066*	J. E. Evans (188)
5067	William F. Funk (232)
5068	Never Built
5069*	Ronald Shaw (U)
5070*	Wayne & Gary Titzel (180)
5071*	Lost Boat
5072*	James Steelman (99)
5073*	Edmund H. Brook (3)
5074*	Richard H. Prewitt, Jr. (U)
5075*	Walter A. Wappaus & Frank A. Volpe (329)
5076	Ritner Walling (3)
5077*	D. F. Schmit (173)
5078*	Stanley J. Szabronski, Jr. (39)
5079*	Maurice Ringenbach (329)
5080*	Oscar Nelson (226)
5081*	Eugene H. Carpenter (333)
5082*	Dr. Darwin K. Phelps & Rebecca Phelps (353)
5083*	Christine Preston (296)
5084	George Humeston (U)
5085*	John P. Holmes (116)
5086*	Guy T. Moulthrop (216)
5087	W. Brandli (219)
5088	Bernardo Elsner (U)
5089*	H. Schmitter (U)
5090*	B. Bouwkamp (54) Ralph Behlar (54)
5091	Stephen Frank (147)
5092*	Russell Bobst (228)
5093*	R. J. Sullivan (364)
5094	Builder
5095	James W. Ward, M. D. (262)
5096*	Henry C. Thacher (101)
5097*	Special Services Supply Office (U)
5098*	Randolph G. Wilson, Jr. (127)
5099*	Buell E. White (326)
5100*	Donald H. Glenny (U)
5101	Never Built
5102	Abelardo Rodriguez (U)
5103	L. J. Zerbee (23)
5104	Sr. Luis Peschiera (265)
5105	Sr. Carlos Peschiera (265)
5106*	Edwin Gomse (226)
5107*	Albert P. Mitroff (243)
5108*	Dr. Warren E. Andrews (101)
5109	Robert T. Magee (62)
5110*	Horace T. Yates (36)
5111	David F. Hull (U)
5112	Edouard Zbinden, Jr. (U)
5113*	1505th Air Base Group (U)
5114*	1505th Air Base Group (U)
5115*	H. Burton Jones (83)
5116	Elato Silva (259)
5117	Henrique Reis Bergan (259)
5118*	Boat Destroyed
5119	Heinz & Milton Roberto Rucker (290)
5120	Roberto Saraiva Ozorio (290)
5121	Robert Brooks (229)
5122	Bernard von der Weid (U)
5123	Charles Ingwerson & Charles Drake III (69)
5124*	William C. Branton (296)
5125	Donald E. Fledderjohn (U)
5126	Raymond Hartjen (U)
5127*	James English (269)
5128	Lost Boat
5129	Never Built
5130*	Truman Cleveland (U)
5131*	Earl S. Eidt (51)
5132*	John E. Snyder III, (U)
5133*	Bernard Borisof (5)
5134*	John E. Sengstacken (95)
5135*	Robert Hindson (36)
5136*	Carol Hansel (116)
5137*	John G. Kasten (U)
5138*	Lewis T. Jester, Jr. (13)
5139	S. Carmon Hendrickson (267)
5140	Lost Boat
5141	I. Schneider (U)
5142	A. A. Treadway (35)
5143	Joseph LeDonne (197)
5144*	Dan McDonnell (295)
5145*	Clarence C. Day (U)
5146	Lost Boat
5147*	Ben Marshall (295)
5148*	C. Townsend Wilson (12)
5149*	Boat Destroyed
5150*	Stedwell Johnston (U)
5151*	Walter S. Hackney (175)
5152*	Harold B. Hall (35)
5153*	Walter Neidhart (39)
5154*	Robert T. Crane (25)
5155*	James Dickson (338)
5156*	Joseph A. Childers (U)
5157	Peter Knowlton (U)
5158	Frank Piedad, Jr. (U)
5159	P. A. Brett (277)
5160*	Frank E. Nelson, Jr. (192)
5161*	1505th Air Base Group (U)
5162*	1505th Air Base Group (U)
5163*	1505th Air Base Group (U)
5164*	1505th Air Base Group (U)
5165	Wayne M. Slusser (U)
5166*	Mark Kelly (69)
5167*	Alvin Bales (150)
5168	P. Nussbaumer (U)
5169	Dr. Schuyler P. Brown (U)
5170	Lost Boat
5171	Lost Boat
5172*	Augustus L. Putnam (134) Peter N. Dana (134)
5173	Lost Boat
5174	Paul E. Jones (266)
5175	Clifford Sadler & E. E. McLaren (270)
5176	Never Built
5177*	Curtiss R. Hill (44)
5178	Lost Boat
5179	Lost Boat
5180*	Dealer
5181*	Hans Luthy (250)
5182*	Al Schrieber (229)
5183	Dr. Paul Labhart (250)
5184*	Enzo di Lorenzo (223)
5185	Cannada Eugenio (235)
5186	Dealer
5187*	Allen E. Dunckel (137)
5188	Builder
5189	B. F. Smotherman (U)
5190	Dr. D. F. Hallock (U)
5191	Lost Boat
5192*	Special Services Supply Office (U)
5193*	George E. Terner (39)
5194*	Robert Livermore (U)
5195*	Win Nichols (55)
5196*	Edgar R. Pitcher, Jr. (282)
5197*	Dr. H. C. Hale (U)
5198*	Robert Stevenson (143)
5199*	Ray Cox (143)
5200*	Clinton S. Ballard (140)
5201*	Raymond L. Nelson (267)
5202*	Robert G. Lawton, Jr. (175)
5203*	William Hunter (296)
5204*	Will E. Ivie, Jr. (232)
5205*	Frank Saffarrans, Jr. (232)
5206	Never Built
5207*	Gerald J. Bernbeck (81)
5208*	John D. Casson (353)
5209	June Perl (U)
5210*	Kenneth Brockschmidt (U)
5211*	Bevra L. Paul (U)
5212*	Dr. George S. Bournakel (101)
5213	Lost Boat
5214*	Hayden Smith (129)
5215*	Reginald W. Page, Jr. (U)
5216	Lost Boat
5217	Ernest Heyworth (330)
5218	Richard E. Amidon (U)
5219	Dr. S. R. Newman (35)
5220	Lost Boat
5221	Lost Boat
5222*	William Pugh (303)
5223*	E. G. Hearn (146)
5224	Never Built
5225*	Urban Miller (228)
5226*	Ernest K. Limpus (330)
5227*	John & Mike Derrick (184)
5228*	Edward C. Turner (60)
5229*	Jorge & Osvaldo Levy (206)
5230*	Mark Buckman (108)
5231	Never Built
5232	Lost Boat
5233*	James D. Hapner (U)
5234*	David M. Millyard (146)
5235	Never Built
5236*	Roger Keefe (U)
5237	Lost Boat
5238	Never Built
5239	Never Built
5240	Builder
5241*	Robert P. Perfetto (70)
5242	Eugenio Isola, Jr. (U)
5243	Guillermo Payet (U)
5244	Marco Canepa (U)
5245	Never Built
5246	Lost Boat
5247	Arthur L. Murray (U)
5248	Eugenio G. Villarino (U)
5249*	Harry James (194)
5250*	Louis Nelms (232)
5251	Never Built
5252	Fritz Schachitz (234)
5253*	Alden Tibbetts, Thomas D. Foley, J. Neil King (226)
5254*	James C. Vary (110)
5255	Jim Gilson (U)
5256*	Kendra Isbey (184)
5257	Builder
5258	Margaret & Jacinto B. Baltar (U) Dr. & Mrs. Harry J. Schmidt, Jr. (U)
5259*	Dr. J. S. Wellington (154)
5260*	Samuel L. Dibble, Jr. (54)
5261	Alberto Biere (U)
5262	Lost Boat
5263	William Beda (U)
5264	Never Built
5265*	Shiela & Carlos D. Smith (71)
5266	Lost Boat
5267	John D. O'Brien (115)
5268	Never Built
5269	J. W. Wilson (146)
5270	Frank K. Bell (U)
5271	Lost Boat
5272	Lost Boat
5273	Wallace Breuner, Jr. (U)
5274	Armando Pereira da Gama (U)
5275*	Dr. O. Huser (250)
5276*	Rudolf Heer (250)
5277*	W. T. H. Clark (215)
5278	Lost Boat
5279	William B. Clarke, Jr. (127)
5280	Blin W. Lumsden (U)

Boat No.	Owner-Fleet
5281*	Marvin K. Broder (70)
5282*	John Earon (189)
5283	Ivan Graper (253)
5284*	Mr. & Mrs. M. Dunstan (50)
5285	Lost Boat
5286	Harold E. Manner, Jr. (U)
5287	Gerber's Boat Works
5288	Georges de Braux (U)
5289	Lost Boat
5290	Kingman W. Page (115)
5291	Never Built
5292	Bootswerft Burmester (U)
5293*	Vincent F. Hlavin (71)
5294	De Cesari & Sartini (U)
5295	Robert G. Orr (132)
5296	W. E. Prosser (U)
5297	Bill Matheson (U)
5298*	Zane F. Sherman (27)
5299*	Earnest Scherer (54)
5300*	Francis O'Donnell, M.D. (81)
5301*	Boat Destroyed
5302	R. N. Talbot (U)
5303*	Edgar A. Filby (146)
5304	Never Built
5305	Dr. Carlos Enrique Speroni (U)
5306*	Ray Cox (143)
5307	U. S. Marine Corp Recreation Dept. (U)
5308	Hugo Enrico (U)
5309	A. D. Hosack (347)
5310	Never Built
5311*	Eugene Harmon (36)
5312*	Francis Henry (263)
5313*	W. R. Shannan (36) Richard Shannon, Jr. (36)
5314*	Merle R. Spring (212)
5315*	Bernard Huber (U)
5316	Ted C. Fischer (23)
5317	Blair Dishman (U)
5318	Joanne M. Gits (184)
5319*	Jos. F. Jirousek (56)
5320	T. Kendall Twigg (U)
5321	John W. Ochsen (U)
5322*	Daniel R. Cooney (134)
5323*	Frederick R. & Frank E. Lange (36)
5324*	Boat Destroyed
5325	Never Built
5326	James M. Holcomb (U)
5327	Peter Konrad Oehrling (84)
5328	Ray F. Aton (363)
5329*	Dr. John A. V. Davies (U)
5330	Lost Boat
5331*	Frank Gottschalk (140)
5332*	Herbert Gregory (62)
5333*	Phyllis Ann Riley (184) Donna Riley Hearne (184)
5334	Thomas J. Newman (212)
5335*	Edwards Storrs (85)
5336	Nicholas F. Hill (U)
5337*	A. D. Swierstra (95)
5338*	Keith & Sue Baker (36) Leonard R. Baker, Jr. (36)
5339*	William Brandau (75)
5340*	Nat Curtis, Jr. (62)
5341	Never Built
5342	Vanildo Antunes (245)
5343*	Robt. Brent (209)
5344*	Steven Curcuru (116) E. H. Curcuru (116)
5345*	J. L. Suydam (294)
5346*	Doss Struse (173)
5347*	Thomas McLeod (5)
5348	Builder
5349	Builder
5350	Builder
5351	George A. Maggs (U)
5352	Never Built
5353*	Helen & Suzanne Sullivan (196)
5354*	David Stagg (227)
5355*	Richard J. Rawson (7)
5356*	Clinton Urey (39)
5357*	Pequot Jr. Yacht Club (153)
5358*	Sam Kadish (38)
5359	Boat Not Completed
5360*	Joseph W. Walden (269)
5361*	Joseph Leggiadro (55)
5362*	Katherine Hilgendorff (153)
5363*	Anne Lindsay (294)
5364*	Byron McCoy (227)
5365	Never Built
5366*	Jules Jacolow (U)
5367*	Frank Ball (184)
5368*	Jack Bacsik (253)
5369*	Builder
5370*	William Reinniga, Jr. (294)
5371*	Robert Heys (23)
5372*	Builder
5373*	Greg Zettler (209)
5374	Never Built
5375*	W. Wunderli (219)
5376	Dealer
5377*	Dr. Eduard Kloter (281)
5378*	Lost Boat
5379	Lost Boat
5380*	Karl H. Kornmann (25)
5381	Sandy St. Clair (146)
5382	Iustan Goncalves (245)
5383	Lost Boat
5384*	H. Tobler (219)
5385	Giuseppe Laterza (235)
5386	Lost Boat
5387	David Hakewessell (129)
5388	Never Built
5389*	J. Sutton-Brown (215)
5390*	Blair & Craig Lewis (1)
5391*	Lost Boat
5392*	Lost Boat
5393*	E. L. Walkup (U) Dr. Thom. A. Noble (U)
5394*	J. Paul Lyet II (253)
5395*	Builder
5396*	Paul Dresco (169)
5397	Hobart D. Turman (282)
5398*	Peter Stewart (282)
5399	Harry Schuhmacher (U)
5400*	Danny M. Maich (34)
5401	Richard Trefney (U)
5402*	Carlos Navarro (265) Carlos Navarro, Jr. (265)
5403*	Dr. Leonard Kurtz (300)
5404*	Harold Hecht (133) Marvin Hecht (133)
5405*	Richard S. Biddle (134)
5406*	Cold Spring Harbor Beach Club (89)
5407	Carlos R. Lopez (203)
5408*	Samuel D. Knox (183) H. Howard Knox (183)
5409*	David Bruce (87)
5410*	Alexander Kaye (23)
5411	Robert A. Kahn (U)
5412	John J. McNulty (U)
5413	O. W. Sherlock (U)
5414	Dr. John E. Hampton (U)
5415	Mario Pacheco E. Chaves (147)
5416	Lost Boat
5417	Henry R. Gillespie, J. C. & Sallie R. Gillespie (145)
5418	Lost Boat
5419*	Alberto & Maria Costa (312)
5420*	Catello Russo (237)
5421	Lost Boat
5422	Richard Frederick Boyer (194)
5423*	Joseph A. Fitzgerald (102)
5424*	John Teigland, Jr. (U)
5425*	John P. Kelley (173) Eugene J. & Willliam H. Kelley (173)
5426*	H. M. Frietsch (296)
5427	Never Built
5428	G. W. Scheider (U)
5429*	A. H. Sibley (7)
5430*	Robert G. Cuskley (32)
5431*	Dr. R. F. Deetz (212)
5432*	Thomas G. Hyland, Jr. (295)
5433	M. F. Mitrov (295)
5434	Henry M. Swan (119)
5435*	Franco Fodde (U)
5436*	William H. Delavan (U)
5437*	Frank Overton (U)
5438*	John Clarke (126)
5439	Lost Boat
5440	Never Built
5441	Deceased
5442*	Marine Corps School (354)
5443*	Special Services Supply Office
5444*	Charles M. Barry, Jr. (U)
5445	Lost Boat
5446	Hiatridis, Y. C. Salonica (U)
5447	Lost Boat
5448	Never Built
5449*	Frank J. Ruck, Jr. (U)
5450*	J. Arthur Steitz, M.D. (335)
5451*	Wayne Struble (U)
5452	R. G. Genzlinger (16)
5453*	John Cochran (U)
5454*	Thomas Eakins (198)
5455*	Francis M. Huffman, Jr. (12)
5456*	J. E. Bierly (150)
5457*	Duncan A. McLauchland, M.D. & Marie McLauchlan (283)
5458*	W. Stuart Emmons (3)
5459*	Thomas F. Meaney M.D. (U)
5460*	Cleveland Yachting Club Inc.
5461*	Fred A. Walker (37)
5462	Lost Boat
5463	Lester E. Houston (U)
5464*	Lost Boat
5465*	Ralph I. Passman (296)
5466	H. K. Gilbert (U)
5467	David M. Paige (U)
5468*	Will E. Ivie, Jr. (232)
5469	Never Built
5470	Never Built
5471*	A. Williams (146)
5472*	James Nicol (296)
5473	James Hutton (U)
5474*	Lloyd E. Munson (194)
5475	Julian P. Ross, Jr. (U)
5476	Never Built
5477*	Robert Mitchell (243)
5478	Never Built
5479	Lost Boat
5480	J. F. Jeffries (U)
5481	John De Benedetti (283)
5482	Never Built
5483	Never Built
5484*	C. Armond Bernius (62)
5485*	John A. Mintz (150)
5486	Charles Wallace, Jr. (102)
5487	Lost Boat
5488	B. W. Robinson (215)
5489	Lost Boat
5490*	F. Stucki (219)
5491*	Dr. E. Walther (219)
5492*	W. Binggeli (219)
5493	Louis Walsh (279)
5494	Lost Boat
5495*	Panagiotis Papastefanis (336)
5496*	Robert Suter (268)
5497	John E. Uppinghouse (U)
5498	William T. Hart (282)
5499	David Henriod (169)
5500*	Edw. J. McMullin (55)
5501*	E. R. Westfield (192)
5502	Lost Boat
5503	Never Built
5504	George W. Leugers (303) Joseph V. Leugers (303)
5505*	Don McKinley (114)
5506*	W. V. Wagmer (U)
5507*	Charles A. Johnston (U)
5508*	H. W. Ehlert (102)
5509	N. C. Goodridge (U)
5510*	W. H. Dixon (U)
5511*	J. B. Malcolm (23)
5512	Paul R. Schultz (U)
5513	Geoffrey W. Ince (90)
5514	Lost Boat
5515	J. T. Foley (U)
5516	Never Built
5517*	Kenneth H. Bonnett & Kenneth H. Bonnett, Jr. (54)
5518*	Donald E. Young (54)
5519	Never Built
5520*	George J. Prince (36)
5521*	E. Stuart & Jenny Laurie (215)
5522*	James G. Hirsh (99)
5523	Never Built
5524*	Chas. E. Jessup (U) Charles G. Schmitt (U)
5525	Lost Boat
5526*	Lost Boat
5527	Never Built
5528	Carl F. Koch (U)
5529	Antonio Sobral De Almada Negreiros (U)
5530	Anthony O'Meara (U)
5531	Laird Slade (U)
5532*	Donald S. Marsh (322)
5533*	Bruce Murphy (137)
5534*	R. B. Glatter (35)
5535	Frank E. Lewellen (U)
5536	John A. Brand (194)
5537	William G. Adams
5538	Amy & Janet VanGilder (99)
5539	Fred von Dohlin (U)
5540	Larry Agranove (347)
5541	Reijo Rusi (298)
5542*	A. Heikkila (308)
5543*	Marianne Erola (166)
5544*	Martti Valtonen (U)
5545*	Harri Harju (166)
5546	Sulo Aarnisalo (306)
5547	A. Lohikoski (306)
5548	Rauno Rikhard Roitto (166)
5549	G. E. Clayton (U)
5550*	Philip H. Plaisted (U)
5551	Vaino Helin (U)
5552*	Markku Paloma (307)
5553*	Albert Dutton (U)
5554	A. C. Doyle (U)
5555*	Sam L. Solomon, Robert J. Bonfils (56)
5556*	J. P. Mullally (62)
5557	Ellis Jones (229)
5558*	Dr. Walter Sellars (71)
5559*	Dr. Thomas R. Hedges, Jr. (173)
5560	E. W. Benjamin (U)
5561*	R. Grobety (169)
5562*	G. Bovet (169)
5563*	Mrs. Charlotte Meier (250)
5564	Lost Boat
5565	Frederick C. Gord (U)
5566	W. Schmid (169)
5567	Leslie J. Alfreds (90)
5568	O. Jack Burklund (196)
5569	Never Built
5570*	William B. Whalley (127)
5571	Lost Boat
5572	Dr. Erich Husmann (250)
5574*	Robert D. Drew (216)
5575*	Truman P. Young (303)
5576	Lost Boat
5577*	J. C. Dissette (216)
5578*	James J. Curtin (163)
5579*	J. P. Jones (198)
5580*	Hildemar E. Johnson (36)
5581*	Lost Boat
5582*	Sergio Isola, Jr. (265)
5583*	Gilbert Karash, D.D.S.; Dr. Morton J. Wachs, (U)
5584	Charles L. Townsend, Jr. (108)
5585*	St. Clair Sail Club
5586*	Tomaso Fazio (U)
5587*	Tomaso Fazio (U)
5588*	Tomaso Fazio (U)
5589*	Virgilio De Sole, (235)
5590*	Robert Franzoni (227)
5591	Associazione Nautica Sebina (U)
5592	Lost Boat
5593	Paul R. Fischer (283)

Boat No.	Owner-Fleet
5594	Andrew D. Sutton (U)
5595	Meulenhoff & Co.
5596*	Erston & Erston Reisch Jr. & Jeffrey Reisch (62)
5597	Ed Gallus (U)
5598*	Dr. Gray E. B. Stahlman (262)
5599*	Donald G. Robbins, Jr. (153)
5600*	Ted King (168)
5601*	Bruce Weller (140)
5602*	W. A. "Bud" Tholen (137)
5603*	Lucy Schultz (110)
5604*	William H. Divine (U)
5605	Never Built
5606*	Richard Marsek (U)
5607*	Wm. Symmers (7)
5608*	James H. Ware (32)
5609*	Mrs. Charles F. Bailey (291)
5610*	Richard Kester (94)
5611*	Dave Kimball (85)
5612*	Vincent Ciliberti (225)
5613*	Lost Boat
5614*	George De Jure (196)
5615*	John J. Bonn (104)
5616*	A. O. Myers (133)
5617*	K. Gilbert Jernstrom (25)
5618*	James Boldt (102)
5619*	Ministry of Merchant Marine (251)
5620	Dair Shipbuilding Corp.
5621	Dr. Aldredo Gardini (U)
5622*	Douglas Schulz (56)
5623	Lost Boat
5624*	Dr. J. C. Myers (253)
5625*	Alexander T. Ausbey (U)
5626*	Builder
5627*	Charles Spitzer (161)
5628*	A. F. Souza (119)
5629	Lost Boat
5630	M. D. Young (320)
5631	D. L. Furney (277)
5632	Dr. R. J. McCarten (U)
5633	Jack W. Dangerfield (320)
5634*	Everett K. & Elsie Ames (194)
5635*	W. W. Miller (35)
5636*	Robert Weeks, Jr. (291)
5637*	E. F. & Brian E. Gamble (133)
5638*	Gerald S. Parker (7)
5639*	Lost Boat
5640*	H. H. Axford (16)
5641*	Barry S. Ramer, M.D. (329)
5642	Lost Boat
5643*	Kenneth B. Taylor (246)
5644	Lost Boat
5645	George Colville (303)
5646*	C. B. Madara (44)
5647	James Jensen (U)
5648	V. E. Cresswell (232)
5649*	Dr. Joseph Krohn (5)
5650*	Eugene L. Todd (340)
5651*	Albert Yochim (5)
	Donald Leeker (5)
5652*	M. Gysin (U)
5653	William H. Gray (U)
5654*	Walter F. Tolman (145)
5655*	Samuel C. Wilcox (105)
5656	Milton E. Price (35)
5657	Dr. Fred P. Berlin (254)
5658*	Frank S. Gardner (280)
5659	Lost Boat
5660*	Joseph Blount (189)
5661	R. G. McCool, Jr. (143)
5662*	Bobby Edmondson (143)
5663	C. F. Berry (U)
5664*	P. Wyder (U)
5665*	K. L. Raymond (54)
5666*	W. Schmid (358)
5667	Stanley Lawton (270)
5668	Lost Boat
5669	H. V. Wenger, Jr. (132)
5670*	Judy & Jeff Nothnagle (6)
5671	B. M. Morales (U)
5672	Deceased
5673*	Cdr. Robert F. Kenney (U)
5674	Boat Destroyed
5675*	Walter Frank (20)
5676*	Arthur & Peter Raszmann (81)
5677*	Pete Graffagnimo (209)
5678*	Frank Keller (42)
5679*	Alfred G. Robichaux, Jr. (U)
5680*	John L. Nunly (226)
5681*	Lost Boat
5682*	Cdr. Joseph Naab (244)
5683*	Lost Boat
5684*	Builder
5685*	Builder
5686	Lost Boat
5687	J. D. Abbott, Jr. (U)
5688	Builder
5689	R. B. Couch (U)
5690*	Ralph I. Branning, Jr. (U)
5691*	Salvatore Molinari (271)
5692*	Sandro Cerulli Irlli (278)
	Lamberto Baviera (278)
5693*	Starling Mikell, Jr. (253)
5694*	Brad Linthicum (99)
5695	Vladimir Kaerk (U)
5696*	Ed Armata (138)
5697*	Herbert L. Walker (300)
5698	J. R. White (U)
5699*	Glenn E. McPherren (194)
5700*	Thomas E. McCain (212)
5701*	H. A. Polkinghorne (U)

Boat No.	Owner-Fleet
5702	Frank Curtis Lynch, Jr. (183)
5703*	Lawrence L. Smith (36)
5704	Gordon F. Kamerer (U)
5705*	Chas. St. Clair (296)
	Fritz Leamon (296)
5706	B. W. Parker (U)
5707*	Robert Minahan (69)
5708	Robert D. Hodony, D. D. S. (U)
5709*	Lost Boat
5710*	Builder
5711*	Dr. Paul Reigart (253)
5712*	Marion B. Shoninger (164)
5713*	George R. Kennedy (13)
5714*	Albert E. Woeltjen, M.D. (U)
5715	Arthur J. Schwartz (U)
5716	Lane Gilchrist (324)
5717	Ing. Nino Putzu (U)
5718*	Judith, Susan & R. L. Hilsinger, Jr. (184)
	Margaret A. Hilsinger (184)
5719*	Herbert G. Kuck (168)
5720*	Edward T. Lehn, Jr. (282)
5721	Edward H. Kevett, Jr. (U)
5722*	James J. Daley (34)
5723	Hugo Jahnz, Jr. (U)
5724*	Richard C. Anderson (U)
5725	John A. Marczeski (U)
5726	Lloyd E. Griffin, Jr. (U)
5727	Lost Boat
5728	Palmer Torvand (283)
5729	David Shay (U)
5730*	Gordon Short (314)
5731*	Nikos Couclelis (336)
5732	Piraeus Sailing Club
5733*	Volos Nautical Club (289)
5734*	Demetrius Oekonomov (251)
5735	Piraeus Sailing Club
5736*	Walter L. Eisenberg (38)
5737*	Edward Cole (129)
5738	Don Newport (U)
5739	Never Built
5740*	Eduardo Grimaldi (292)
	Wenceslao Tejerina (292)
5741	J. W. Putman (185)
5742	Astilleros Y Fabrica de Redes (U)
5743*	Charles Ludwig (19)
5744	Lost Boat
5745*	Luigi Mario Merola (235)
	Virgilio De Sole Ten. G.N. (235)
5746	Lost Boat
5747	Lost Boat
5748	Bob Applegate (3)
5749*	H. Kienast (U)
5750*	Dr. Ross H. Hall (U)
5751*	Lost Boat
5752*	Gordon L. Kerr (39)
5753*	Robert Winkler (85)
5754*	Robert Freeman (196)
5755*	Robert K. Smyth & James Peters (323)
5756*	Edward K. Van Horne, Jr. (96)
5757*	Dealer
5758*	D. F. Mac Eachern (38)
5759*	John P. Sherwood (U)
5760*	Joseph Kelley (189)
5761*	Charles Richter, Robert Goebel & John W. Millard (303)
5762*	Mark C., & Mark Milnes Jr., (295) C. Milnes (295)
5763	Lost Boat
5764*	Clifford G. Ward (69)
5765*	Leo J. Shields (137)
5766*	Lost Boat
5767	S. L. Bates
5768*	Royal Yacht Club of Greece (286)
5769*	John Zepos (286)
	Royal Yacht Club of Greece (286)
5770*	Harold W. Dudley (54)
5771*	William J. Fried (133)
5772*	George Bayley (U)
5773*	Dr. Richard Disraelli (161)
5774	Robert C. Peach (189)
5775*	John W. Howard (293)
5776	C. Kelvin Savell (194)
5777*	Jack & Nancy Gage (U)
5778	Charles O. Everly (50)
5779	L. A. Humphrey (U)
5780*	Sallie S. Krusen (116)
5781	Lost Boat
5782	Ray B. Smith (U)
5783*	Jose Barreda-Moller (265)
5784	Ernesto Cavalcante (304)
5785	Edgar A. Mohrdieck (U)
5786*	Ira H. S. McMann, Lt. Col. (329)
5787	M. G. Wright (207)
5788*	William Anderson (5)
5789	F. A. Livingstone (U)
5790*	Robert Torres (U)
5791*	Morgan H. Baldwin (329)
5792*	Col. C. E. Collins, Jr. (119)
5793*	James H. Van Doren (54)
	Tom & Don Van Doren (54)
5794	C. Niderost (U)
5795	Dealer
5796	R. A. Jenkins, Jr. (U)
5797	Senorita Luz Margarita Baraldi (U)
5798*	Dr. A. Macaluso (209)
5799*	John Bertel (62)

Boat No.	Owner-Fleet
5800	Walt Swindeman (42)
5801*	W. H. Healey (U)
5802*	James Ault (216)
5803	Hermann D. Zettler (U)
5804	Never Built
5805*	J. W. Wagner (34)
5806	Alexander D'Angio (U)
5807	Jost E. Kursell (267)
5808	Carl V. Olson (104)
5809*	R. Bariswyl (268)
5810	Peter S. Barots (U)
5811*	Club de Regatas Lima (261)
5812*	Club de Regatas Lima (261)
5813	Adrian L. Bakker (U)
5814	M. Copola (265)
5815	Lost Boat
5816*	Phyllis B. Branin (253)
5817*	M. R. Reiss (253)
5818	John L. Harringan (U)
5819	Lost Boat
5820	S. R. Hoffman (U)
5821	Dealer
5822*	Thomas S. Roussel (126)
5823	Never Built
5824*	Philip Benedict (353)
	Betty, Robert, Ruth & Welden Benedict (353)
5825*	Marine Corps Schools (354)
5826	George W. Pooley (6)
5827*	George W. Pooley (6)
5828	Otto Hansen (U)
5829*	Richard Kretschmer (23)
5830	William Murtaugh (164)
5831	Patrick Wuillaume (U)
5832*	D. V. Ziegler (54)
5833*	J. H. Hanrahan (146)
5834*	Murray Scheiner (U)
5835*	George Pendleton (50)
5836*	Archer Mohr (350)
5837*	Joseph Serrill (173)
5838*	Roger Nolin (U)
5839*	Raymond Bloch (268)
5840*	Claude Wuthrich (169)
5841*	James B. Moore, Jr. (U)
5842	Marius Frechette (U)
5843	Lost Boat
5844	Fernando Peschiera (265)
5845*	Alfredo Piazza (265)
5846	Manuel Jose Ayulo (265)
5847	Harold G. Peffley (192)
5848	Cutierrez Manuel (265)
5849	Never Built
5850	Louis Nelms (232)
5851*	Dr. L. C. Older (115)
5852	R. W. Faist (U)
5853	Dealer
5854	Juan Neerdaels (73)
5855*	Richard & Joan Wootton (284)
5856	Francis C. Daley (U)
5857	Lost Boat
5858*	Dr. James W. Reynolds (31)
5859*	Oscar Bjarner (272)
5860*	Emilio Estrada Y. (272)
5861*	Guillermo Amaya (272)
5862*	Werner Moeller (272)
5863*	Enrique Plaza (272)
5864*	Escuela Naval del Ecuador (272)
5865*	Gaston B. Fernandez (272)
5866*	Carlos V. Lacaro (272)
5867*	Enrique Maulme Gomez (272)
5868*	Paul Klein (272)
5869*	Eduardo Ledesma (272)
5870*	Escuela Naval del Ecuador (272)
5871*	Antonio Pino (272)
5872*	Francisco Sola, Jr. (272)
5873*	Ernesto Estrada Ycaza (272)
5874*	Mobaco Inc.
5875	Glenn A. Poyzer (140)
5876	Michael J. Candela (U)
5877	Lost Boat
5878	E. J. Fraser (U)
5879*	Dr. I. Samuels (U)
5880*	Irving Kalmanoff (300)
5881*	Lost Boat
5882	Builder
5883*	Jack & Frank Mead (184)
5884*	Mrs. Henri Bourneuf (U)
5885*	Robert Miller (53)
5886*	Alberic H. Bellerose (227)
5887*	Joseph M. Sigmund (45)
5888*	E. M. Waller (262)
5889*	Earl H. Potter (119)
5890*	J. G. & Sandy Greenacre (98)
5891	Lost Boat
5892*	Donald W. Diefendorf (164)
5893*	Donald G. M. Hart (164)
	Philip Hart 2nd (164)
5894*	Jerome P. Weiss (164)
5895*	Louis M. Zervigon (62)
5896*	Jack F. Perkins Jr. (282)
5897	J. L. Musson (146)
5898*	Tony Grieb (169)
5899	Never Built
5900*	Dr. John Sanker (303)
5901*	Keith Whitehouse (31)
5902	Builder
5903	George Hageman (U)
5904	Lost Boat
5905*	Peter C. Paullin (1)
5906*	Louis I. Egelson, Jr. (189)
5907*	Builder

Boat No.	Owner-Fleet
5908*	Builder
5909*	Builder
5910*	William Demarest (269)
5911*	Dr. Robert W. Farkas (253)
5912*	Leonard E. Brown (U)
5913*	Builder
5914*	Builder
5915*	Builder
5916*	Edward Ziemer & George Bitler (41
5917	Francisco Pino (272)
5918*	Norman H. Plummer (50)
5919*	Richard M. Armstrong (39)
5920*	Robert L. Casselberry (350)
5921*	John P. Lucas, Jr. (U)
5922*	Huguenot Yacht Club (106)
5923*	M. T. Birmingham, Jr. (134)
	M. T. Birmingham, III (134)
5924*	Richard J. Harris (138)
5925*	Doug Amery (U)
5926	Carrol L. Buress (87)
5927*	C. W. Styan (146)
5928	W. K. Clawson (U)
5929	Charles C. Foster (U)
5930	I. V. Dubienski (277)
5931*	Mr. & Mrs. W. H. Schumacher (16)
	L. Richard Schumacher (16)
	P. W. Schumacher (16)
	W. H. Schumacher, Jr. (16)
5932*	Phyllis Walker (U)
	Charles Jordan (U)
5933	Lost Boat
5934	Jose Amnuel (U)
5935*	Allen R. Hamilton (77)
5936	David Reed (242)
5937*	Stuart & Sandra MacDonald (244)
5938*	Earl Bradfish (283)
5939	Carlos Torres Darnis (U)
5940*	Darien Sea Explorers (255)
5941*	Rudolph Smith (6)
5942*	Robert M. Metcalfe (242)
5943*	Jack Elfman (196)
5944	Lewis Hill, III (168)
5945	Dudley Abbott (U)
5946*	David Harrell (U)
5947*	DeWitt Barlow, Jr. (129)
5948*	Rev. John R. Williams (280)
5949*	Lost Boat
5950*	E. Corning Rawle (129)
5951*	S. Hooper White (255)
5952*	Carl Manns (69)
5953*	Dr. Bruce Brewer (69)
5954*	Robert A. Heller (U)
5955*	Dave Wardell (167)
5956	William H. Allen (U)
5957	Jose Estrada Guzman (U)
5958*	Santiago Maspons (272)
5959*	Thomas DeStasio (75)
5960*	Dave Davis (102)
5961*	George Wilcox (269)
5962*	John C. Cutler (5)
5963*	Robert Trevethan (6)
5964*	William T. Peacock (50)
5965	Cantiere Fratelli Guarnati (U)
5966	Arno Gleisner (337)
5967*	Robert & Dean DeVries (113)
5968*	Rolf Kuhn (250)
5969*	Jack Leverence (51)
5970*	Eduardo Rodriguez Game (272)
5971*	Lorenzo Tous F. (272)
5972	John Axley (U)
5973*	J. Wendell Sether (32)
5974*	Henry W. Fogarty (108)
5975	Arthur L. Valpey, Jr. (U)
5976	H. J. Desbarats (215)
5977*	Jesse M. & Larry R. Matlack (314)
5978*	Edmund Leeds (119)
5979	Lost Boat
5980*	John W. Giles (16)
5981*	Lynn M. & Carol Doherty (U)
5982	L. E. Bailey (U)
5983	D'Arcy Stevens (347)
5984*	Walter E. & Frances B. Hanson (134)
5985*	Jane C. Hall (7)
5986*	Lynn & Briggs Cunningham (153)
5987*	W. Wesley Pear (151)
5988*	Judy Waterman (7)
5989*	Joel I. Brooke (134)
5990*	Gerald O'Laughlin (34)
5991*	Dr. Ken Sharretts (36)
	Kenneth C. Sharretts, Jr. (36)
5992*	Walter A. Carter, Jr. (49)
5993*	W. Oetli (309)
5994*	Dr. Fred Zobrist (309)
5995*	Vincent DiTieri (U)
5996	Walter A. Biestro (220)
5997*	M. J. Morgan (U)
5998	Sumner Boat Co.
5999*	James E. Reilley (75)
6000*	Dr. James V. Gourley (161)
6001*	Frederick S. Fox III (99)
	George Wm. Fox (99)
6002*	Robert C. Boliere (U)
6003*	Peter Zecher (75)
6004*	G. Warfield Hobbs (126)
6005*	Lowell E. Baker (41)
6006*	James C. Millies (51)
	Nan & Sue Millies (51)
6007*	Herbert Appleton (17)
6008*	Theodore H. Meyer (17)
6009*	Edward A. Hine Jr. (138)
6010*	Bill Stone (42)
6011*	Beverly Heuser (32)
6012*	Philip M. Schloss (207)
6013*	E. A. Capadona (207)
6014*	Al Hoegler (207)
	Lud & Max Lekson (207)
6015*	Albert B. Serwazi (196)
	Thomas Sweeney (196)
6016*	W. J. (Skip) Mason (3)
6017	P. E. Gavagnin (247)
6018	John B. Lambert (84)
6019	Harold B. Woodhull (U)
6020*	David M. Barrett (U)
6021*	Fred C. Koerner (301)
6022*	Giulio de Stefano (237)
	Luigi Esposito fu Francesco (237)
6023	Moller Steamship Co.
6024	W. N. Chambers (U)
6025*	Dave Reynolds (340)
	Wes & Mel Andrews (340)
6026	Dr. M. Brunt (173)
6027	Michigan City Y.C. Jr. Program (20)
6028*	Gilbert F. Johnson (102)
6029	Never Built
6030*	William D. White (282)
6031*	K. Kindred (294)
6032*	Robert L. Logelin (56)
	James C. Hackett (56)
6033*	Clayton & Margaret Ebert (167)
6034*	Gerald P. Caffery (69)
6035	Ronald Fraser (10)
6036	William Latshaw (113)
6037*	John Gilligan (184)
6038*	Lucien R. Levesque (101)
6039*	Daniel Hubbell (56)
6040*	Norman Harvey (189)
6041*	Marianne Schar-Kurt (250)
6042*	Rudolf Berger (219)
6043	Deceased
6044*	Boat Destroyed
6045	YMCA Memphis Tenn. (U)
6046	C. W. Bielefeld (137)
6047*	John J. Weakley (146)
6048	Thomas S. Jones (U)
6049	Carlton A. Sexton (U)
6050*	Rev. Ensworth Reisner (137)
6051*	Warren Pulver (178)
6052	James E. Stephenson (U)
6053*	Leonard P. Pepkowitz (36)
6054*	J. Paul Heikkila (U)
6055	Lost Boat
6056	Never Built
6057	Lost Boat
6058	David S. Gronik (79)
6059*	David F. Gebhard (98)
6060*	Boy Scout Troop 55 (296)
6061*	Fredi J. Tauscher (283)
6062*	Thomas H. Cashin (U)
6063*	Kenneth Meadows (143)
6064	Lost Boat
6065*	Weston O. Olsen, D. D. S. (5)
6066*	H. J. Cawthra (51)
6067	Lost Boat
6068	Paul R. Goldman (U)
6069*	Leonard G. Nierman (56)
6070*	Dr. Earle Brauer (126)
6071*	Edouard Linder (169)
6072*	Marco Petroni (271)
6073	Never Built
6074	Lost Boat
6075*	P. J. Hanratty (U)
6076*	Builder
6077*	Donald S. Jaquith (164)
6078*	Builder
6079*	G. Copping (215)
6080*	Bill Bailey (266)
6081*	Mr. & Mrs. T. G. Nichols (10)
6082*	Roy A. Keys (U)
6083*	Kenneth G. Marr (U)
6084*	R. A. McReynolds (U)
6085*	Norman Preuss (49)
6086	Kenneth M. Blount (37)
6087	Lost Boat
6088	Donald E. Forster (U)
6089	W. G. Crawford (U)
6090	Lost Boat
6091*	William T. Fox (U)
6092*	Lost Boat
6093*	Gunther & Henriette de Schwochau (73)
6094*	Norman Boal (U)
6095*	Erwin Kraus (73)
6096*	F. Kurt Spetzke (73)
6097*	Hector J. Cortes G. (73)
6098*	Otto & Nina Fridenstein (352)
6099*	Alvaro Vargas (352)
	Irene de Vargas (352)
6100*	Columbia Navy (275)
6101*	Dr. Walter Hausheer (295)
6102*	Miette Porchet (268)
6103	William Thorpe (189)
6104*	Boat Destroyed
6105	Stanley Heck (U)
6106*	Miguel Lleras (73)
6107*	Gustavo Tellez (352)
	Violeta de Tellez (352)
6108*	Alberto Vejarano (73)
6109*	Guillermo A. Guarin M. (275)
6110*	Columbian Navy (275)
6111*	Vincent Parziale (248)
6112	Charlie & Tony Rhinelander (285)
6113*	Mrs. Chandler Robbins II (285)
6114	Kenneth P. Roberts (U)
6115	Lewis L. Gordon (U)
6116*	Luther B. & Emelia
	Gay Griffith (175)
6117	David D. Swett (126)
6118	John M. Bruce, Jr. (U)
6119	Arthur Van Blarcum (16)
6120	Mrs. John W. Hooker (U)
6121*	Arthur A. Arnold, Jr. (U)
6122	Carlos Hilker Voss (U)
6123	Elizabeth L. Bennett (U)
6124	Sherwin Brady (50)
6125	Eduardo Cassarino (U)
6126*	Lee Brown (192)
6127	Joseph M. Dyer (U)
6128	Lost Boat
6129*	Judith Winslow (285)
6130*	Richard Martin (189)
6131	Adele Croninger (U)
6132*	Alton N. Gray (54)
	Jerry Gray (54)
6133*	Bruce Baiden (154)
6134	William Littlejohn (U)
6135*	Royal Hellenic Naval Cadet's College (287)
6136*	Royal Hellenic Naval Cadet's College (287)
6137*	Jose Marcilio Malta Cardoso (147)
6138*	Volos Nautical Club (289)
6139*	Volos Nautical Club (289)
6140	Robert K. Pratt, Jr. (U)
6141	Never Built
6142*	James W. Emmons (23)
6143	Lost Boat
6144	Walter J. Fayfer (U)
6145	Lost Boat
6146	Lawrence Singer (U)
6147	William C. Woods (229)
	Donald E. Woods (229)
6148	Never Built
6149	Never Built
6150	Never Built
6151	Rev. Oluf C. Jensen (U)
6152	Murray Whipple (U)
6153	Never Built
6154	William F. Pearson (U)
6155	Lost Boat
6156	Lost Boat
6157*	F. Winter Trapolin (209)
6158*	Willis A. Lebourveau (324)
6159*	William Kucharek (69)
6160	George R. D. & Lois J. Bortle (16)
6161*	James & Betty Schudel (83)
6162	Never Built
6163	James J. Kenmey (U)
6164	James J. Kenmey (U)
6165	Perk Walker (343)
6166	Harry Talley (U)
6167	Never Built
6168*	Alan Foot (146)
6169	Lost Boat
6170	Lost Boat
6171*	Marten Pieter Seeder (U)
6172	Lost Boat
6173	E. R. Hinchey (U)
6174*	Jean Pierre Monnier (169)
6175	Jack Downes (322)
6176	Warren LaFave (U)
6177*	Lawrence F. Boles (U)
6178	L. J. Zerbee (U)
6179	Teiji Yasuda (U)
6180	J. C. Reiffenstein (188)
6181*	Arthur B. Ward (134)
6182*	George Wunder (133)
6183*	Boat Destroyed
6184	Richard E. Clemson (U)
6185*	James S. Nelson (13)
6186	Paul Randall (U)
6187	Robert A. MacIntosh (U)
6188	John G. Schoonover (194)
	Richard Swanson (194)
6189	Douglas Sheilds (U)
6190	William Showacre (U)
6191*	Richard Winkel (101)
6192	Never Completed
6193*	Eric Smith (119)
6194*	Charles Wadsack (56)
6195*	Theodore Primich (20)
6196	Never Built
6197	Albert Keskula (U)
6198	Boat Destroyed
6199	Never Built
6200	Raymond & Richard Schulz (U)
6201	Walter T. Stephens (77)
6202*	Art Perry (187)
6203*	W. Ruetschi (219)
6204*	Franz Engelberger (281)
6205*	LCDR E. L. Cochrone, Jr. (U)
6206	Never Built
6207*	Richard C. Karslake (198)
6208	Harris A. Kanzer (U)
6209	George H. Laug (23)
6210	Jorge C. Bourbakis (U)
6211	Floyd W. Dickson (229)
6212	Never Built
6213*	Reo E. Duggan (50)
6214	Lost Boat
6215*	Boat Destroyed
6216	William R. Findlay (U)
6217*	Victor Peterson (78)

Boat No.	Owner-Fleet
6218*	Robert J. Fabacher (62)
	C. Palmer Jones (62)
6219*	Herman Schwartz (32)
6220*	John C. Norwalk (78)
	W. Andy Dannels (78)
6221	Wendell Townsend (U)
6222*	George King (152)
	George K. King (152)
6223*	Bill Anderson (U)
6224*	George H. James (184)
6225*	Ray & August Teborek (56)
6226	Builder
6227	R. K. Bloomer (U)
6228*	Charles S. Thompson (31)
6229	Lost Boat
6230	Robert & James Price (132)
6231*	Robert M. Zaiser (270)
6232	Lost Boat
6233*	Otto Kaiser (358)
6234*	Louis Delger (358)
6235	Dr. Neil F. Duncan (U)
6236*	Edward L. Ellis (227)
6237	Never Completed
6238	Francis McGuire (63)
6239*	Roy E. Hinton (146)
6240*	Robert Gilbert (194)
6241	Josef Pfligel (U)
6242*	Saul O. Harris (161)
6243	C. W. Simpson (U)
6244	Norman Johanning (174)
6245*	Chas. Cannon (296)
6246	W. A. Loughlin (246)
	Helen & B. James Loughlin (246)
6247*	Builder
6248*	William U. Lyons, Jr. (U)
6249*	Builder
6250*	Builder
6251*	Builder
6252*	Builder
6253*	Builder
6254*	John R. Grinder (47)
6255*	S. A. Mansfield (U)
6256*	Chas. Lees, Jr. (96)
6257*	Piraeus Sailing Club (251)
6258*	Piraeus Sailing Club (251)
6259*	Piraeus Sailing Club (251)
6260*	Richard Weems (194)
6261*	M. M. Fenichell (255)
6262*	Charles P. Anderson (216)
6263*	John R. Reynders (238)
6264*	Edw. C. Callahan (133)
6265*	James L. Highsmith (U)
6266*	Whitman & William Ide (246)
6267	Lost Boat
6268	Lost Boat
6269*	Lost Boat
6270*	William E. Secor (81)
	Edward H. Kryder (81)
6271	Never Built
6272	E. G. Fahrney (233)
6273	Ezra A. Wood (U)
6274*	David E. Boyd (115)
6275	William F. Kaiser (27)
6276	John L. Shinn (23)
6277*	William E. Wosamer (255)
6278*	Dr. Ralph Seeley, Jr. (227)
6279*	Thomas O. Dunlap, Jr. (254)
6280*	Richard E. Drew (51)
6281*	Thomas Brennan (110)
6282*	William Nuoffer (31)
6283*	Dr. Robert M. Senty (187)
6284	Lost Boat
6285	J. Norval Willson (U)
6286	Builder
6287	Never Built
6288*	Georges Peter (151)
	J. Georges Peter (151)
6289	Royal Hellenic Navy
6290	Royal Hellenic Navy
6291	Royal Hellenic Navy
6292	Royal Hellenic Navy
6293*	Lost Boat
6294*	Bernard J. Olasov (288)
6295*	Donald Wallace (U)
6296*	C. Paul Clark & Ward Wilday (115)
6297*	Robert Roth (173)
6298	Jim Tillotson (19)
6299*	Ernet Buttikofer (169)
6300*	R. B. Gierow (284)
6301	Lost Boat
6302	Lost Boat
6303	Otoniel de Oliveira (144)
6304	Lost Boat
6305	Lost Boat
6306	Point Clear Boat Works
6307*	Henry H. Corwin (17)
6308*	Mrs. Martha Knowles (133)
6309*	Elmer E. Henry (78)
6310*	M. S. Gardner (253)
6311	Lost Boat
6312*	John S. Hicks (34)
	John S. Hicks, Jr. (34)
6313*	K. H. Bondar, M. D. (U)
6314*	Burvee M. Franz (238)
6315*	Easton Sea Scouts (17)
6316*	Fred R. Scharf (59)
	Robert F. Scharf (59)
6317*	W. B. Althoff, LCDR (U)
6318*	Paul A. Priebe (350)
6319	Lost Boat
6320*	Ecole de Voile (U)
6321*	H. Schafer (309)
6322*	Lost Boat
6323*	Dr. L. A. Remus, Bill Remus (279)
6324*	Dr. David Burnford (279)
6325	Arthur C. Langsdorf (96)
6326	Joe Hartmann (U)
6327*	Richard Del Castillo (1)
6328	Chuck Bal (U)
6329*	Branko Cerineo (55)
6330*	John Glynn (133)
6331	Charles Mraz (U)
6332	Roger Bauer (U)
6333*	Bob Birmingham (198)
6334	Builder
6335	Jane O'Conner (32)
6336*	William Cimonetti &
	Andy Davis (301)
6337	Lost Boat
6338*	Lester & Lawrence A. Young (23)
6339*	Phil Schumacher (119)
6340	Casino Espanol de la Habana (276)
6341	Casino Espanol de la Habana (276)
6342	Casino Espanol de la Habana (276)
6343*	R. Russell Smith II (151)
	Benjamin Smith III (151)
6344*	Gus Bourneuf (189)
	Fred Pryor (189)
	Pat Schrafft (189)
6345*	John W. & Jean B. Swanson (59)
6346*	W. T. Howe (134)
6347*	Thomas J. & Stephanie Ann Ross (134)
6348*	David K. Storrs (89)
6349*	James E. Hannon (295)
6350*	Indian Harbor Yacht Club (7)
6351*	Wells E. Knibloe (U)
6352	Jerre A. & Karen E. Maxson (23)
6353	Builder
6354	Builder
6355	Builder
6356	Jean-Paul Cautier (U)
6357*	Frank M. Bunch III (343)
6358*	Charles K. Doland (253)
6359*	Anne Phillips (U)
	Peter Phillips (U)
6360*	C. F. & Janice L. Bryner (31)
6361	John W. Russell (265)
6362*	Ellsworth G. Acker (87)
6363*	Albert W. Agnew (U)
6364*	Edward F. Butler (55)
6365	George W. Mayol (U)
6366	Thomas A. Hendrickson (270)
6367	Lost Boat
6368*	Howard D. Blumberg (U)
6369	Howard E. Manning (U)
6370	Dr. J. E. G. Harrison, D.D.S. (90)
	Diana Harrison (90)
6371*	Guillermo Ballesteros (73)
6372*	Carlos Hernandez (73)
6373*	Hernando Mansilla (73)
6374	E. S. Cooper (277)
6375*	Vichi Pallavicini (271)
	Pietro Pompili (271)
6376*	Dr. Theo. Christ (281)
6377*	Migros Genossenschaft (281)
6378*	St. Joseph Jr. Foundation (113)
6379*	William L. Beard (113)
6380*	D. C. Dooley (U)
6381	Lost Boat
6382	Osmar Moraes Vasconcellos (U)
6383*	Gordon W. Malm (126)
6384*	Peter B. Northrup (340)
	Donald N. Basler (340)
6385*	Alfred Kuehl, Jr. (63)
6386	Lost Boat
6387*	Edward A. Mowerson (75)
6388	J. LeFevre (U)
6389*	Richard Peter (281)
6390*	Matteo Martinelli (191)
6391	J. C. Terwilliger (U)
6392	Richard J. Meyer (U)
6393	Richard G. Hazelton (U)
6394*	Dr. John H. Brown, Jr. (17)
	Arnold W. Brown (17)
6395*	Adrien Thiebaud (169)
6396*	Kurt Scheim (215)
6397	William C. Cowan (274)
6398*	Yves, Guy & Olivier Burrus (169)
6399	A. E. Read (U)
6400*	Burrows & Pete Morley (110)
6401*	Robert S. & Margery T. Ware (50)
6402*	Manson G. Fee, M. D. (53)
6403	Cantieri Merani (U)
6404	John W. Alltucker (229)
6405*	B. Beurer (219)
6406*	K. J. & Karel Polch (3)
6407*	Volos Nautical Club (289)
6408*	Carroll C. Kennett (296)
6409	Lost Boat
6410	Builder
6411	Lost Boat
6412*	G. H. Nickerson (215)
6413*	H. E. Averette (226)
6414	Lost Boat
6415	Never Built
6416	Arthur E. Nichols (34)
6417	Lost Boat
6418	Harold Smith (114)
6419*	Dr. Clark Weersing (364)
6420*	George S. Harris, Jr. (246)
6421	Never Built
6422	Dr. Patrick J. Garety (U)
6423*	M. Sagesser (219)
6424*	Merv Tomlin (U)
6425*	Michael & Jack Healy (51)
6426*	James A. Browne, Jr. (58)
6427*	Louis Jones (178)
6428*	Jim Dillard (50)
6429*	Lost Boat
6430*	T. J. Stevenson, Jr. (133)
6431*	Larry Connor (269)
	Sue Connor (269)
6432	Edwin J. Russ (194)
6433	Theo. P. Koikas (U)
6434*	Frank Sutherland (41)
6435	Adolfo Tiraboschi (271)
6436	Albert E. White (U)
6437	Robert L. Harrison (U)
6438	Never Built
6439	Lost Boat
6440	William Emery (79)
6441*	Joseph F. Kovacic, M. D. (187)
6442	Frank Meeker (283)
6443*	Herb Beurger (178)
6444*	David P. Somers (U)
6445*	Dick Chantland (17)
	John S. Barton (17)
6446*	Ralph Kolde (266)
6447	Never Built
6448	Never Built
6449	W. D. J. Moss (U)
6450*	J. Douglas & Douglas B. James (24)
6451	Lost Boat
6452	Builder
6453*	Horst Buchmann)147)
6454*	William S. Graff (39)
6455	The Citadel Y. C. (288)
6456	The Citadel Y. C. (288)
6457	The Citadel Y. C. (288)
6458	Franco Lanari (U)
6459	John Sidle (301)
6460*	Tate Robertson (3)
6461*	Frank E. Shearman III (19)
6462	Capt. M. T. McMullen (109)
6463	Emilio Estrada Y. (272)
	Timbo Estrada (272)
6464*	D. G. Skouse (296)
6465*	Dr. W. J. & Doris E. Powers (243)
6466*	H. R. Wesson M.D. (183)
6467	Jack E. Burman (U)
6468	Sebastiao Bonnassis de Albuquerque (162)
6469	Lost Boat
6470	Don R. Courtney (343)
6471	R. E. Wilson (U)
6472	Not Completed
6473	Franco Carbone (265)
6474	Pedro Mujica A. C. (265)
6475	John H. Burt (U)
6476*	Henry Savin (85)
6477	Carl V. Seif (U)
6478	Never Built
6479	H. G. Thomas (U)
6480	Never Built
6481	Never Built
6482	Chas. R. Haas (U)
6483*	George Hendry (161)
6484*	Wilson H. Jewett, Jr. (229)
6485*	Hans Nienstaedt (U)
6486	Never Built
6487	Arthur W. Gwinnup (U)
6488	Rod Anderson (283)
6489	John F. Clark (U)
6490*	R. C. Petura (1)
	R. C. Petura, Jr. (1)
	John C. Petura (1)
6491*	Dr. A. Jefferson Penfield (164)
6492*	Douglas Richie (164)
6493*	Dwight Wait (71)
6494	James G. Forest, Sr. (U)
6495	Ben T. Owens (U)
6496	Never Built
6497	Joseph Vassallo (98)
6498	Amery P. C. Marques (84)
6499*	Gordon Cornwell (326)
6500*	John Eggers & Edward Radin (58)
6501	Not Completed
6502	Frank B. Henry, Jr. (U)
6503*	Douglas R. Sandbo (27)
6504	Lost Boat
6505*	Al Thomson, Jr. (36)
6506	Nautilus Yachting Club
6507	Nautilus Yachting Club
6508	Nautilus Yachting Club
6509*	A. Eichenberger (219)
6510*	Rob. Kunz (219)
6511	James W. Beauchamp, Jr. (U)
6512	Edgar A. Gloe (U)
6513	Stewart R. Parker (72)
6514	Frederick M. & Louise Dierks (284)
	John D. Galbraith (284)
6515*	Richard B. Millard (338)
6516	Never Built
6517	Antonio Alarco (265)
6518*	H. E. & Stephan Page (U)
6519	Not Completed
6520	Duane D. Hewitt (U)
6521	Never Built
6522	John Charbonnet (62)
6523*	John E. Waldo (329)
6524	James M. Cates (U)

Boat No.	Owner-Fleet
6525*	Laverne Ehinger (31)
6526*	Builder
6527*	T. R. Daddow (295)
6528	Lost Boat
6529	Stan Mack (279)
6530*	James & Tom Davis (36)
6531*	Roy Maletz (189)
6532	Glenn & Dixie M. Graham (U)
6533*	Ben D. Gilliland, Jr. (274)
6534	Richard L. Connelly (U)
6535	Antonio Impaglia (U)
6536	W. Schofield (146)
6537	Gennaro Luopoli (U)
6538*	John L. Siemens (132)
6539	Dealer
6540*	Norman Alperin (U)
6541*	Matthew Silverman (55)
6542*	F. Nemeth (U)
6543*	Thurman C. Wood (102)
6544*	Dr. Philip Ioannides (286) Alex Joannides (286)
6545*	Eleutherios Constantopoulos (286)
6546	Union Nautique Marseillaise (U)
6547	W. C. Gould (U)
6548	Never Built
6549	Alfred R. Vander Ploeg (39)
6550*	Richard Langs (U) Fred Stucky (U)
6551	John S. Adams (U)
6552	Horace Rainey, Jr. (U) Baker A. Mitchell (U)
6553*	Gladys & Dorothy Allison (17)
6554*	Col. Robert H. Orr (50)
6555*	William A. Collet (296)
6556*	James R. Wright, Jr. (U) Jon David Wright (U)
6557*	Carol H. Kern (34)
6558	Jose Martins Guimaraes (351)
6559	Lost Boat
6560*	Wm. V. Hutchinson (194)
6561	H. B. Geddes (U) H. H. Geddes (U)
6562*	James B. Green (262)
6563*	Boat Destroyed
6564	Never Built
6565*	Victor Carpenter (109)
6566*	Marvin & Stephen Simpson (270)
6567*	Robert J. Furr (39)
6568*	William A. Madison (178)
6569*	The Citadel Y. C. (288)
6570*	The Citadel Y. C. (288)
6571	Lost Boat
6572	Albino Dumsch Filho (290)
6573	Builder
6574*	Dr. Paul Stock (U)
6575*	Lost Boat
6576*	M. F. Lopez Ramirez (U)
6577	Edward H. Weiss (357)
6578	Floyd Miller (366)
6579	Builder
6580	Gordon D. Gillinham (262)
6581	Lost Boat
6582*	Emilio Cristofori (271)
6583*	Gene T McCallum, M.D. (229)
6584*	Day W. Hilborn, Jr. (283)
6585*	J. Robert Baylis (129)
6586*	Schmidig Edy (268)
6587	Lost Boat
6588	H. E. Sullivan (U)
6589	Lost Boat
6590	Never Built
6591	Frederico Linck Neto (327)
6592	Joe Vergeer (283)
6593	W. W. Novak (326)
6594	Everett M. Roberts
6595*	Dr. Frank Healey (189) Dr. David Johnson (189)
6596	Glen W. Gathercoal II (U)
6597	Southwestern Yacht Club (161)
6598	Erwin K. Boyce (U)
6599*	Giuseppe del Fiume (278)
6600*	A. Roy Buerkle, M.D. (1)
6601	R. G. Landis (284) I. Granger McDaniel (284) W. Martin Eisele (284)
6602*	Robert T. Gill (23)
6603	Edwin B. Cromwell (284) Dietrich Neyland (284) Robert H. Millett (284)
6604	P. J. Burke (274)
6605	Sigun Rasmussen (284) Dr. T. M. Durham, Jr. (284)
6606	Jeff & Jim Fisher (184)
6607	John R. Findorff (U)
6608	Bill Mullens (296)
6609*	Willard Brown (32)
6610*	Norman Schlink (63)
6611*	John Plew (54)
6612*	Elmo Weeks (127) Steve & Jim Weeks (127)
6613	Lost Boat
6614*	Richard W. Gutmann (50)
6615*	Robert L. Warfield & Harold G. Maass (333)
6616*	John T. & Patricia Burlin (323)
6617*	Richard T. Heald (192)
6618*	Riquier (49)
6619*	Dr. D. P. Delorme (87)
6620*	Brian Murphy (75)
6621*	Dr. Seely Estabrook (243)
6622*	George P. Allison (87)
6623*	Athletic Union Royal Navy
6624*	Royal Hellenic Naval Cadets College
6625	Ralph C. Parker, III (U)
6626	Never Built
6627	B. H. Clements (U)
6628	Boat Destroyed
6629*	Charles L. Schmalbach (U)
6630*	Andre Gombar (84)
6631	Pedro Strasser (84)
6632	Antonio Monteiro Cardose de Almeida (147)
6633*	Gerald MacNab (74)
6634*	C. Gandolfo & B. Levi (147)
6635	Hugh McDonald, Jr. (U)
6636	T. J. Scott (U)
6637*	Susie Gilbreth (106)
6638	Gerald O. Noll (102)
6639	John H. Anderson (U)
6640*	Dr. J. E. Delmonico, Jr. (164)
6641	John Warren (147)
6642	Builder
6643	Builder
6644	Builder
6645	Builder
6646	Builder
6647*	David S. Maclay (134) David S. Maclay, Jr. (134) William T. Maclay (134)
6648*	Wendell R. Freeman (151)
6649	Jan Hottenstein (184)
6650*	Keith N. Watts (102)
6651*	John Welshofer (19)
6652*	Laurance G. Coffin (189)
6653	Builder
6654*	Hamilton G. Ford (7) Jonathan Ford (7)
6655*	John D. Cunningham, Jr. (151)
6656*	S. Whitney & Meredith Bradley (189)
6657*	Frank R. Lacy (229)
6658	Dieter Stark & Christ Papaeliopoulos (256)
6659	A. M. Dynes (347)
6660*	Jack McCredie (198)
6661*	Ben F. Hawn (36)
6662*	St. Joseph Jr. Foundation (113)
6663*	Robert DeVore (254)
6664*	Dr. R. S. Tyler (184) Toby Tyler (184)
6665*	A. C. Stutsman (294)
6666	William Hole (U)
6667*	Graham-Eckes Sailing Club (333)
6668*	Watson A. & Douglas N. Rand (332)
6669	Dealer
6670*	William F. Hill II (198) Mrs. Paul L. Sample (198) Dr. George Reading (198)
6671	Lost Boat
6672*	Lisa Lewis Barrett (7)
6673*	Patrick Crowley (238)
6674	Lost Boat
6675	Harold W. Davidson (U)
6676	Geo. Stuart Turner (U)
6677	Builder
6678	Allan E. Andrews (U)
6679	John C. Stewart (U)
6680	Luis C. Gastaldi (U)
6681*	William Walski (U)
6682*	M. C. & Barbara Lee Simpson (36)
6683*	Carl N. Lyons (47)
6684	Harrison L. Goodspeed (202)
6685	Escuela Naval
6686	Yacht Club de Chile & Marcos Brieva (317)
6687*	Arthur Buhl, Jr. (110)
6683*	Carl N. Lyons (47)
6689*	Arrigo Domenici, Pier Luigi Rampolla del Tindaro, Circolo della Vela di Roma Sergio & Mario de Giovanni (278)
6690*	Carlos B. Brewer, M.D. (242)
6691	Robert D. & Patricia Murphy (263)
6692	Lost Boat
6693*	Charles Hallagan (108)
6694*	Robert S. Wood (99)
6695*	Robinson E. Keyes (227)
6696*	Gunnard Faulk (32)
6697*	Mrs. Judith F. MacNeille (U)
6698*	Robert S. Bloomer, Jr. (108) Richard R. Brown (108)
6699*	Curtis Wright (98)
6700*	Roy Perry (226)
6701	Ivan Anton (167)
6702	Lost Boat
6703	Lost Boat
6704	Florence & Anna Kulishek (U)
6705*	Andrew Kauders (189) Edward A. Gleason, Jr. (189)
6706*	Milton H. Adler (296)
6707*	Lawrence E. Ross (151) Edward L. Ross (151)
6708*	James B. & Mary Grant (7)
6709*	American Junior Yacht Club (96)
6710*	Herbert Johnson (77)
6711*	Kenneth Beilstein (36) Karl Dawes (36)
6712*	John A. & John J. Ballatin (209)
6713	Lost Boat
6714*	Joseph B. Krug (335)
6715	Lost Boat
6716	Charles Hoskins (283)
6717*	Henry Van L. Bayy (U)
6718	Lost Boat
6719	G. David Lowe (229)
6720*	James H. Reynolds, Jr. & Paul de Napoli (189)
6721*	Robert Drier (U)
6722	Henrique Homburger (U)
6723	Lost Boat
6724*	Bill Bowman (132)
6725*	Vansel Graville (229)
6726	A. R. Clement (U)
6727	Charles A. Hedden (U)
6728*	Dario Di Segni (312)
6729	Stanley M. Hoffstein (192)
6730*	Robert J. Leichter (10)
6731*	William R. Jones (U)
6732	George E. Dibrell (U)
6733	Lost Boat
6734	Piraeus Sailing Club (251)
6735	Richard E. Beck (70) Harold Beck (70)
6736*	Fritz Gfeller (309)
6737*	F. X. Huber (281)
6738*	Hoesli Hans (250)
6739*	R. Fluhmann (358)
6740*	Dr. Otto Meyer (281)
6741*	Dr. H. P. Knoepfel (219)
6742*	Max Kopp (219)
6743*	Urs Murbach (219)
6744*	E. Schenker (U)
6745	Dealer
6746*	Sailing Club of Salonica
6747	Ioannides
6748	Ioannides
6749*	Ioannides (U)
6750	Arthur Finkeldey (344)
6751	Donald J. Byrne (90)
6752	Never Built
6753*	Pack & W. F. Bleckrie (71)
6754	Stuart L. Gentzler (U)
6755	Cecil C. Haas (U)
6756	Stanley L. English (U)
6757	William F. Dewey, Jr. (U)
6758	Peter Bent (151)
6759	Only Greer (U)
6760	Hiram D. Smith (U)
6761*	Elwyn E. Mack (U)
6762	Terry M. Webster (U)
6763	Jaime Ruiz Tagle Fernandez (317) Julio Monzon Munoz (317)
6764	Marina De Chile (Chilean Navy)
6765	R. J. "Bob" Adams (U) Arn Hart (U)
6766*	N. C. Withrow, Jr. (284) F. Gene Withrow (284)
6767	John H. Hunt, Jr. (U)
6768	Lost Boat
6769	Kurt Kleinmann (353)
6770	Lost Boat
6771	Never Built
6772	Lost Boat
6773	W. De Ford Hite (U)
6774*	James W. Richmond (273) Mark Richmond (273)
6775*	Dr. Joseph Carey (U)
6776*	Arthur Kroos (187)
6777*	J. Christopher & Virginia J. Meyer (96)
6778	Louis W. Fiedeldey (75)
6779*	Wendell F. & Rose Ives (60)
6780*	Dr. William H. Chase (90) Don Longley (90)
6781	Lost Boat
6782	Eli I. Robinsky (U)
6783*	George E. White, Alexandre & Alberto Levi (84)
6784*	Fred Marusi (70)
6785	David J. & Peter J. Pape (129)
6786*	Robert G. & Ruth M. Hagstrom (262)
6787*	John Predmore (246)
6788	Gerry Garrard (188)
6789*	Richard Hauxwell (U)
6790	Lost Boat
6791	W. Roy (264)
6792*	William R. Davies (132)
6793	Stuart Leishmann (351)
6794	Lost Boat
6795	Lost Boat
6796	Lost Boat
6797*	Samuel Zorovich (226)
6798*	Paul Shomer (38) Jules Spodek (38)
6799*	Maurice Stockton, Jr. (62)
6800*	John Y. Sloan (12)
6801	Carroll M. Rasmussen (U)
6802*	W. L. Mossop, Jr. (119)
6803*	Dr. William Craver (77)
6804*	Gerard F. Keane (164)
6805*	Arnold Cook (19)
6806*	W. B. Smith (125)
6807*	Seymour R. Young (50)
6808*	Kenneth E. Crotty (1)
6809	Malcolm Hicklenton (U)
6810*	Giacomo Fagnano (312) Giuseppe Lombardo (312) Mario Piccoli (312)
6811	David Rickard (U)
6812	Henry Lee (U)
6813*	Thomas McCann (86)

Boat No.	Owner-Fleet
6814*	Bron Ajdukiewicz (189)
6815	Charles Underwood (U)
6816	Lost Boat
6817	Alphonse Lucien Van Hornbeck (84)
6818	William H. L. Forsyth (38)
6819*	Richard M. Sykes (133)
	Anne & Jim Sykes (133)
6820	William P. Barth (U)
	Harold Borkin (U)
6821	C. F. David (277)
6822*	Thomas Sheehy (133)
6823	Lost Boat
6824	John W. Young (U)
6825*	Dawn Nagel (32)
6826	Lost Boat
6827	James H. Marshall (U)
6828*	John Grehan (189)
6829	Bernardo Rojas (265)
6830	Fernando Lupi (361)
6831*	Klaus Blomster (299)
6832*	Paavo Leinonen (166)
	Antti Leinonen (166)
6833*	Kay Knuts (299)
6834*	Alpo Lukkarinen (308)
6835*	Esko Raiho (308)
6836	Martti Karstunen (166)
6837*	Urpo Kurki (298)
6838*	Veikko Miettinen (328)
6839	Haroldo A. Rodrigues (305)
6840*	R. C. Fiala (253)
6841	Enrique Wieckmann de la Paz (U)
6842	Jerry Alexander (U)
6843*	William E. Lucas (U)
6844*	Edward W. Kloth, M.D. (96)
6845*	Alec F. Leonhardt (134)
6846	G. P. Hennessy (U)
6847	Robert P. Haase (132)
6848*	Sam L. Booke, Jr. (U)
	Henry M. Booke, Jr. (U)
6849*	J. Wm. Healy (85)
6850	Sydney D. Conn (U)
6851*	Harold I. Boyce (118)
6852*	Albert Preston Moore (280)
6853*	Builder
6854	Builder
6855*	Maurice Melcher (216)
6856*	Pete Stewart (U)
6857	H. B. Bent (U)
6858*	Joseph M. McNulty (151)
6859	William M. Bekker (203)
6860	Dr. Robert Boudreau (329)
6861	Lost Boat
6862*	Henry VL Baay (U)
6863	Sanford Stein (U)
6864	Lost Boat
6865*	Arnold Feinsilver (55)
6866*	Henry Kreider (51)
6867	Gavin H. Young (279)
6868*	W. Corlett Galvin (50)
6869*	Samuel Dorrance &
	Samuel R. Dorrance, Jr. (134)
6870	Dan T. Moore (U)
6871	Lost Boat
6872	Charles L. Putnam (132)
6873	George E. Hurd, Jr. (U)
6874	Lost Boat
6875	Jas. Howes (U)
6876	Builder
6877*	Edward Seel (227)
6878*	W. H. Carter (U)
6879	Builder
6880	George R. Small (270)
6881	J. Tichansky (104)
	F. E. Matusky (104)
6882*	William Mylchreest (269)
6883*	Marie Birnbaum (129)
6884*	George G. Stier (366)
	Wilton J. Estes (366)
6885*	Wesley & Wesley R. Jensen (344)
6886*	Carl W. Hummer, Jr. (212)
6887	Andrew McCulloch, Jr. (U)
6888*	William Francis (145)
6889*	Wesley W. McMullen (216)
6890	Builder
6891	Sydney Buhler (U)
6892	C. G. Dixon (U)
6893*	John Hyland Dilks (U)
6894*	Luigi Bonfiglioli (355)
6895*	Samuel D. Stearns (137)
6896*	Diana Wallace (189)
6897	Never Built
6898*	Oliver C. Filippi (75)
	A. Filippi (75)
6899*	John J. Sullivan (196)
6900	Lost Boat
6901*	C. F. Summers (343)
6902*	John Nixon (154)
6903*	R. W. Katz (16)
6904*	Emilio Estrada (272)
6905	Robert R. Tyerman (U)
6906*	Lloyd J. Filer, Jr., M.D. (43)
6907*	Albert Hyde (143)
6908*	Jim Collins (U)
6909*	Charles F. Kehoe, Jr., (226)
	Cappy Kehoe (226)
	Herbert W. Virgin III, (226)
6910*	John F. Abbott (189)
6911*	Thomas Risley (189)
6912	Builder
6913*	Builder

Boat No.	Owner-Fleet
6914*	Builder
6915*	R. J. Bierman (187)
6916*	Dr. Hans Riechen (169)
6917	Fred McMeans (U)
6918*	Alan & C. E. Stoneback (196)
6919*	George V. Crawford, J. W. Price (226)
6920*	James M. & John P. Tunnell (192)
6921*	Kenneth V. McGinity (178)
6922	Jose Carulla (73)
6923	Roberto Londono (73)
6924*	William Caldwell, Jr. (189)
	Richard & David Caldwell (189)
6925*	Marvin F. Becker &
	Stanley Finkelstein (38)
6926*	Robert J. Adams (12)
6927*	Gale Rundquist (133)
6928*	Thomas W. Attridge, Jr. (138)
6929*	George W. Rhawn, Jr. (357)
6930*	Boat Destroyed
6931*	Arthur E. Wade (198)
6932*	Dr. Carver C. Dumke (39)
6933	Builder
6934*	Fulton B. Taylor (51)
6935*	Jake Friedman (5)
6936*	Raymond Robinson (345)
6937*	Humberto Plaza L. (272)
6938*	Edward F. Sporl, Jr. (62)
	Edward F. Sporl, III (62)
6939	Peter Konrad Oehrling (84)
6940	Lost Boat
6941	Robert Archibald (U)
6942	Lost Boat
6943*	His Royal Highness
	the Crown Prince (287)
6944*	Chan Stevens (150)
6945*	Howard L. Robinson (150)
6946*	Jonathan Owen (253)
6947	W. W. Carpenter (132)
6948	Lost Boat
6949	Jonathan Kaplan (U)
6950*	Richard Joslyn (296)
6951*	Gordon Gillingham (262)
6952	Volos Nautical Club (289)
6953	Volos Nautical Club (289)
6954	G. A. Oulton (U)
6955*	Dr. & Mrs. A. J. Friedman (U)
6956*	Col. Joseph A. Kelly (50)
6957*	Mrs. Lillian Glen (99)
6958	Builder
6959	Karl E. Bakke (U)
6960*	P. W. Brown III, (U)
6961*	Rev. Gladstone H. Stevens, Jr. (U)
6962*	Donn H. & Nan O'Brien (173)
6963*	St. Bonas (251)
6964*	James R. Moss (35)
6965	Lost Boat
6966*	Kenneth A. Wood, M.D. (54)
	Kenneth A. Wood, Jr. (54)
	Robert & Richard Wood (54)
6967	Robert L. Ferns (U)
6968	R. K. Ersland (102)
6969*	Frank Cavanaugh (226)
6970*	Clifford O. Stettler (5)
6971	Dean Petterson (U)
6972	Richard Dommel (U)
6973*	Robert & Richard Miller (153)
6974*	John Russell (265)
6975*	David R. MacDonald (187)
6976	Elio Largura (20)
6977	E. J. Hansman (294)
6978	Gerald W. Gilbert (330)
6979*	Gilbert R. Whitworth, Jr. (209)
6980*	Daniel O. Mahoney (189)
6981*	William T. Uhl (141)
6982*	Lost Boat
6983*	Karl Fahrner (115)
6984*	Cesare Benedetti (278)
6982*	Lost Boat
6986	Carlos Ortiz (73)
6987	Raymond Jacob (73)
6988	Alvaro Aldana (73)
6989	Luis Escorihuela (73)
6990	John Robeck (U)
6991*	Dr. med. Jean-Claude (281)
6992	Peter Hogbin (U)
6993	Karin Kraai (U)
6994	Never Completed
6995	J. G. Orr (20)
6996*	F. M. Miller (180)
6997*	Rev. Charles Harris (254)
6998	Bernard H. Brunson (132)
6999*	D. J. Case (283)
7000*	Karl Smither (12)
7001*	Jack Worley (60)
7002*	Lee M. Van Degens (5)
7003*	Len & Mary Gardinier (79)
	John Christianson (79)
7004*	Albert Moore (14)
7005*	John P. Fischbach (260)
7006*	Paul Brauer (126)
7007*	Michael Fisher (184)
7008*	Robert E. Burslem (86)
	Robert E. Burslem, Jr. (86)
7009*	George R. Murphy (20)
	James T. & John J. Murphy (20)
7010*	Alex, Gary, & Ethel Carlin (226)
7011*	Carl McClure III. (32)
7012*	W. Adriance Kipp, Jr. (134)
	Tim & Walter A. Kipp (134)

Boat No.	Owner-Fleet
7013*	H. Andrew Batty (125)
	Peter V. N. Bodine (125)
	George P. Cumm (125)
7014*	Gilbert Parker (41)
7015*	Robert Hesse, Jr. (173)
7016*	Donald Brush (243)
7017*	Kenneth Ireland, Jr. &
	Elen H. Ireland (238)
7018*	Kenneth & Diane Beckerman (19)
7019*	Richard H. Aycrigg (230)
7020*	Ralph E. & Einar Messersmith (196)
7021*	Kate & Conn Nugent (32)
7022*	L. B. Flint (332)
7023*	Jack & Janet Booth (U)
7024*	John G. Orr (20)
7025*	Paul P., Paul T., & James E.
	Jungjohann (77)
7026	Ednesto Lopes Ferreira (334)
7027*	Eduard J. van Naerssen (96)
7028*	Royal Hellenic Naval Cadets College (287)
7029*	Robert Wuest (143)
7030*	Kenneth E. Brostrom (132)
7031	Gordon Kerr (90)
7032	T. H. Griffin (U)
7033*	Carl Winnebald, Jr. (154)
7034	Builder
7035	Thomas W. Tracy (143)
7036*	Emilio Negroni (292)
7037*	Robert L. Burno (U)
7038	Gret Greger (290)
7039	Lost Boat
7040*	Richard Zuber (263)
7041*	John Page (132)
7042	Dean A. Wentworth (229)
7043*	J. E. Daugherty (296)
7044*	Edward R. Budd (217)
7045	A. J. Murphy (205)
7046*	Bonnie Jehle (12)
7047	Robert W. Golberg (132)
7048*	Karl Renner (364)
7049*	Wes W. & Ann Prisbrey (283)
7050*	J. R. Allen (126)
7051	Wm. R. Nichols, Jr. (U)
7052	Lost Boat
7053	Bruno Rau (U)
7054	James D. Lowe (146)
7055	Thomas Albert Schopp (U)
7056*	Mitchell Todd (143)
7057*	Leonard J. Vidal (168)
7058*	Robert S. & Helen G. Lowry (252)
7059	R. D. Leaper (277)
7060*	Karl Schmidt (296)
7061	John Harvey (146)
7062*	Maurice MacLaren (U)
7063	Laura M. Reckner (U)
7064	Edward Tougas (U)
7065*	Richard Thirlby, M.D. (326)
7066	Never Completed
7067	Lost Boat
7068*	Enrico de Mori (278)
7069	J. A. Kamichaitis, Len Knox (U)
7070*	John W. & Isabel Swann (146)
7071*	Peter M. Thornton (90)
7072	J. N. Paterson (279)
7073	Richard F. Maguire (104)
7074*	Dr. Jack Geist (69)
7075	Harold Koch (112)
7076*	Dr. J. Sandilanda (90)
7077	Lost Boat
7078	F. A. Farrow (215)
7079	G. H. Bomza (146)
7080*	Q. B. DeMarsh (132)
7081	Edward S. Brinton (U)
7082*	Royden & Violet G. Knapp (70)
7083	Richard S. Foster (283)
7084*	John L. Mangan (13)
7085	Allan M. Crew (228)
7086*	W. Howell Finn (1)
7087*	Richard W. Hallagan (108)
7088	John Ehlen (U)
7089*	H. R. Long (90)
7090*	George & Tricia Kirkwood (368)
7091*	Ken Grubbs (98)
7092*	E. L. Goodall (279)
7093	Dr. J. K. Deacon (U)
7094	Erwin Hutzmann (U)
7095	Never Built
7096	H. L. Upham (U)
7097*	William C. Hauser (U)
7098*	Otto W. & Charles W. Jaeger (116)
7099	Clarence N. Forsvall, Jr. (U)
7100*	W. Cohen (146)
7101	David A. Roberts (U)
7102	Robert Ware (U)
	Margery T. Ware (U)
7103	Never Built
7104	Jules Simoneaux Jr. (62)
7105	Art Smith (U)
7106	Dr. D. G. Marshall (90)
7107*	Ray H. Elsmore (U)
7108	Peter & Kenneth Kroehler (202)
7109	Richard Doughty (U)
7110	Art Johansen (132)
7111	Richard Blickle (283)
7112	Walter H. Wesson (301)
7113	Mr. & Mrs. Robert Dutton (U)
7114	Leroy Gordon (U)
7115*	George Groom (205)
7116*	Warren & Carole A. Hyde (238)

Boat No.	Owner-Fleet
7117*	Lewis H. Hill III (168)
7118*	Ray C. Stotts (23)
7119*	D. J. Firestone (253)
7120*	R. W. Schupp, Jr. (62)
7121*	Alan Arnold (62)
	Phil Mayeux (62)
7122*	Thomas J. Moran (62)
	Thomas J. Moran, Jr. (62)
7123*	Robert L. Gibson (U)
7124*	James G. Dill, Jr. (141)
7125*	Walter Scott, Jr. (138)
7126*	Richard Taylor (153)
7127	Mrs. Richard P. Hedblom, Peter & Ben Hedblom (151)
7128*	Robert M. Campbell (280)
7129	C. E. Lee (U)
7130*	John A. McDowall (U)
7131	Norman Ridley (292)
7132	Boat Destroyed
7133*	Boat Destroyed
7134*	William A. Day (75)
7135	Kenneth B. Whipple (U) (U)
7136*	John Moorehead (U)
7137	Joseph A. Karelitz (U)
7138	Sailing, U. S. A.
7139*	Harold S. Nagle (189)
7140*	Fred & Marie Slovak (104)
7141	Edwin M. Dexter (13)
7142	Reginald Ormerod (118)
7143*	W. C. Shaw III & Gayle Shaw (198)
7144*	Thomas J. Beno, M.D. (112)
7145	Warren M. Bailey (U)
7146	P. E. Siljestrom (U)
7147*	John D. Schwenker (27)
7148*	Boat Destroyed
7149	Warren A. Ruhl (U)
7150	James Temperley (U)
7151*	E. F. Ebeling (143)
7152	L. J. Ireland (U)
7153*	George F. Ascherl (55)
7154*	James E. Bunting (269)
7155*	Warren E. Kolkebeck (138)
7156*	Lawrence F. Picker (300)
7157	Robert T. Cox (U)
7158	Lost Boat
7159*	Vesa Ronnholm (297)
7160*	Juhani Boman (349)
7161*	Raimo Vikstrom (328)
7162	Erkki Ayras (166)
7163*	Antti Hohti (166)
7164	Lt. Robert A. Long (U)
7165	W. R. Christopherson (U)
7166	George M. Snyder (U)
7167*	Erhard H. Steins (316)
7168*	Dr. John R. Russo (238)
7169*	Charles Requadt (216)
7170*	Martin J. O'Meara, Jr. & W. C. (Bud) Rice (85)
7171*	R. Duane Good, M.D. (180)
7172	K. Huovinen (U)
7173*	Timo Laes (328)
7174*	Bobi Casen (297)
7175	Johannes Lehtonen (298)
7176	Paavo Boman (349)
7177*	K. & A. Haykki (310)
7178*	Frank R. van Veh (U)
7179	Jaakko Multanen (328)
7180	Erkki O. Jussila (328)
7181*	Ali Biaudet (166)
7182*	Kari Ulvio (166)
7183*	Urho Liimatta (166)
7184*	Hans Andersen (307)
7185*	Lasse Hammar (307)
7186*	Harry Hammar (307)
7187	Pat Monti (U)
7188*	Ferdinando Guidi (321)
	Marco & Enrico Bertorello (321)
	Mario Bergonzoli (321)
	Bruno Cintoi (321)
7189*	Sgobini Lanfranco (321)
	Dott. Antobio Accinelli (321)
7190*	Pier Maria Conti (321)
	Franco Bertera (321)
7191*	Del Santo Maurizio (321)
	Fago Nicola (321)
7192	Mario Arillo (U)
7193*	C. A. Waldschmidt, Jr. (180)
	C. C. Waldschmidt (180)
7194	Salvador del Solar F. (265)
7195*	William Clausen (99)
	William Clausen, III (99)
7196*	Edwin B. Ayer (279)
7197*	Dr. Alan Hargan (279)
7198*	William W. Moss (98)
7199*	J. H. Coman, R. P. Caudle (205)
7200*	Joseph Zuhusky (178)
7201	John Canaday (U)
7202*	E. J. Zimmer, Jr. (134)
7203*	Edgar D. Perry (98)
	Scott Perry (98)
7204	Eugene T. MacCracken (54)
7205*	Arthur K. Nazro (282)
7206*	T. W. Coe (173)
7207*	George Sipel, Jr. (31)
7208*	Crit Currie (274)
7209*	Dr. Gordon R. Sell (262)
7210*	A. O. Powell (98)
7211	Lt. Cdr. R. Leckie (215)

Boat No.	Owner-Fleet
7212*	Circolo Canottieri (191)
	Carlo Postiglione (191)
	Giuseppe Volpi (191)
7213	Don Morrison (U)
7214	Louis Alkoff, M.D. (164)
	Bernard Shoninger (164)
7215	Builder
7216	Howard Van Dine, Jr. (301)
7217	Clyde L. Soper (U)
7218*	John Collins (189)
7219*	Prof. Stratis G. Andreadis (286)
7220*	David W. Johnson (228)
7221*	John W. & Virginia L. Horton (20)
7222*	John A. Moore (87)
7223*	R. Niven Stall (270)
7224*	Myron G. Wright (207)
7225*	Richard C. McCurdy (134)
7226	Leon Irish Co. (U)
7227*	Kenneth Lindsay (326)
7228*	David LaMarche (145)
7229	Dr. H. E. Dysart (U)
7230	J. Ramsey Minor (U)
7231	James N. Glenn (U)
7232*	Dr. Peter T. Neyland, Peter T. Neyland II (58)
7233*	Joseph E. Saul (300)
7234*	Thomas & T. R. "Dick" Crookston (137)
7235*	Robert C. Cassidy (329)
7236	Howard E. Mason (132)
7237	Builder
7238*	Enrico De Mori Col. (312)
	Maurizio di Segni (312)
	Giuseppe Vetriani (312)
	Sandro di Segni
7239	Vittorio Vecchi (U)
7240*	Antonio Anoni (U)
7241*	F. Aregger (309)
7242	A. T. Van Veen (U)
7243*	John E. Haigney (32)
7244*	Jack Griffiths (164)
7245*	J. F. Ballard (7)
7246*	Thomas C. Pryor (133)
7247*	Judy Fretz (16)
7248*	Tyler W. Keys (96)
7249*	Daniel P. Antinozzi (238)
7250	Jonathan Thomas (U)
7251	Peter Hirschel (147)
7252	George G. Clarke & MacDonald Yawn (274)
7253	Gilbert M. Bray (U)
7254	Tom Waters (341)
7255	Builder
7256*	Oswaldo Miguel Frederico Ballarin (147)
7257	J. W. Noonan (188)
7258	John W. King (64)
7259*	E. J. Northacker (133)
7260*	Harry Bell (55)
7261	Boat Destroyed
7262*	Eric Erdman (69)
	E. Allen Erdman (69)
7263*	Richard Swanson (19)
7264*	Ekkehard F. Schaeffter, Klaus C. Schaeffter (147)
7265	Builder
7266*	Stephen O. Beecher (14)
7267*	L. L. Brundred, Jr. (50)
7268*	Robert O. Shealor (126)
7269*	Gay V. & David M. Land (126)
7270*	Murray Stitt (U)
7271	Lewis Pifer (U)
7272*	Richard E. Stanbridge (31)
7273*	Dr. Donald B. Sanford (164)
7274*	Dr. Med C. Klemm (250)
7275*	Dr. Wayne O. Gorla (266)
7276	Harold E. Legge, Jr. (U)
7277	Builder
7278*	H. B. Winitsky (357)
7279*	Margaret MacDonald (32)
7280*	Seawanhaka Yacht Club (89)
7281*	Arnold Berke (126)
7282*	Lydia & Thomas Allen (62)
7283*	Richard T. Peterson (205)
7284*	Walker A. Tynes (363)
7285	Andrew I. Morrison (U)
7286*	Dr. R. C. Ross (146)
7287	Frank Salvan (U)
7288	Herb W. Bradley (U)
7289	H. Meester (U)
7290*	Jay Robinson (132)
7291	Manuel Isaza (73)
7292	Jorge Uzcategui & Hernan Herrera (73)
7293	Jaime & Carlos Casabianca (73)
7294*	John E. Soleau (50)
7295*	Chester Alba (274)
7296*	Raymond Harrington (58)
7297*	Capt. Donald A. Sibson (246)
7298*	David Ludlow (16)
7299*	Louis A. Pocharski (189)
7300*	Dr. Floyd Arnold (110)
	Richard Arnold (110)
7301	Richard Wing (U)
7302	Robert H. Kuhnapfel (70)
7303*	Ernst Sauerman (5)
7304*	Joseph J. Wensinger (U)
7305*	Ed. J. Golding (31)
7306	Byron Nelson (U)
7307*	H. J. Deal (212)

Boat No.	Owner-Fleet
7308*	George J. Gould (42)
7309*	Herbert D. Doan (110)
7310*	James Stock (113)
7311*	William R. Wilkinson (U)
7312*	Ray Welch (20)
7313*	Henry Handy (113)
7314	Herbert Schneider S. (319)
7315	James V. Chvala (316)
7316	W. R. Shore (U)
7317	Jackson E. Goffman (194)
7318	Frank M. Vogt (U)
7319	Tor Lars Janer (84)
7320*	Mitchell S. Weeks (7)
7321	Jose Carlos Magri (U)
7322*	David C. Bischoff (145)
7323*	Dorothy J. Sharp (95)
7324*	Charles W. Marshall (50)
7325*	Reed Simmons (96)
7326*	Ralph Weninger (5)
7327*	Arthur Wong & Arthur Sima (56)
7328*	J. D. Koss (U)
7329*	Robert W. Custance (332)
7330*	Hugh F. Luddecke, M.D. (116)
	Hugh F. Luddecke, Jr. (116)
7331	Lost Boat
7332*	Eduardo Escalona, S. (342)
	Diego de Castro Reyes (342)
7333*	W. Dexter Bellamy (13)
7334*	Mrs. Pilar Salaverry de Guislain (265)
7335*	Carl B. Marr (54)
7336*	Wallace W. Coburn (226)
7337*	Robert L. Ficks & H. B. Sprague (126)
7338	Charles E. Nelson (U)
7339*	Joseph Sapper (U)
7340*	Dr. J. P. Water (U)
7341*	Gordon Buzby, Jr. (99)
7342	Dr. F. D. Maner (127)
7343*	James R. Sholes (U)
7344*	Don Allen & James Tomblinson (53)
7345*	Robin Dunlap (254)
7346*	Janet Stevenson (254)
7347	Lost Boat
7348	Never Built
7349*	James A. Krippes (324)
7350*	Dr. William E. Bunney, Jr. (50)
	Dr. William Pollin (50)
7351*	Jakob Pfister (U)
7352*	Emil Beyer (309)
7353*	Werner Uster (309)
7354	Donald Kent Skinner (178)
7355*	Robert W. Laidlaw D.D.S. (31)
7356	Philip F. Miller (54)
7357	H. J. Clark, Jr. (179)
7358*	John M. Stone (U)
7359*	Jack & Jeff Greenberg (38)
7360*	John Seaton (54)
7361	Bruce Starker (U)
7362	Kirk Pauling (84)
7363*	Aldo Leone (321)
	Nino Carozzo (321)
7364	Ingvar Tonseth (U)
7365	John R. Duda (U)
7366*	Robert G. & Jane E. Thorpe (6)
7367	Don C. Willis (U)
	Howard M. Wiley, Jr. (U)
7368*	Robert Thorndyke (129)
7369	Builder
7370*	Alton A. Berg (5)
7371*	George Desort (56)
7372*	Boat Destroyed
7373*	Walter H. Purnell (72)
7374*	Luigi Crema (355)
7375*	R. G. Evans (112)
7376	L. K. Gauger (U)
7377	J. C. Lujco (U)
7378	F. A. Hattman (U)
7379	Peter W. Allen (U)
7380	Lost Boat
7381	E. C. Sutherland (U)
7382	Walter S. Malmstrom (U)
7383*	R. Harlow Cutting (280)
7384	Alvin E. Warren (U)
7385	James Santos (U)
7386	John Orr (U)
7387	Jose Alvarez Calderon (265)
7388*	Robert F. Knop (51)
7389	N. P. Schiavino (U)
7390*	George Wootten (146)
7391	Jon B. Wardell (167)
7392*	Isidoro Melero R. (318)
7393	David Saunders (U)
7394	J. P. Bellenot (U)
7395	Edward T. Lyon (U)
7396	Lost Boat
7397	Paul Boggild (188)
7398*	Richard J. Carrel (59)
7399*	E. B. Overton (135)
7400*	Ted Siferd (23)
7401	James Saber (U)
7402*	G. C. Spillers, Jr. (205)
7403	John R. Stambaugh (322)
7404	Jerome J. Wilson (U)
7405*	Javier Echeverria A. (318)
7406*	Robert D. Tylander (333)
7407*	Alex Clark, Jr. (54)
7408*	McNeill Ayers (274)
7409	Lost Boat

Boat No.	Owner-Fleet
7410*	Paul R. Merrick (49)
7411*	Ben Sells (50)
7412*	Jean Barili (U)
7413	Robert E. Hamann (U)
7414	B. O. Brynelsen (U)
7415	Charles A. Danaker (U)
7416	Capt. J. A. MacIntyre (U)
7417	Norman E. & Mary N. Moore (50)
7418	Keith Lindley (U)
7419*	Whiton & Andrew W. Powell (1)
7420*	Tom Agnew (153)
7421	Dr. William & Sarah J. Pelon (50)
7422*	August M. Grotegut (150)
7423	W. Kennedy (146)
7424*	Robert R. Strempel (23)
7425*	Sergio Cabezas (342)
7426*	Gustavo Saavedra (317)
7427	Boat Destroyed
7428*	Kurt Reichart (317)
7429*	Raul Urra Da Forno (319)
7430*	Demetrio Tirado (319)
7431*	Enrique Santolaya Biondi (319)
7432*	Franco Giangrandi (346)
7433*	Club Naval de Deportes Nauticos (U)
7434	Jacques Lemieux (U)
7435	J. A. Richardson (320)
7436	Richard Woodruff (U)
7437	W. J. Randall (U)
7438	E. S. Belknap (50)
7439*	William J. Wiggins (54) C. W. McConnell, Jr. (54)
7440	Martin Kahr (U)
7441	T. Robertson (118)
7442	Richard H. Vogel (U)
7443	Stewart M. Cannon (U)
7444*	Neal Diepeveen (55)
7445	William L. Steger (U)
7446*	Marcelino Fernandez V., (318)
7447*	Joseph B. Resch (119)
7448	Glen M. England (U)
7449	Charles H. Tuttle (U)
7450	Sylvester Lemezis (U)
7451	Rodulfo Camero, Beatriz de Camero (73)
7452	Maurice Jacob (73)
7453*	Rafael Obregon (73)
7454	Raymond Jacob (73)
7455	Builder
7456*	Leo W. & Don G. Martus (U)
7457*	J. W. Waterbury (280)
7458*	David Gosse (132)
7459*	Alberto F. Freire Kowarick (147)
7460	Lost Boat
7461*	Ralph E. Persson (60)
7462	A. Pearson (347)
7463	Donald A. Rhodes (U)
7464	Jose Ouriques Fernandes (U)
7465*	Dr. & Mrs. Welland A. Hause (74)
7466*	Russell G. Saxby (27)
7467*	Claude Lambelet (169)
7468	Renato Augusto da Matta (351)
7469*	Ward Gowland (188)
7470*	R. B., R. R. & W. G. Whiting (188)
7471*	Q. C. Powell (U)
7472*	G. W. & P. C. Hampson (118)
7473	William F. Barnard, Jr. (U)
7474*	Wes Cromie (137)
7475	O. W. Parsons (90)
7476	Mario Parrini (U)
7477	Arthur B. Chuzum (U)
7478	Thomas E. LaClair (U)
7479	William J. Coombe (U)
7480*	Kathryn Moehl (31)
7481*	Bruce B. Brand (296)
7482*	R. E. Morgenthaler (296)
7483*	Frank B. Johnson (179) Benjamin C. & Frank Johnson, Jr. (179)
7484*	F. L. Bennett (143)
7485*	Lloyd B. Patrick (135)
7486*	Gustavo Valenzuela (346)
7487	Lost Boat
7488	John Piccini (U)
7489	Frederico Cativelli (337)
7490	Ernesto Harald Neugebauer (U)
7491*	Robert E. Stoyer (U)
7492	Stavros Constantinidis (256)
7493*	Sergio & Gabriel Traverso (317)
7494*	Hugo Lathrop (317)
7495	Luis Phillippe Pereira Lima (351)
7496*	Robert B. Giles Jr. (282)
7497*	Benjamin B. Bullwinkle (283)
7498*	Robert Llovet (262)
7499*	Cully A. Cobb Jr. M.D. (262)
7500*	William Herzog (U)
7501*	Carl Grimmer (274)
7502*	G. W. Hartzel (23)
7503*	Earl Ross (5)
7504*	F. W. Paine (56)
7502*	G. W. Hartzel (23)
7506	W. L. Palk (320)
7507	J. E. Coyne (320)
7508	J. H. & Diane McDonald (320)
7509	Dan Sprague (320)
7510	L. P. Johnson (320)
7511*	Howard J. Mullin (75)
7512	F. W. Mesloh (303)
7513	Don S. Paterson (320)
7514	J. Norman Pierce (U)
7515*	Boat Destroyed
7516*	Earl Engler (87)
7517*	George W. Marshall (U)
7518*	Dr. Gordon Buzby (99)
7519	Lost Boat
7520*	Harris C. Patrick, Jr. (238) Harris C. Patrick, III (238)
7521*	Lost Boat
7522*	St. Joseph Jr. Foundation, Inc. (113)
7523*	Floyd J. Cough (69)
7524*	Builder
7525*	Dr. William R. Post (229)
7526	Fernando Jose Pimentel Duarte (84)
7527*	Gordon B., Bruce & Craig Stillman (10)
7528*	Richard Andrews (77)
7529*	Hayden E. Williams (192)
7530*	Roy L. Gordon, Jr. (127)
7531	Builder
7532	Max Loewer (U)
7533*	Renato Sukno, Sr. (317) Renato Sukno, Jr. (317)
7534*	Mario Mainini, Massimo & Giorgio Focanti (278) Gian Luigi Focanti (278)
7535*	John D. Sprague (108)
7536	William Gold (90)
7537*	Peter P. Engel (145)
7538	Roberto Orrequia (206)
7539	A. W. Moss (277)
7540	Mauricio de Lima e Silva (84)
7541	Lost Boat
7542	William D. Thompson (U)
7543*	Robert Goodwin (133)
7544*	Lawrence Richmond (U)
7545*	George Garrecht (75)
7546	James B. Brayshaw (U)
7547*	Richard W. Hinze (5)
7548*	Paul Stievater (12)
7549*	Gerald W. Young (164)
7550*	Alex, Gary & Ethel Carlin (226)
7551*	Gordon F. Reabe (296)
7552*	Mrs. Oliver Everett (96)
7553*	John & Paula Carlen (189)
7554	Joseph F. Downing (U)
7555*	Debby & Jack Brower (116)
7556	Lost Boat
7557*	Dr. Merrill I. Feldman (189)
7558*	Richard W. Brown (U)
7559	Ed Mallett (U)
7560	Joao Carlos C. dos Santos (84)
7561*	A. Peyton Bush (62)
7562*	Samuel M. Sprafkin (133)
7563*	Dr. Jean Hess (268)
7564*	John B. Parker (228)
7565*	A. Pilnik, A. R. Beeby (147)
7566*	C. W. Milbourne, F. D. Pirie (147)
7567	Robert J. Bushelle (5)
7568*	Carlo Rampolla Del Tindaro & Pier Luigi Rampolla del Tindaro (278)
7569*	Andrew Sinopoulos (286)
7570*	C. W. Smith (316)
7571	Donald C. McInnes (277)
7572*	Paul Gross (U)
7573*	Jean-Claude Perrin (U)
7574	Paul Knauer (154)
7575*	Ormond & Steve Barstow (110)
7576*	George Grenzke (51)
7577*	A. J. Roualet (54)
7578*	James E. Taylor (113)
7579*	St. Joseph Jr. Foundation (113)
7580*	James W. Harrison (137)
7581*	Dr. C. Keys (U)
7582*	C. A. Johnson (U)
7583*	Anne Hughes (7)
7584*	Harry L. Brown (47)
7585*	Turner B. Hastings (U)
7586*	Marianne Zurlinden (250)
7587*	Dr. Alf. Bisegger (250)
7588*	Hermann Vogel (219)
7589*	Dr. H. Zollinger (219)
7590*	H. Himmel (309)
7591*	H. M. Reimann (219)
7592*	Edward Niemann, Jr. (72)
7593*	James B. Henderson (U)
7594	Dealer
7595*	John Tobin (257)
7596	Dealer
7597	Dealer
7598*	Darwin W. & Susan H. Heath (134) Darwin W. Heath, Jr. (134)
7599*	William Widnall (85)
7600*	David & JoAnne Wright (194)
7601*	J. Woods Halley, Wilson F. Halley (20)
7602*	John Goldsmith (69)
7603*	Donald Dallmeyer (253)
7604*	Herbert Varnum (198)
7605*	Marshall Hornblower (50) Paul Warnke (50)
7606*	Thomas & Howard W. Macken (194)
7607	Jorge Luis Cerolini (U)
7608*	Stanley L. & Sheryl Doepke (98)
7609*	Ed & John Michels (246)
7610	Robert W. Lyman (U)
7611*	Dr. James Gilbert (50)
7612*	Vito Nobili (355)
7613	Silvano Miserocchi (U)
7614	William E. Tily (51)
7615*	Charles Schreck (152)
7616*	Henry E. Gaillard Jr. (96)
7617*	Ray Dallmeyer (253)
7618*	Carlos Oscar de Grandes (356) Jose Luis Frangi (356) Jorge Salas Chaves (356)
7619*	Carlos Collet (206)
7620	Luis A. Mangino (220) Juan Bidegaray (220) Alesandro Hughes (220)
7621	Mateo Julio Frugoni (220)
7622*	Stanley A. Tirrell (81)
7623*	John P. Bell, M.D. (242)
7624*	Richard & Mary Manville (126)
7625	Findlay G. Maier (U)
7626*	Robert A. Cunningham (296)
7627	Russell H. Cobb (75)
7628	Carlos Oscar de Grandes (203)
7629*	George R. & John R. Carlson (5)
7630*	William E. Zack (345)
7631*	Dr. John Hylant (12)
7632*	W. Eugne Notz M.D. (77)
7633	Kenneth A. & Neil Pfleger (75)
7634*	Miss Phyllis Aiken (183)
7635*	Bonnie Parizek & David P. Coady (105)
7636*	Richard J. Brown (6)
7637*	Robert A. Grugan Jr. (105)
7638*	William B. Knapp, Jr. (6) W. Bruce Knapp, III (6)
7639*	John Bennett (332)
7640*	Peter M. & Wm. H. Austin Jr. (269)
7641*	Leighton Lee II (269)
7642*	Susan Riley & Charles Kilpatrick (127)
7643*	Gary L. Tarbox (U)
7644*	Walter Scott (25)
7645*	Mark Auer (71)
7646*	Mae Robinson (225)
7647*	J. C. Mann Jr. (U)
7648*	John Richard McCusker Jr. (U)
7649*	Dr. Robert J., Robert G., & David G. Williams (36)
7650*	John R. B. Bleasby (146)
7651	John A. Michaeilides (256)
7652*	Franklin Bens (54)
7653	Lost Boat
7654	J. H. Hanrahan (U)
7655*	Gaines Houston (284)
7656*	Al Gaglione (138)
7657	Claudio Merkel (U)
7658	Alfred E. Cormier (14)
7659	Luis Vera (U)
7660*	Roy F. Doerre (228)
7661*	Noroton Y. C. (134)
7662	John Struven (U)
7663*	R. J. Johnson (54)
7664*	Eric A. Racy & A. W. Whiting (147)
7665*	William P. Elfendahl (132)
7666	R. J. Prettie (279)
7667	William L. Olsen (70)
7668*	Peter Ingouville (147)
7669*	Robert Roy (78)
7670	Builder
7671*	Arthur M. Phillips, M.D. (119)
7672*	Builder
7673*	Paul T. Somm (132)
7674	George J. Crane (146)
7675*	Albert J. Duryea (55)
7676*	Mack & Marilyn Goodwin (54)
7677*	Werner Backhaus (147)
7678*	Edwin H. Rissmiller (25)
7679*	Edwin W. Hance (217)
7680*	Francis W. Kelley, Jr. (229)
7681	Paul H. Austin Jr. (U)
7682	Benjamin Sodre, Jr. (351)
7683	Harold M. Dick, M.D. (U)
7684	Basilios Daskaloy, Demetrios Svarnas & John Katsaridies (256)
7685	Lt. W. W. Messenger (U)
7686	William Franko (U)
7687	Bruno Voellmy (147)
7688*	W. N. Wildrick (27)
7689	Dusko Kuljis Menitic (319)
7690	Ricardo Pulgar San Martin & Jaime Gatica C. (319)
7691	Carlos Hidalgo G. (319)
7692	Aniello Montuori (U)
7693	Juan Rivas (U)
7694	Harry Adler & Daniel Schwartz (84)
7695*	Michael G. Strahon (229)
7696*	Colombian Navy (275)
7697*	Colombian Navy (275)
7698	Carl A. Hammar (U)
7699	Builder
7700*	David W. Barton & Robert H. Birney (54)
7701	Dr. Robert Bass (56)
7702*	F. G. Talley (129)
7703*	Edward O. Ted & Charles King (134)
7704	Henry F. Waitt Jr. (U)
7705*	Everett S. Ruskay (300)
7706	Jose M. Repetto (U)
7707*	H. S. Gumpertz (346)
7708	Ernesto Higinio Marcaccio (331)
7709*	William & Douglas Shore (U)
7710*	Winston Oberg (U)

Boat No.	Owner-Fleet
7711*	Floyd C. Miller & James Smith (132)
7712*	D. Barclay Slocum (229)
7713*	Dr. Wm. A. Jaquette, Jr. & Bill Jaquette (132)
7714*	Dr. J. S. Graettinger (340)
7715*	Walter Mueller (313)
7716*	R. W. Dallas (102)
7717	Lost Boat
7718	Sergio Carvajal Musso (U)
7719*	James Humphries (274)
7720	Francis J. Lee (77)
7721	Clyde M. Osborn (125)
7722	Joaquin Lagos & Carlos Oscar Keller (206)
7723	A. Hosford (108)
7724	Hans Schaefer (U)
7725	J. D. McLean (U)
7726*	S. G. Gilliatt (51)
7727*	M. B. Ross (83)
7728*	Dr. C. Warren Irvin & Thomas McCutchon (341)
7729	George Williams College Camp
7730	Carlos Schiavetti T. & Ventura Sanchez L. (342)
7731	Lyle Perry (266)
7732*	Tom Threlkeld (242)
7733	George A. Christie, Jr. (U)
7734	Rev. G. H. Duchene (U)
7735	Dr. Geraldo Domingues Pinto, Dr. Marcelo Rocha (147)
7736	Donald A. Behnke (U)
7737*	George E. Percy (69)
7738	Costis Procopiou (U)
7739	Alan D. McIntyre (U)
7740*	George & Philip O'Renick (296)
7741	Guillermo Chiappori, Francisco Amadeo (206)
7742	Lost Boat
7743*	Carlos Oscar Pineyro (U)
7744*	A. D. Schilz (311)
7745*	Einar Trosdal III (127)
7746	Allan B. Campbell (U)
7747	V. J. Berry, Jr. (205)
7748*	Richard Murray (135)
7749*	John F. Ladd (135)
7750	Jack Fritsch (U)
7751	Glenn W. Putnam, Jr. (U)
7752	C. E. Stock (U)
7753	N. Martin (U)
7754	Ivan R. D. Graham (64)
7755*	J. F. Tim, Jr. (198) Fred M. Tim (198)
7756	Lost Boat
7757	George V. Peckingham, Jr. (U)
7758	Gaston Harvey (U)
7759	Don Rumgay (U)
7760*	Dr. C. W. McClure (343)
7761*	Albert P. Barbone (150)
7762*	Dr. David M. Roe (U)
7763	Danny Koeppen (U)
7764	John L. Braider (U)
7765	George J. Pistey, Jr. (U)
7766*	Lewis W. Morgan (198)
7767*	Myron C. Lyon (194)
7768	Heraldo Tramaglia (356)
7769	Enrique Eduardo Claverie, Albero Luis Rocamor (U)
7770	Alexandre & Alberto Levi (84)
7771	Wendell D. Waters (U)
7772	Romer Mass, William J. Mass (U)
7773	D. W. Lichtensteiger (U)
7774	Lost Boat
7775*	B. M. Lamont (215)
7776	R. Cechanek (U)
7777*	Richard H. Price & Dr. Frank Colombo (189)
7778	Norman Schmidt (U)
7779	Robert Sobeck (U)
7780*	P. E. & Mayrene Sulman (146)
7781	J. V. Bailey (279)
7782	Lost Boat
7783*	Vince Phelan (150)
7784*	Lincoln E. Maher (56)
7785*	Thomas L. Wilkins (23)
7786*	Irving Lewis (70)
7787*	Fred Knauer (194)
7788*	Fred A. Covalt (194)
7789	J. A. Kitson (368)
7790	W. S. Jenson (U)
7791*	S. Willson (118)
7792*	Francesco Maddalena (361) Neri Stella (361)
7793	M. L. Hoagland, Jr. (178)
7794	D. H. Gilbert (277)
7795*	James Kohls (51)
7796*	Dwight W. Webb (280)
7797*	Thomas G. S. Sumner (147)
7798*	Theodore Marko (70)
7799*	Herman & Evelyn Vestal (70)
7800*	Claude C. Sullivan M.D. (196)
7801*	Rudolf Geiser (169)
7802*	Francis Clottu (281)
7803*	H. Henroid (169)
7804*	Rudolf Herzog (250)
7805*	Dr. Chr. Uehlinger (358) Hans Spinnler (358)
7806*	David & Susan Sinclair (134) Mr. & Mrs. D. Bruce Falconer (134)
7807	L. R. Swearengen (U)
7808*	Graham-Eckes School (333)
7809*	Kenneth Buhrmaster (338)
7810	John Hammell (134)
7811*	Thomas G. Allen III (12)
7812	Gaston Juan Cibert & George Dodds (206)
7813*	Francesco Zucconi (U)
7814*	Frank W. & Susanne W. Warner (189)
7815*	E. Roseberry (12)
7816	Robert W. Hauer (U)
7817*	Capt. Charles Larrison (U)
7818*	Dr. E. Nalepa (54)
7819*	William A. Heausler (12)
7820	Boat Destroyed
7821*	L. M. Bohnenkamp (266)
7822*	William Jorch (98) William C. & Marion L. Jorch (98)
7823	Robert Arntz (U)
7824	Charles Wayne Guyton (U)
7825*	C. S. Goyder (U)
7826*	C. Dale & Betty Allen (228)
7827*	James E. Meehan (98)
7828*	A. J. Paddock (19)
7829*	Richard C. Hubbard & Richard M. Hubbard (243)
7830*	Dr. John T. Gentry (1)
7831*	R. P. Lennart (205)
7832*	F. C. Ziegler (205)
7833*	Warren & Bernard Gross (114) Lowell North (114)
7834	D. A. Dawson (U)
7835	E. G. Storck (U)
7836	Ernest C. Bennett (U)
7837	Harvey F. Metzig (67)
7838	J. H. Linacre (359)
7839*	Arnold Sue (337)
7840*	John D. Folwell (16)
7841	Builder
7842	J. A. MacNaughton (U)
7843	Builder
7844*	G. William Somers (329)
7845*	Boat Destroyed
7846*	Arthur T. Orlowski (56)
7847*	Coe Dickey (42)
7848*	W. R. Wynn (31)
7849	John Gagne (U)
7850	L. W. Crocker (146)
7851*	Peter W. Hannan (138)
7852*	Karl K. Gleeson (75)
7853	Allen A. Raymond, Jr. (126)
7854*	Dario Cerchi (147)
7855*	Nik Schulwitz (152)
7856*	Augustin Ducry (U)
7857	C. Stanton Green, M.D. (U)
7858	Werner Otto Koch (337)
7859*	Ben Renegar (132)
7860*	Paul L. & Su Brady (194)
7861	Laurence L. Boddeker (U)
7862*	R. G. Hamilton (188)
7863*	Dr. Ludwig Meyer (U)
7864	Eugene Bernasconi (358)
7865*	John W. Mueller (71)
7866	Djalma S. Ferreira (351)
7867*	Wm. Soule, Jr. & Oliver Soule (324)
7868*	William W. White (227)
7869*	Wendell Harter (102)
7870*	Julie & James Hill (106)
7871*	Ross Germond (32)
7872*	Howard Alkoff (32)
7873*	Max B. Meyer (U)
7874*	James Obenhoff (133)
7875*	Dr. Albert E. Field, Jr. & Don McNair (133)
7876	Mario Bento Hofmeister (327)
7877*	William Beardslee (51)
7878*	Duane Jamieson (137)
7879*	Herbert L. Gibbs, Jr. (187)
7880*	James Burke (87)
7881*	Mikael & Kaj Nuorivaara (166)
7882*	Pekka Bergman (306)
7883*	Jukka Virtanen (U)
7884	Kari Hamalainen (328)
7885	Martti Jormakka (328)
7886*	Viljo-Pekka Mehtonen (306)
7887*	Terho Aromaa (166)
7888*	Raimo Aromaa (166)
7889*	Jussi Pirttila (349)
7890*	Esko Lindstrom & Seppo Ulvinen (166)
7891*	Arvo Perkkio (310)
7892*	Pentti Hedberg (310)
7893*	Paavo Rantasuo (310)
7894*	Ignatius Hannes (166)
7895*	Erik J. Suni (166)
7896	Donald H. Horsman, M.D. (101)
7897*	Ernest Hubbell (296)
7898*	Bernard Yaffe, M.D. (56)
7899*	Ted Luntz (37)
7900*	Dr. John Esser (69)
7901*	Irving Lang (U)
7902*	E. W. Schwoebli (253)
7903*	Robert Erickson (56)
7904*	John R. Willoughby, Jr. (36) Craig & John Willoughby, III (36)
7905	Clifford G. Soderback (283)
7906	Roger Berard (342)
7907*	Sherman Leonard & May Leonard (38)
7908	Renato Marafuschi (U)
7909	C. H. Beever-Potts, M.D. (U)
7910*	John J. & Dennis J. Mahler (209)
7911*	Fred W. Coggan DDS. (137) James & Donald Coggan (137)
7912*	David M. & Barbara W. Hadlow (105)
7913*	C. O. Davidson (129)
7914*	David & Theodore Chanoux (6)
7915*	Lawrence B. Dorman (116)
7916*	Mary-Lew Stearns (129)
7917*	Patricia Heeley (119)
7918*	Peter W. Gonzales (133)
7919*	Harold F. Kneen (269)
7920*	Garrett E. Arnold (69)
7921*	Harcourt F. Schutz (269)
7922*	John Biegler (75)
7923	Vernon James (U)
7924*	Russell & Robert A. Applegate (6)
7925*	Henry G. & John M. Greifzu (238)
7926	Leo P. Baggio (U)
7927*	Paul Auer (71)
7928*	William Summers & Joyce H. Summers (71)
7929*	Christopher Strong (17)
7930*	Henry S. Fretz (16)
7931*	W. V. P. Sitterley (16)
7932	Jose Enrique Domenech (U)
7933	Builder
7934*	Dr. Walter Merz (358)
7935*	Paul E. Vardeman, Jr. (296)
7936*	W. E. Burke (5)
7937	Roberto Alvarez (U)
7938	C. Pat & Mabel O'Neal (322)
7939	J. Cohen (242)
7940*	W. J. Limbaugh (43)
7941*	Theodore W. Henning (138)
7942*	Barney E. Mead III (87)
7943*	Builder
7944*	Richardson Blair (332)
7945*	Edward Crawford (333)
7946	H. B. Heath (U)
7947*	Sinclair G. Reynolds, Jr. (1)
7948*	Bernard F. Starck, Joseph & Robert Starck (59)
7949*	Edwin M. & John Willse (47)
7950*	Jack Taggart, Jr. (78)
7951*	Margaret Klein (146)
7952	Dr. B. L. MacLean (362)
7953	Philip Jester (U)
7954	Jim Otis (167)
7955*	John J. Burke (5)
7956	Thessaloniki Y. C. (256)
7957	Thessaloniki Y. C. (256)
7958	N. O. Weston (U)
7959*	F. Leslie Huntwork (54)
7960*	W. E. Schwartz (60)
7961*	Spencer Kellogg II, (138) Jean & Richard Kellogg (138)
7962*	Carl F. Carsten (71)
7963	Gerald S. McCorkle (U)
7964*	John Lesesne, M. D. (51)
7965	Ron & Doris Neville (347)
7966*	Joe Stueland (113)
7967	John Nicopoulos (256)
7968	Alexander Nicopoulos (256)
7969	Lee M. Thurston High School (U)
7970*	Ray Daly (20)
7971*	Dr. Robert Popkin (116)
7972	Capt. Jack C. Jackson (322)
7973	John Spargur, Jr. (U)
7974*	Frederick J. Hare (77) Warren E. Duerr (77)
7975*	Tom McGrath (132)
7976	C. Kirk (U)
7977*	Ronald MacDuff (137)
7978*	J. C. Gelling (U)
7979*	William Campbell (113)
7980*	Erik Liljeblad & Reijo Salo (349)
7981*	Veke Lepisto (307)
7982	Kalervo Airaksinen (328)
7983	Ilkka Lilja (328)
7984	Martti Hakala (U)
7985	R. Dyett (U)
7986	Lost Boat
7987	T. M. Kirkwood (U)
7988	Joseph A. Hollander, Jr. (U)
7989*	Nelson N. Hoffman (228)
7990*	Dr. Eugene H. Ephron (161)
7991	Ed Topper (U)
7992*	G. Stuart Turner (U)
7993*	O. Hoglievina (178)
7994*	Henry Benoit, Jr. (365)
7995	Builder
7996	James O. Hamilton (345) James & John Fritz (345)
7997	Louis C. Wunsch (79)
7998*	H. F. Heineman (180)
7999*	Russell Howard (205)
8000*	C. J. Allan (136)
8001*	Charles Van Horn (326)
8002*	Frank H. Pfefferle (303)
8003	Ernest Boyd (U)
8004*	J. Austin & John A. Emens (47)
8005*	A. C. Remich (20)
8006*	Allan M. Perry (77)
8007*	Moritz Milburn (132)
8008*	Peter Van Iderstine (145)
8009	Enrique Giusto & Raul Oscar Chindi (U)
8010	Hector Alberto Serena (206)

Boat No.	Owner-Fleet
8011*	Ernest K. Limpus (330)
8012	Burnley C. Lynch (U)
8013	Ted Karis (U)
8014	Leo Bair (U)
8015	George W. Schramm (U)
8016*	Marjorie A. & F. Knight Alexander (3)
8017	Macos Doxopoulos (256)
8018	Russell I. Adams, Sr. (U)
8019	B. Duringshoff (U)
8020*	Fred F. Winkler (5)
8021*	R. C. Benner (102)
8022	G. E. Goodman (U)
8023	John E. Bachmann (U)
8024*	Robert Smith (132)
8025*	Quintin J. Adamski (112)
8026	David F. Krause (U)
8027*	Ralph Brotz (187)
8028*	Richard C. & Myrna A. Duley (167)
8029	Carl O. Richart (U)
8030	E. R. Caba (U)
8031	Jose Maria Abella Y Guillermo G. (U)
8032	Alfredo de Gregorio (292)
8033*	Charles Doerflinger (140)
8034	Standley Goodwin (189)
8035	James P. Bisiker (U)
8036*	Builder
8037	C. J. King (U)
8038*	C. P. Beedle (226)
8039	Peter Philips (U)
8040*	Rick Wachter (42)
8041	Guillermo Rondini Meneses (U)
8042	Don Francis (U)
8043	Lorilla R. Geerts (U)
8044*	Everett A. Grimmer (20)
8045	Royal Creek Y. C. (U)
8046	Royal Greek Y. C. (U)
8047	Royal Greek Y. C. (U)
8048	John Contocostas (U)
8049	Royal Greek Y. C. (U)
8050	Lost Boat
8051*	Dr. L. Dean Gibson (194)
8052	Kenneth C. Newton (U)
8053	Niotechnic (U)
8054*	Augustin Edwards (342)
8055*	Dr. Edward & Audrey H. Dunn (164)
8056	Wayne Thoman (U)
8057	Carle F. Greene, Jr. (U)
8058*	William Packer (U)
8059*	Sherman R. O'Dell, Jr. (216)
8060	John W. Beal, Jr. (7) Chris Walker (7)
8061	H. L. Niederauer (U)
8062	Stanley T. Rovelstad (345)
8063*	William B. Cudahy (333)
8064*	Ross H. Bryan (262)
8065	Dr. Richard Small (253)
8066	T. W. Acheson, M.D. (U)
8067*	Pierre Grobet (169)
8068	J. H. Linacre (U)
8069	J. H. Linacre (U)
8070	Kenneth M. Simes (359)
8071	Kenneth Ross (359)
8072	Barry R. Scott (359)
8073	J. H. Linacre (U)
8074	J. A. Van Harmelen (U)
8075	Jorge Caride (356)
8076	Miguel Angel Farioli (U)
8077	Glenn C. Lightsey (U)
8078	Lucien Hennes (U)
8079	Jim Donaldson (U)
8080*	Wilson Fly (274)
8081	John B. Sallman & John B. Sallman, Jr. (341)
8082	Lost Boat
8083	Gavin Halkett (U)
8084*	George W. Clarke (283)
8085	Warren E. Mayer (U)
8086	M. Bartlett (U)
8087	John E. Cobb (U)
8088	Kurt Egon Keller, Paulo Hennig, Gabriel Gonzales (327)
8089	Ruben Goidanich (327)
8090	Hugo Frederico Hoffmann (327)
8091*	Wilson R. Scott, M.D. (330)
8092	Erwin Weiland (327)
8093	Robert Fortune (U)
8094	Bosun's Locker (U)
8095	Gastao Altmayer (327)
8096	Bennie L. Fletcher (50)
8097	Ross W. Hirschleber (347)
8098	Guillermo Luis Fernandez & Miguel Angel Sickavica (206)
8099*	Arnold Anderson (262)
8100*	Tom Davis (43)
8101*	Paul A. Huntsman, Jr. (70)
8102	J. Oggy (U)
8103*	David S. & Alan E. Ruiter (366)
8104*	Howard Adelstein (173)
8105*	Sam Hays (43)
8106	Jose Dewitte (U)
8107	Eugene G. Gilbert (U)
8108	Gene Nedwed (U)
8109	Jack Warwick (U)
8110*	Melvil D. Voge (U)
8111	Philip C., Ruth, Robert, Welden & Betty Benedict (U)
8112*	Robert Nebelsick (U)
8113	Peter Stacey (U)
8114*	Charles Pigott (U)
8115*	John Schauphansen (U)
8116	N. T. Williams (U)
8117	Norman Tubbs (364)
8118*	John Porterfield (98)
8119	Alfred E. Perrault (326)
8120*	Jack Luthe (69)
8121*	Earl E. Fisher, Sr. & Earl E. Fisher, Jr. (43)
8122*	John Wamser (194)
8123	Jules I. Bagdan (226)
8124	Jacobus Lammens (277)
8125	Robert Baumgardner (36)
8126*	Klaus Susemihl (147)
8127*	Radivoj Pesut (317)
8128*	Pablo Gallyas (318)
8129	Emory M. Hain (U)
8130	Dr. Fred Roberts (347)
8131*	Jacques A. Livaudais, Jr. (62) Jacques A. Livaudais, Sr. (62)
8132	J. H. Martin (U)
8133	Vicente Hernandez (73)
8134	Guillermo Aldana (U)
8135	Guillermo Aldana (U)
8136*	Manuel Ibanez (317)
8137	Renato Catalano (U)
8138*	Gino Ucchiello (191)
8139	James R. Dick (U)
8140	Federico Garcia (261)
8141	Kenneth Rebman & Dennis Dutton (59)
8142*	Richard H. Kiene, M.D. (296) Richard H. Kiene, Jr. (296)
8143*	Earl Ross (5)
8144*	August Paoli (266)
8145*	Fred & Kenneth Cowin (54)
8146	Doy Motor—Marine Division (U)
8147*	Charles G. Lutes (23)
8148	Herman Goldt (347)
8149	David M. Torok (313)
8150*	John & Jonathan Foster (311)
8151	Eugenio Lauz Santurio (U)
8152	Cornell Van Wonderen (U)
8153	L. Geddes (U)
8154	Builder
8155	Dr. J. W. Neville (U)
8156	George E. Potter (U)
8157*	A. B. Patterson (282)
8158*	J. Henry Thompson (282) Jerry Thompson (282)
8159*	Robert K. Walkerman (19)
8160*	John O. Cooper (363)
8161	Orville L. Hill (U)
8162	Dr. James Smith (362)
8163	Robert A. Farrand (229)
8164	W. G. & Gordon Konantz (320)
8165	K. W. Campbell (277)
8166	R. Clair Leatherdale (277)
8167	A. F. Sheldon Arnett (277)
8168	W. C. Guest (277)
8169*	S. L. (Pat) Mule (163)
8170*	Elliott Oldak (133)
8171	Mel Boyington (345)
8172	William & Jeanne Newman (345)
8173	Dr. James W. Beattie (U)
8174	Frank (Fritz) Huml (345)
8175	Val Ochsenschlager (345)
8176	Duane & Phyllis Assmann (345)
8177	Builder
8178	H. E. Frey (253)
8179	K. W. Lease (253)
8180*	Sheldon Kavieff (54)
8181*	Robert & Thayer Adams (3)
8182*	Peter Bone (47) Dr. Kenneth Bone (47)
8183*	John & David Spears (115)
8184*	Samuel C. Streep (173)
8185*	Thomas Brizendine (242)
8186*	R. H. Kammer, Jr. & Fabian G. Fromherz (62)
8187	Click Schreck & Tom Dryfus (62)
8188*	Jack Burwell (244)
8189*	Herbert Sager (250)
8190*	Rudolf Buchschacher (358)
8191*	Andre Schmalz (358)
8192*	Jean-Pierre Luthi (169)
8193*	David Lee & David C. Brown (238)
8194*	Werner Sieger (250)
8195	Dr. W. Meier (268)
8196	Silver Wing Club Athens (U)
8197	Royal Suva Y.C.
8198	Royal Suva Y.C.
8199	William G. Harris (279)
8200*	C. L. Van Arsdale (47)
8201*	William H. Hills (70)
8202*	Marine Corps Schools (354)
8203*	Edward K. Dean (75)
8204	Giordano Bonfanti (U)
8205*	Maurizio Nonato (355)
8206	Lewis M. Dibble (U)
8207	Builder
8208*	Gordon Cornwell (326)
8209	G. C. Nicholls (U)
8210*	Bjorn-Ole Owren (166)
8211*	Timo Korhonen (166)
8212	Martti & Matti Nurminen (328)
8213	Berndt Schulze (306)
8214*	Marten Nyberg (306)
8215	Olli Soimala (306)
8216*	Eugen Kalenius (166)
8217	Esko Saltevo (328)
8218*	Leif & Stig Haglund (166)
8219	Jorma Riekko (310)
8220*	Herbert Sorenson (132)
8221	Charles B. Owen (U)
8222*	Robert Bavier, Jr. (134) Robert Bavier, III (134)
8223	M. H. Beaver (U)
8224*	David Luton (U)
8225*	Kenneth S. Kennedy (31)
8226	Harvey Wroe (U)
8227	Gene A. Whitaker (U)
8228*	Paul B. Murphy, Jr. (75)
8229	Builder
8230*	G.H.D. Evans (U)
8231	Builder
8232*	A. C. Davison, Jr. (98)
8233*	Erik & Axel Schmidt (84)
8234*	Ernest R. Hirschfeld (27)
8235*	Edward Marlowe (27)
8236*	Stuart W. Fillmore (134)
8237*	M. G. Veckman (98)
8238*	Samuel J. Cohen (163)
8239*	Daniel & Alberto Migone, Jr. (206)
8240*	Robert S. Shuris (75)
8241*	David Closson (332)
8242*	Richard J. Brown (6)
8243	R. W. Richards (320)
8244*	Jim Beebe (132)
8245*	Hugh E. Brown (7)
8246	Arnold E. Biebel (112)
8247	Richard H. Carlson (U)
8248*	Hartley Robins (146)
8249	Robert C. Sparkman (U)
8250*	Marty Headlee (43)
8251*	James T. Elliott (314)
8252*	R. Weisenbach (163)
8253*	Dott. Franco Pizzarello (278) Giorgio & Stefano Pizzarello (278)
8254*	Charles W. Tiernan, Jr. (116)
8255*	Mike Burden (116)
8256*	Herbert J. Myers (U)
8257*	Lloyd B. Lovitt, Jr. (274)
8258*	Dr. Dave Lhevine (205)
8259*	Ronald M. Regis (16)
8260*	John E. McKenney (87)
8261*	Dr. Robert J. Ralston (180) William & R. Bruce Ralston (180)
8262*	Lee Chiovarou (25)
8263*	Robert & Curtis F. Clark (19)
8264	Kenneth L. Conklin (U)
8265	John P. Cope (U)
8266*	Cliff E. & Peggy Lohs (345)
8267*	Guy Scrivner (69)
8268*	John Dana Smith (153)
8269*	Builder
8270*	Russell E. Jones (17)
8271*	Charles Hayes (U)
8272*	R. Bowen Mundy (32)
8273*	Lorraine A. Starr (U)
8274*	Linda M. & James T. Ward (116)
8275*	Ralph B. Sperry (17) Ralph B. Sperry, Jr. (17)
8276*	Louis Konstan (33)
8277*	K. Marshall Fagin & J. J. Arps (35)
8278*	Jack F. Perkins, Jr. (282)
8279	B. J. Carrell (U)
8280*	Warren Jones (83)
8281*	Kenneth & Bernie Cowan (U)
8282*	Warren W. Cline, M.D. (326)
8283*	Sheffield Phelps (132)
8284*	Dr. Frederick C. Moll (132)
8285*	Robert, Connie & Stephanie Bennett (110)
8286*	Don & Marilyn Akerley (345)
8287*	Guy Richards, Jr. (U)
8288*	Harry Hooker (216)
8289	H. O. Tonning, M.D. (U)
8290*	Eugene R. Hack, Jr. (153)
8291*	O. Zimmerman (U)
8292*	B. Linder (169)
8293*	E. Rikart Grunenbodenweg (U)
8294*	James Johnson (216)
8295*	H. W. Tschaeppeler (219)
8296	Dr. W. Lumsden (362)
8297*	Russel C. Scrim (215)
8298*	Bruce Goldsmith (5)
8299*	Richard Ferrick (12)
8300*	W. E. Jocelyn (118) Robert Jocelyn (118)
8301*	Arnold Schwartz (70)
8302*	Harold & Michael G. Pierce (79)
8303*	Richard E. Mansfield (56)
8304*	John McDougall (216)
8305*	Eric Larson (187)
8306*	George Koch (37)
8307*	George & Claud Bery (54)
8308*	Leonard C. & Florence R. Pratt (145) Robert & Craig Pratt (145)
8309*	Michael Dow (110)
8310	Builder
8311	Richard Gahr (U)
8312	Bruce Lewis (U)
8313	R. L. Dunn (U)
8314*	James F. X., John J. & Richard T. Egan (105)
8315*	John Ranft (43)
8316	Builder

Boat No.	Owner-Fleet
8317	Capt. R. D. Wyckoff (U)
8318*	Bernard Walczak (U)
8319*	Heinz Henkel (U)
8320	Jim Diggs, Jr. (U)
8321	K. L. McIntosh (146)
8322*	Dr. Robert Jamison (77)
8323*	Donald Mount (228)
8324*	John W. Herdegen (U)
8325*	Adrian Van Voast (333)
8326*	Rolf Steiner (U)
8327	Richard H. Oberg (U)
8328	Donald G. Rice (U)
8329	Dr. Orfeo Domenico Musacchio (U)
8330	Dr. C. H. Maltbie (36)
	Richard Maras (36)
8331*	Paul H. Bradley (U)
8332*	A. L. Pitchford (205)
8333*	Duncan McInnes (189)
8334	Eben Sutton, Jr. (301)
8335	Eduardo Hallberg & Lavarello Carlos (292)
8336*	T. W. Anderson (U)
8337	Lou Lanser (90)
8338*	William I. Van Epps (326)
8339*	John Scott (86)
8340*	Clifford J. Prados (175)
8341	John Kennedy (U)
8342*	E. W. Kohut (116)
8343*	John Sherry (51)
	James W. Sherry (51)
8344*	Frank Temme (196)
8345*	George Fisher (43)
8346	Byron C. Leavens (U)
8347	J. David Hughes (U)
	Don W. Workman, Jr. (U)
8348*	Jerome Leiken (U)
8349	Neil E. Axelson (283)
8350	Mary Campbell (112)
8351	Builder
8352	Arthur C. Unsworth, M.D. (332)
8353	Builder
8354	Builder
8355*	John J. Abberley (134)
8356*	Eric F. Fuegel (39)
8357	George Will (U)
8358	Builder
8359	Pierre Archambault, M.D. (U)
8360	Sandra Bekker (356)
	Daniel Williams Camet (356)
8361*	Dott. Giuseppe Faccini (355)
8362	Builder
8363*	Richard Rudick (U)
8364*	Glen Cobb (135)
8365*	Robert Jeffcott (135)
8366	Don Crowhurst (362)
8367	Ove Lofgren (U)
8368*	Maj. John & Elizabeth Behrmann (60)
8369	Rodes Nautical Club (U)
8370*	George Conrad (194)
8371	Jack F. May (U)
8372*	C. A. Bally (250)
8373*	G. C. Spillers, Jr. (205)
8374	Philip Nieman (56)
8375*	Franklyn E. Walter (329)
8376	Ervin P. Brooks (U)
8377*	Joseph B. French (266)
8378	Joseph & Doretta Linden (U)
8379*	Mr. & Mrs. F. K. Schneider, Jr. (329)
8380*	Kenneth M. Smith (212)
8381*	Dr. Carl Benz (31)
8382*	Richard Saltonstall (132)
8383*	Jan & Ted Allen (283)
8384	K. L. Storey (U)
8385	R. A. Turner (U)
8386	W. T. Beal (U)
8387	J. J. Johnston, M.D. (U)
8388	K. N. Craig (146)
8389*	Harry Duress (U)
8390*	Thomas D. Fallon (12)
8391	Robert A. Anderson (U)
8392	M. J. McClung (U)
8393*	Philip C., Betty, Welden, Ruth & Robert Benedict (353)
8394*	L. V. Annis (257)
8395	Thomas A. Gibson (U)
8396*	John Goulandris (U)
8397*	Stelios Bonas (251)
8398	Andy LeMaistre (U)
8399	A. W. Gunther (U)
8400*	Henry Braverman (300)
8401	Francisco Alvarez (U)
8402	Mac de St. Remy (U)
8403	Julio C. Goldie (U)
8404*	Cecile Kuppinger (296)
8405	Charles L. Groff (U)
8406	G. D. Poag (274)
8407	George Pagakis (U)
8408	James C. Burns, Jr. (U)
8409*	Augustin Edwards (342)
8410	Tomas A. Sinclair (U)
8411	Jose Luis Frangi (U)
8412	Celestino Bellaria (356)
	Carlos A. Roggero (356)
8413	Santiago Perez Penalba (U)
8414	Alberto Migone (U)
8415	Eduardo Roygt (292)
8416	Gordon P. Osler (320)
8417	Andrew Vierstra (U)

Boat No.	Owner-Fleet
8418	Carlos Marcelo Collet (356)
8419	T. K. Sanderson, Jr. (U)
8420*	Rod C. McNeil, Jr. (50)
8421*	Terrance A. & Michael M. Glancy (U)
8422*	R. J. Howe (205)
8423	Roy Ward (178)
8424	Never Built
8425	Builder
8426*	Sergio Isola T. (265)
8427*	Clarence J. Wegert (5)
8428*	Dean F. Arnold (296)
8429	John E. Norris, Jr. (U)
8430	John S. Anderson, Jr. (U)
8431	Federcaion Chilena de Yachting Amateur (U)
8432	Federacion Chilena de Yachting Amateur (U)
8433	Builder
8434	Giulio Forni (U)
8435	Bob Sherman (64)
8436	Gene J. Kaefer (U)
8437	Donald Wampler (U)
8438	M. C. Hind (U)
8439	Ellison F. Edwards (U)
8440	H. Friedrich (U)
8441	Addis L. Katterheinrich (U)
8442	H. Douglas Latter (320)
8443	Russell A. Countway (246)
8444	Norm G. Bailey (U)
8445	Robert H. Field (U)
8446	Howard A. Westpahl (U)
8447*	Dr. Mario Mantovani (U)
8448	Dr. Luigi Bonfiglioli (U)
8449	Dealer
8450	Dealer
8451	Dott. Carlo Mostacci (U)
8452	Hector Morales (261)
8453	W. H. Hadley, Jr. (U)
8454	Luis Montalbetti (342)
8455*	Edward G. McKinley (152)
	William F. McKinley (152)
8456	William Bray (189)
8457	John W. Bode (U)
8458	H. A. White (U)
8459	Builder
8460	Builder
8461	Builder
8462	I. L. Schroeter (U)
8463	Peter Blohm (U)
8464	Brian G. Ley (368)
	Ken Bruce (368)
8465	B. Cobanli (U)
8466	Carlo Marchesi (U)
8467	Franco Fodde (U)
8468	Ing Bellipanni Paolo (U)
8469	Luis & Jenaro Prieto (318)
8470	Graeme G. Harvey (U)
8471	Ricardo H. Carnevale (U)
8472*	Gene Gardner (U)
8473	Giovanni Leardini Cln (U)
8474	K. G. N. Kibble (U)
8475*	John M. & John M. McIntosh, Jr. (127)
8476	Lt. Joel H. Graham (U)
8477	Mrs. R. E. Moore (320)
8478	Tom Furgale (320)
8479*	Dr. John S. McIntosh (77)
8480*	Fred Hamblett (145)
	Philip M. Hamblett (145)
8481	Donald R. Miller (U)
8482	William E. Laundry (U)
8483	Theodore J. Mead (U)
8484*	James G. Carson (34)
8485	Kenneth L. Engle (U)
8486	Cantiere de Cesari (U)
8487	Ronald Martin (U)
8488*	Albert Luscombe (366)
	Paul A. Luscombe (366)
8489	E. J. Napier (U)
8490*	Ed Engle (31)
8491*	Kenneth K. Goddington (U)
8492*	Catello Russo (237)
8493	Karl S. Maiwald (U)
8494	Will D. Merritt, Jr. (13)
8495*	Oscar Weckerle (147)
8496*	Thomas A. Jobs (132)
8497*	Robert Gould (283)
8498*	J. A. Bernel (12)
8499*	V. I. Maitland (19)
8500*	Dr. Leo Wasserberger (54)
8501	Richard H. Frederick (228)
8502	Timothy McG. Millhiser (70)
8503*	Stuart Anderson (59)
8504*	Ernst Schulthess (U)
8505	Alfred J. Miller (70)
8506	Roberto Bellinoto (356)
	Francisco Milano Robino (356)
8507*	Harry R. Sindle (U)
	David L. Berry (U)
8508	Dr. Charles (92)
8509*	Jack Connors (274)
8510*	Joseph Bergantz (12)
8511*	David & Edward Olsen (6)
8512*	Howard O. Wood (332)
8513*	Robert Seidelmann (26)
8514*	Stanley Doepke (98)
8515*	Charles Singler (75)
8516*	H. L. Derrickson (87)
8517	J. R. Woods (U)

Boat No.	Owner-Fleet
8518*	Jacob W. Zimmerman (72)
8519	Builder
8520*	Jon & Barbara Ruhlman (36)
8521	E. C. Davenport (U)
8522*	Ralph D. Powless (27)
8523	Pedro Strasser (84)
8524	Billy C. Duck (U)
8525*	T. W. Staniec (102)
8526*	Graham-Eckes School (333)
8527*	H. Winsor Nickerson (280)
	Stuart Nickerson (280)
8528*	Manning H. Barber (194)
	Merritt Barber (194)
8529*	Allan Raffee (U)
8530	J. Edward Lampman (26)
8531	Howard Winn (U)
8532	George J. Frye (U)
8533	W. E. Witkowski (U)
8534	Builder
8535	Jack Hemsley (368)
8536*	Robert Woolman (77)
	Ann M. Woolman (77)
8537	E. Lougheed (U)
8538	H. B. Earle (368)
8539	W. F. Morton (368)
8540*	Marbury B. Fox, Jr. (87)
8541*	William E. Wingard (5)
8542	Alex Robinson (U)
8543*	Dr. Walter B. Tinsley (270)
	Paul M. Vos (270)
8544*	Navy Yacht Club, Pensacola, Fla. (324)
8545*	W. G. Van Arsdale (47)
8546*	William Hughes (12)
8547	Robert L. Scott (U)
8548	Guilherme Kranert (U)
8549*	R. C. Stevenson (215)
	Colin A. Spencer (215)
8550	David P. Halbwachs (U)
8551	Gilbert J. Goodwin (U)
8552	C. Clayton (U)
8553	Robert Rottgering (U)
8554	George J. Pistey (U)
8555	Dr. Newton E. White (1)
8556	Juan Jose Merayo (U)
	Horacio Luis Siro (U)
8557	H. A. Gould (U)
8558	Albert A. Chilenskas (56)
8559*	John Schneider (43)
8560	Trevor Lewis (194)
8561	Robert B. Anderson (U)
8562*	Edward K. Gerner, Jr. (87)
8563	Robert Aerni (U)
8564	Carlos Reategui (265)
8565	William Boone (U)
8566	Richard A. Seibert (U)
8567*	Herman Zollar (113)
8568*	Paul Allin (296)
8569	A. W. Hyland (U)
8570	Bertel Albert Boilesen (U)
8571	Ralph Granowitz (38)
8572	John Nicholas Goulandris (286)
8573	Taft Marine Woodcraft (U)
8574	Oscar Bjarner (272)
8575	Stephen Frank (147)
	George Frank (147)
8576	Erika Jurgan (U)
8577*	Dr. John B. Ballou (189)
	Dr. Robert W. Liming (189)
8578*	Wilburt K. Olsen (U)
8579	V. Herbert Olson (146)
8580*	Kenneth L. Ireland (238)
	John C. Ireland (238)
8581*	Henry E. Dailledouze (58)
8582	Rudolf Herzog (U)
8583*	R. L. Aschenbach (U)
8584	Max Mennel (U)
8585*	Robert W. Tunnell (72)
8586	Veryl G. Lord (212)
8587	P. Fraser (U)
	Harold Fleming (U)
8588*	Dan Chappell (137)
8589*	Hernan Cubillos (342)
8590	Raymond Brady (56)
8591	Edward H. Horstkotte, Jr. (13)
8592	R. O. Walker (U)
8593*	John Grant (51)
8594	Malcolm McKinnon (U)
8595*	Henry & Joan Meinecke (228)
8596	Tom Wisniewski (216)
8597*	Dr. Wolte (U)
8598*	Michael Eagan (U)
8599*	Charles Grant (51)
	Edward Grant (51)
8600	V. N. Vaughan, Jr. (70)
8601	Otello Meucci (U)
8602	Herbert Backlund (U)
8603	Sigvard Larsson (U)
8604	C. N. Crichton (U)
8605	I. T. Stubson, Jr. (U)
8606*	John Bennett (U)
8607*	Jon Grossman (75)
8608*	John W. Orelup (3)
	John S. Orelup (3)
8609*	William Corkran (U)
8610	Arthur Wong (56)
8611	Frank Day (U)
8612*	Phil & Jeanne Marriner (98)
8613*	Frederic H. Poor, Jr. (133)

Boat No.	Owner-Fleet
	Frederic H. Poor, III (133)
8614*	Walter T. Maguire (98)
8615*	Frank L. Reed, Jr. (U)
8616*	Clifford Hutchison (6)
	Bruce, Hugh & Keith Hutchison (6)
	Sara J. Hutchison (6)
8617	Builder
8618*	Grisotti Gianfranco (U)
8619*	Builder
8620*	Builder
8621	Guido Tuili (312)
8622*	William D. Walker (366)
8623*	Jack Beck (358)
	Roland Jacobi (358)
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	Mabel Huston (150)
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8627*	Charles & Michael Grinnell (133)
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8629	Otto E. Pennell (U)
8630*	George Wootten (146)
8631	Builder
8632	Builder
8633*	Donald M. & Marg Allen (118)
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8652*	Camp Fire Girls (U)
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8655*	Martti Vaittinen (U)
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8657*	Erkki Nyman (U)
8658	Builder
8659	Builder
8660*	Frank P. Morse III (189)
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8662	Robert & Marilyn David (178)
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8667*	Jack Zink (205)
8668*	Herb Cox (152)
8669*	James Carroll (5)
	Rev. Gilbert A. Carroll (5)
8670*	Joseph Bergantz (12)
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8675*	John Mueller, Jr. (71)
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8680*	O. S. Anderson (343)
8681	Builder
8682	Omar E. Poletti (U)
8683	Donald W. Service (U)
8684*	A. Marcy Lippincott (228)
8685	Edward H. Finley (U)
8686*	Boat Destroyed
8687*	Bruce Cox Conklin (134)
	Bruce Cox Conklin, Jr. (134)
8688*	Charles P. Caneveri (6)
8689*	Denis B. Kemball-Cook (134)
	Virginia Kemball-Cook (134)
8690*	J. Wade Carruthers (145)
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8694*	Barbara B. Noyes (U)
8695*	W. Edwin & Virginia Stevens (119)
8696*	Stevens J. Worcester (U)
8697*	Dr. Jerome B. Cohen (357)
8698	Builder
8699	R. Wayne & Mary L. Deaves (228)
8700*	Robert Mann (43)
8701*	John H. Henshaw (244)
8702	Cantiere de Cesari (U)
8703*	L. Richard Yeager, M.D. (266)
8704	Builder
8705	Charles H. Bergman (U)
8706	E. S. Cooper (277)
8707	Dennis McCamant (U)
8708*	Peter A. Aron (133)
8709*	A. Black (U)
8710*	Stephen Bachman (153)
8711	John A. Forssen (U)
8712	Builder
8713	Builder

Boat No.	Owner-Fleet
8714*	H. Carey Long (113)
8715*	Ronald Blair (56)
8716*	J. Dean Clewley (301)
8717*	Wallace H. Lineburgh (153)
8718*	Frederick Scholtz (134)
8719*	Robert & Alfred Kurtz (300)
8720*	Richard H. Price (189)
	Dr. Frank Colombo (189)
8721*	John R. Magee (324)
8722	C. G. Fleming (362)
8723	G. A. Copping, M.D. (215)
8724	Vern & Hope Booth (146)
8725	E. F. McGruer (362)
8726	Jorge Alberto (U)
8727*	Dr. Edgar Vaughan (53)
8728*	Lost Boat
8729*	Augusto Masciocchi (360)
8730*	Richard & Robert Miller (153)
8731	Builder
8732	Lovell Wilson (U)
8733	Erich Leideka (U)
8734	C. W. Denison (294)
8735	Harry E. Aughenbaugh, Jr. (253)
8736	Dr. E. Grieco (92)
8737	Capt. Kaminsky (92)
8738	Bay Head Yacht Club (3)
8739*	James G. Davison (86)
8740*	Lester L. Coleman (137)
8741	Pleon Yacht Club (189)
8742	Pleon Yacht Club (189)
8743	Pleon Yacht Club (189)
8744*	Dr. Leo Wasserberger (54)
8745*	Martin L. Gleich (194)
	Ervin Slayen (194)
8746	Harvey R. Impleman (112)
	Curtis Olson (112)
8747*	Dr. Donald M. Long (U)
8748*	Robert D. & Jerie L. Clark (132)
8749	Kenneth C. LaFond (112)
8750	Robert D. Tilleman (112)
8751*	B. F. Boehm (U)
	J. W. Kurleto (U)
8752*	Steve Wright (U)
8753	V. K. Goodpaster (U)
8754	F. C. Fay, Jr. (U)
8755*	Herman O. Nickels, Jr. (53)
8756	Piraeus Sailing Club
8757	Dr. C. J. G. Mackenzie (U)
8758	Leonardo Casubolo (U)
8759*	G. H. Southam (U)
8760*	John C. Sheridan III (U)
8761*	Colby Hamilton (60)
8762*	Lucy Schultz (110)
8763	Builder
8764	Builder
8765*	David M. Torok (313)
8766*	Dr. Richard Williams (U)
8767	Dr. Roger Pia (U)
8768	Heinrich Keller (219)
8769	Max Denzler (309)
8770	Werner Sieger (250)
8771	Jerome McCrimmon (U)
8772*	Isidoro Melero (318)
8773*	Franco Giangrandi (346)
8774	U. S. Naval Advisory Group
8775	Alberto Mon (292)
8776	Luis Rudoy (292)
8777	Edwin G. Buchanan, M.D. (U)
8778*	Clarence & Anne Holman (54)
8779*	Edward W. McClellan, Jr. (U)
8780	Edward W. Gonzalez, Jr. (133)
8781	R. F. Cohee, Jr. (U)
8782	Robert G. Wolcott (357)
8783*	Harold M. Noteware (U)
8784*	I. M. Oberstag (U)
8785*	Manolo Gonzalez (318)
8786	Walter B. Jacobs, Jr. (175)
8787	Jack Elfman (196)
8788*	Robert Novak (U)
8789	Hubert D. Chinn, M.D. (U)
8790	Dr. P. L. Bazeley (U)
8791	John Renard (U)
8792*	Dr. John Godfrey (U)
8793	Frank W. Jackson (U)
8794	W. M. Lawrason (U)
8795	Paulo M. R. Ferraz (U)
8796	Leonard E. Kuffel, M.D. (U)
8797	J. M. Souch (U)
8798*	Robert K. Gordin (U)
	Oscar Cassibry (U)
8799*	Albert Barnes (U)
8800*	Philip H. Smith (54)
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8802	Alberto Tenzer (367)
8803	Andres Wynveldt (367)
8804	Eberto Bernardo Risso (367)
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8811	B. O. Buckles (74)
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Boat No.	Owner-Fleet
8813	Club Nautico Quilmes (367)
8814	Club Nautico Quilmes (367)
8815	Milton P. Miecznikoski (U)
8816	Major P. R. Wilson (U)
8817	Carlo Cervo (U)
8818	George Nickels (U)
8819	Builder
8820	Builder
8821	Builder
8822*	R. E. Buchanan (175)
8823	Builder
8824	A. J. Blau (U)
8825	John J. Oberton (U)
8826	William E. Byczek (U)
8827	Deane Fox (U)
8828	D. E. Steeber (U)
8829*	Jorje Elster (U)
8830*	Arnold Schwartz (70)
8831	John A. Nimwegen (U)
8832	Charles Ruyle (U)
8833	Builder
8834	Ronaldo Pomposo Paes Barreto (U)
8835	Builder
8836	Builder
8837	Builder
8838	Builder
8839	Builder
8840*	Robert C. Montgomery (12)
8841*	Pablo Gallyas S. (U)
8842	Rodney W. Clukey (U)
8843	Stanley Starkey (296)
8844	Charles W. Dalman (U)
8845	N. S. Etheridge (U)
8846	Keith W. Davey, D.D.S. (U)
8847	Frederick G. Seelmann, Jr. (U)
8848	Muna Bassit (U)
8849*	Builder
8850	Dealer
8851	Philip I. Perry (U)
8852	Blaine H. Girard (U)
8853	Carlos E. Guido (U)
8854	Builder
8855	Edmund B. Osler (320)
8856	Francis Fafrak, Jr. (U)
8857	Walter J. Binnings (U)
8858	Andrew J. Culver, Jr. (U)
8859	W. S. Kennedy (146)
8860	Richard C. Morse, (U)
8861	John N. Davidson (U)
8862	Neil R. Ritchie (U)
8863	Albert Hildebrand (371)
8864	John K. Chandley (U)
8865	Joe May (U)
8866	John L. Walter (U)
8867	Walter A. Wiggs (U)
8868	J. Barry Burke (U)
8869	Jock Lindros (U)
8870	James Sim (U)
8871	Mario Maillace V. (U)
8872	Adhemar Bezerra de Mello (U)
8873	Jorge Miano-Santiago D'Elia-
	Antonio Gaeri (U)
8874	Lynn Ackler (U)
8875	Nassri Hissa Hazin (304)
8876	William E. Gallaher (U)
8877	Lawerence J. O'Sullivan (U)
8878	Armando de Azevedo Ramos (U)
8879	Denis Bouts (U)
8880	Kenneth D. Suda (U)
8881	Irwin Blefeld (U)
8882	Mrs. Nancy L. Lovett (U)
8883	Leonard McLeod (U)
8884	O. C. Barclay (U)
8885	Harry M. Ash (95)
8886	Bruce McGavin (U)
8887	Jack C. Howe (U)
8888	Paul Rich (54)
8889	Builder
8890	R. L. Crongeyer (324)
	Paul Schreck (324)
8891	Thomas Graham (U)
8892	Philip & William Nicoll (U)
8893	Vernon Turner Walmsley (U)
8894*	Edward Borowsky (U)
8895	Frank B. May (215)
8896	Ralph F. Locke (U)
8897	H. L. Hardy (320)
8898	Ralph S. Mosher (U)
8899	Edward G. Kruszona (13)
8900	Harold & Jack Rhodes (U)
8901	Colin C. Ferguson, M.D. (320)
8902	Robert G. Weeden (U)
8903	Lloyd Ascah (U)
8904	Donald E. Liewer (U)
8905	John R. Lougee (U)
8906	Pablo Rosello (265)
8907*	Aldo Isola (265)
8908	Yacht Club Peruano (265)
8909	James E. Traylor (U)
8910	Lcdr. J. C. Loberger (U)
8911*	Luis Escorihuela (73)
8912	William P. Sullivan (U)
8913	Heinz Weinfurth (U)
8914	Gordon McKee (U)
8915	Builder
8916	Builder
8917	Builder
8918	Lcdr. Byron K. Miller (U)
8919	John N. Caldwell (U)

Boat No.	Owner-Fleet
8920	Bill Bell (U)
8921	Dr. Samuel Rouslin (119)
8922	Builder
8923	Builder
8924	Robert Smith (75)
8925*	Dr. Andrew D. Taylor (U)
8926*	Paul Schreck (U)
8927	Kevin W. Elmes (U)
8928	Glen Allen Calvert (U)
8929	Dan R. Bigelow, M.D. (U)
8930	Frank & Eloise Psota (345)
8931	R. F. Nickel (341)
8932	D. B. Snider (U)
8933	John Ramsey (U)
8934	Builder
8935	Builder
8936	Alfredo Wright (U)
8937	Builder
8938	Builder
8939	Albert A. Desitets (273)
8940	Walter Roth (U)
8941	Otto Muller (U)
8942	Hans Kramer (U)
8943	Elton Ballas (194)
8944	Dr. Mack Harris (U)
8945	H. L. Hoeffel (U)
	Willis Seemann (U)
8946	J. N. Mahoney (U)
8947	Gordon Russell (146)
8948	John F. Fulton, M.D. (U)
8949	William Helf (55)
8950	Harry R. Sindle (U)
8951	Sergio Cottignoli (U)
8952	Builder
8953	Builder
8954	Builder
8955	Andrea Del Santo (U)
8956	B. L. McClellan (U)
8957	Club Nautico Hansa
8958	A. Marcy Lippincott (228)
8959	Robert Seidelman (26)
8960	Dr. James Gilbert (50)
8961	Builder
8962	Builder
8963	Phil Harding (U)

From the Editors

It has been a privilege and a pleasure to edit this book and to be the first to read all the interesting items it contains. We hope that you have enjoyed it too.

However, at this point we have seen enough pages and enough words. We feel like a composite editor of Life, National Geographic and a sailing encyclopedia. Fortunately it will not require a page to convey our message—in fact only six words.

OUR SINCERE THANKS TO ALL CONTRIBUTORS

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