

BOB SEIDELMANN WINS MID-

Ten times Snoopy and his own particular Bloody Red Baron met in gallant combat this spring during the 20th annual renewal of the Lightning Class' Southern Circuit.

At the end of nine encounters, on three different fields of battle, only one and three quarter points separated the intrepid adversaries.

And it was not until the final leg of the final race that the issue was resolved in a masterful display of seamanship that enabled the Baron to turn back the most determined challenge to his dominance of the Southern Circuit.

It all began in Savannah where Baron Bob Seidelmann, sailing in "Keep The Faith, Baby," got off to an early lead with three very convincing firsts. "Snoopier," sailed by Bruce Goldsmith, weighed in with an almost equally impressive trio of seconds.

The dogfight continued in St. Petersburg, where each downed the other twice. The first two races in Miami resulted in one victory each over the other and the one and three quarter point spread in favor of the New Jersey warrior.

Although the final race was sailed in what some refer to as "Seidelmann weather," Bob trailed his plucky opponent for the first six legs. At this point, realizing that in order to win he had to put some boats between himself and the champ, Goldsmith took Seidelmann far enough past the mark to allow four trailing boats to slip in.

When he finally turned the corner for the final beat home, Snoopy was fifth and the Baron sixth. But the strategy backfired as Seidelmann sailed past all five in true championship style to win the race and his fifth Southern Circuit crown in six years. En route to his victory, Bob had five firsts in the best-nine-of-ten series. He was never worse than seventh.

In pressing home his bid for the crown, Chicagoan Goldsmith earned one first and five seconds.

Although the final outcome saw Seidelmann win the championship with 448 $\frac{1}{4}$ points, and Goldsmith second only three points behind, the Circuit was anything but a two man race.

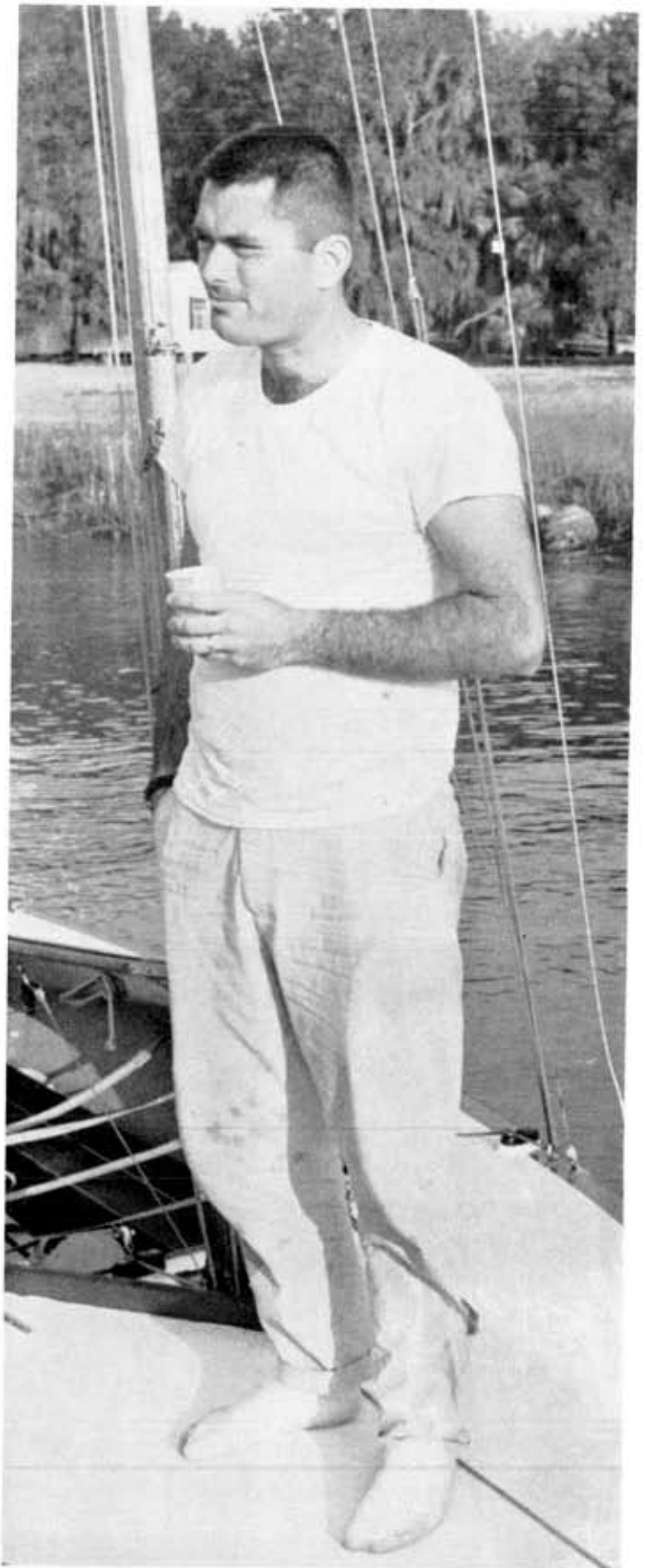
More than 75 of the nation's most determined, if not top, skippers participated in some or all of the 10 races, shortened by one race due to unusually lightweather conditions at St. Petersburg.

Coming through after a spotty start at Savannah to gain a solid third for the Circuit was Flying Dutchman champ Harry Sindle with 432 $\frac{1}{4}$ points. Fourth place went to the always competitive, ever dangerous Alan Raffee of San Diego, with 417 points.

The intensity of the competition can be judged by the fact that three-time Lightning World Champion Tom Allen could do no better than fifth with 413 $\frac{1}{2}$ points, although Tom did pick up some consolation by winning the St. Petersburg event.

Topping the second five was the all-amateur, affable crew skippered by Ohio dentist Chuck Maltbie with 397 points. Bob Lippincott was next with 395, followed by Jay Doty, 376; Marcy Lippincott, 365 and Jim Carson, 364.

Here's how it went:



Bob Seidelmann "sails" the practice race at Savannah.

WINTER SOUTHERN CIRCUIT—AGAIN

Deep South Regatta, Savannah

By Roy L. Gordon, Jr.

Well, it seems almost incredible, but he's done it again. Jim Daniell suggested at the trophy presentation that we change our name to the Bob Seidleman Regatta. This may be appropriate now in view of Bob's fourth Deep South Championship. With his boat standing almost erect in winds gusting to 25 mph from the Southeast, he walked away with all three races—something of a record for the Deep South.

It required this degree of consistency to come away with the top spot this year as Bruce Goldsmith turned in a trilogy of second place finishes to accumulate more than enough points to have won past events.

Marcy Lippincott didn't do badly either. With his Chinese bandit (red hull and yellow spinnaker) he put together two thirds and a fifth for an overall third.

Bruce Goldsmith found himself hard pressed by the familiar face of fellow Chicagoan, Jay Doty, a newcomer to Southern waters who sailed an amazingly consistent fifth, sixth and seventh for a cumulative fourth over the intricate Skidaway-Wilmington dogleg.

Stu Anderson—no stranger to Savannah—followed up his 1965 win and 1966 ninth place with an overall fifth this year.

The closer you came to the top, the rougher the competition got. The consistency of the top three competitors was surprising for a 48 boat fleet, but Seidleman convincingly demonstrated the power of "auto suggestion to instill confidence" by taking an early lead in all three races and steadily increasing his margin at each mark. What boat name more appropriate than "Keep the Faith, Baby"?

The weather was perfect: the temperature in the high 70's and 80's and a moderate to fresh Southeaster for all races including the two tune-up events. Bob Novak commented that he felt as if he had died and gone to heaven when he trailed in from the blizzards of Lake Michigan. It's a shame that some of the veterans like Tom Fallon and Bob Crane, who have seen the Skidaway in some of her more manical moments and remember the Great Line Squall of '58, weren't here to see her at her best behavior. Only the third race had to be temporarily postponed for the wind to abate slightly.

The first practice race was sailed Saturday afternoon



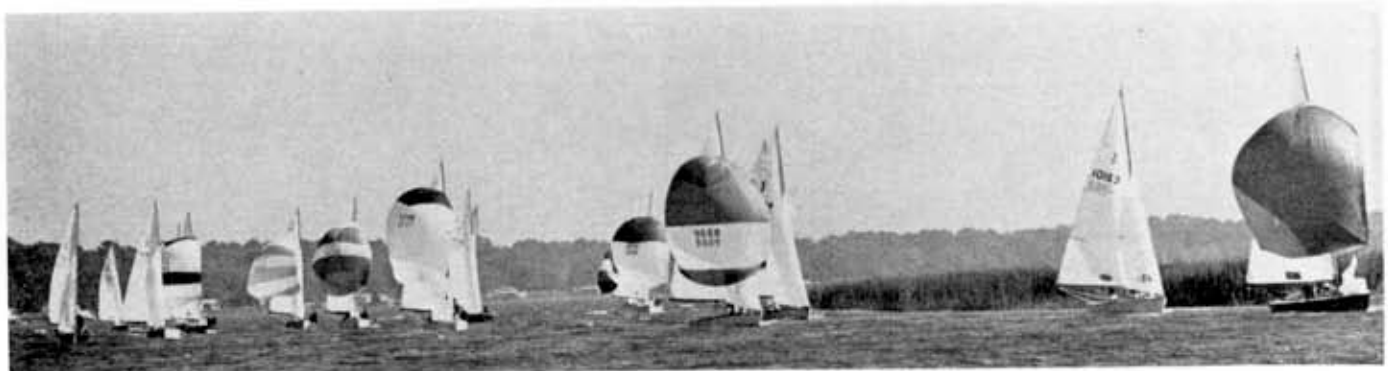
Don Bever: "Well, they got it up fast."

with a fleet of about 28 boats in balmy weather and moderate breeze.

The participants who came back—or just stayed on—for the cocktail-buffet and dance were treated to the delightful big band sound of a newly organized group which has mastered a repertoire of Tijuana Brass arrangements.

Sunday morning dawned warm and sunny with a moderate breeze from the Southeast. The second practice race began right on the dot of 10:00 a.m. as scheduled. (Race Committee Chairman Wally Aggett, or Cap'n. Ahab as he is known locally, is a man of his word with a merciless intolerance of a hangover.)

The fleet skirts the "swamp"



Bucky Powless and Allan Raffee provided the usual comic relief by continuing "round two" of their match to decide if Lightning tolerances are fair game for competitive "gerrymandering" or if tacit compliance is the letter of the law.

Mary Wilkinson, our only distaff skipper, provided her moment of levity by referring to our salt marsh as "swamp" and earning the epithet "Swamp Buggy" for her boat.

The Race Committee was provided a touch of irony by the skipper of "Wisdom" who sailed past the committee boat trailing the starters by a full five minutes to inquire: "Which way did they go?"

There were some obvious disappointments as well. Allan Raffee negated a third place in the first race and a possible high finish by breaking a mast at the start of the final race. Carl Eichenlaub, in the usual pandemonium that exists at the end of a blustery downwind leg, got his tiller hooked in his low-worn levi's and destroyed his chances of a competitive finish by plowing into John McIntosh's transom. (The Regatta Committee thoughtfully presented Carl with a pair of old fashioned gal-luses after the final race.)

It was also a disappointment that Tom Allen was unable to complete the first race. His two subsequent fourth place finishes would have probably put him in the silver.

The 1967 Deep South Regatta stands out as one in which records were set: (1) The weather conditions provided incomparable sailing conditions (2) Bob Seidlemann walked away with three in a row to handily win (3) for the fourth time. Bob further demonstrated the efficacy of practice races by declining to sail either of them; and Don Bever plumbed the depths of sailing superstition by electing not to cross the finish line in a practice race which he was leading only to disqualify in the first race scored for points.

All in all, it was a success for everyone who came. There were many new faces this year and a total of five crews who crossed the continent from California. We hope to see everyone back our way next year and perhaps the return of a few of our friends from years past who were unable to make it this year.



Stu Anderson "loofing" to windward.

The winners: Seidlemann, Nelson, Philippi, Goldsmith, Anderson, M. Lippincott, Doty.





Wally Bishop presents his trophy to Tom Allen and crew.

That afternoon, in what became the first official race, Bob Seidelmann bid fair to take his fifth St. Pete championship in a row with a come-from-behind first place in light airs seldom reaching as much as eighth miles per hour.

Californian Alan Raffee came in second in conditions resembling home waters while fellow Golden Staters Don Bever and Steve Bachman were fourth and fifth, respectively. Third place in the 59-boat fleet went to Herm Nickels of Michigan.

Saturday's two races belonged to Tom Allen, who won them both. In the morning's very light airs, he jumped out in front at the weather mark and stayed there while Seidelmann, off badly, came from 14th to finish up in sixth place.

Goldsmith, in the running all the way, was second, holding off a determined challenge by Sindle, who moved up to third on the last weather leg. Don Bever was fourth after Stu Anderson flicked a mark and disqualified himself. Fifth place went to Maltbie.

In somewhat better air in the afternoon, Allen again won but even more convincingly than in the morning race. Seidelmann again managed a poor start, but this time battled his way back to fourth place. Maltbie and Sindle put on a sizzling contest before the Ohioan nailed down second place and Sindle had to be satisfied with a pair of thirds for the day. Raffee was fifth.

The next day, after waiting all morning for the wind to arrive, it was possible to have only one race in late afternoon. And it was a beautiful race in the best air of the series.

Chuck Maltbie, starting in clear air at the leeward end of the line, led all the way to the weather mark, closely trailed by Karl Smither and Harry Sindle. On the spinnaker, Smither slipped past Maltbie and that's the way they stayed until they turned the weather mark again. And again the spinnaker enabled Sindle to move into second.

Meanwhile, Allen who had started in the pack, had worked his way up and as they turned the final mark for home it was Smither, Sindle, Maltbie and Allen.

After splitting tacks, when the leaders converged again at the finish line it was Sindle, Smither, Allen and Maltbie in that order. Fifth was Bob Lippincott.

An interesting sidelight at this regatta was the appearance of the first self-rescuing Lightning. In a "dunking" experiment, the high-flotation, fiberglass boat was deliberately turned turtle, then righted and sailed dry in seconds by her crew. Bailing was considerably helped by transom openings which enabled the water to spill out rapidly.

Lightning Midwinters, Miami

By Ted Belknap

Monday, 13 March 1967, saw the first wave of the Lightning invasion of Miami as skippers, crews and boats began to arrive from St. Pete, where it was obvious that skies were sunny, as testified by the sunburned noses, brows and knees.

The invasion was complete by Tuesday evening as the last boats arrived at the Coral Reef Yacht Club on Biscayne Bay in Miami.

The earlier arrivals had already completed a tune-up race in moderate winds, but pleasant sailing, and hopefully had worked out the "go slow" kinks discovered at St. Pete.

By count, the Ohio boats' representation outnumbered all other areas, and it was easy to see why when one skipper confided that his boat and trailer were covered with one inch of ice as he pulled out of his driveway to start South. Heartening also were the license plates from California, Illinois, New Jersey and New York seen in the parking area at Coral Reef YC.

Wednesday morning was bright and clear, with a promise made at the skippers' meeting that the winds would shift from the West to the prevailing SE, 8-13. However, the prediction of Charlie de Cardenas, Chairman of the CRYC Race Committee, did not materialize, and the 40-boat fleet experienced a delay while the 7-leg course was set for the westerly winds. Shortly after 1030 hours the start was made, and those skippers who took the long tack across the Bay towards Miami rounded in the first ten boats at the windward mark.

Bruce Goldsmith led the fleet, flying his familiar black and light-blue Spinnaker, closely followed by Californians Alan Raffee and Don Bever.

During the second windward leg the winds became variable and impossible to judge. The fleet began to string out as skippers misguessed.

Don Bever guessed correctly and passed Bruce Goldsmith, who found himself back eight boats after a poor tack.

By the final windward beat, Goldsmith had been able to make good on the seven boats but was unable to catch Don Bever, who crossed the finish line first, with Goldsmith and Sindle hot on his transom to finish the race in that order.

The second race after lunch was delayed as the expected wind shift to the SE materialized. Skippers who had been hampered with the fluky winds of the first race gave thanks as they were anxious to recover points and positions lost in the morning.



Coming or going (below) Miami was a thrilling windup to a closely contested series.

The course was reset most efficiently by Charlie Beedle, who had a most suspicious look of contentment on his face for a "sailor" as he scooted around in the "yellow Donzi." An anxious fleet at the start caused the Race Committee to recall a few boats who were over early.

Both Harry Sindle and Goldsmith took off for the Miami Beach skyline, which proved to be the right tack, as they rounded the windward mark in that order.

If we thought Charlie Beedle had a look of restrained contentment before, all restraint relaxed with his whoop of joy as his wife, Betty, the only lady skipper in Miami, rounded the first mark close on the heels of Bruce, popping her chute in a most expert fashion.

Alan Raffee and Bob Seidelmann got by Betty, but were unable to catch Goldsmith and Sindle.

Final for second race: Goldsmith 1st, Sindle 2nd, Raffee 3rd, Stu Anderson 4th, and Seidelmann 5th. Bever ended way back with Tommy Allen, who had a hard time of it in Miami and was not in contention after the first race for the Circuit title.

Thursday dawned with clouds scudding across the sky, and by the time the fleet arrived across the Bay from CRYC the winds were up and gusting NW 18-25 knots. The start was frantic and subject to a general recall as the course required resetting to provide for a truer windward leg and correct an obviously favored end at the starting line.

Goldsmith and Seidelmann at this point were an eyelash apart in Circuit standings, and the title was riding on the final race. Goldsmith had figured that Seidelmann, who had already used up his throwaway race, (and Goldsmith hadn't), had to place 5th or worse to allow Gold-

smith to take the title of the Southern Circuit even if he finished 40th.

Goldsmith was on top of Seidelmann on every leg, and at the second windward mark luffed Seidelmann many yards past the mark to allow four boats to slip ahead.

The disturbed air around Seidelmann was not directly caused by the NW winds. Seidelmann bore off, got out from under Goldsmith, and made a bee line for the boats which had slipped ahead.

Bob Lippincott was now leading what appeared to be a "down the drain" race and title for Bob Seidelmann.

Not giving up, Seidelmann began to pick up boats one by one on the final windward leg and just edged Lippincott at the finish to make a tremendous recovery and come in first, keeping the title for the fifth time.

Goldsmith later commented in tribute to Seidelmann's recovery: "Give him credit for doing an awful job on us after that," referring to the luffing at the next-to-the-last mark. It was a great race between two unsurpassed Lightning skippers and crews, who we are proud to say are true ILCA champions.

There were others in that last race contending with each other and the 25-knot gusts. Some thirteen boats "dnf'ed" but all resolved to "do better next year." Hopefully all will turn up next year and do just that.

Final outcome at Miami saw Goldsmith take top honors, with Sindle second on finishes of 3-2-4, and Alan Raffee third with a 4-3-3 series. Seidelmann was fourth after finishes of 7-5-1 and fifth place went to Jim Carson on 5-7-7 finishes.

Here is the composite box score on the entire Southern Circuit:



HOW THEY DID

| Boat No. Skipper | DEEP SOUTH REGATTA | | | | | ST. PETERSBURG REGATTA | | | | | | MIAMI REGATTA | | | | | SOUTHERN CIRCUIT | |
|---------------------|-----------------------|-----|-----|---------|------|---------------------------|-----|-----|-----|---------|------|------------------|-----|-----|---------|------|---------------------|---------------|
| | 1st | 2nd | 3rd | Pts. | Pos. | 1st | 2nd | 3rd | 4th | Pts. | Pos. | 1st | 2nd | 3rd | Pts. | Pos. | Total Pts. | Final Pos. |
| 9250 Seidelmann | 1 | 1 | 1 | 156 1/4 | 1 | 1 | 6 | 4 | 14 | 215 1/4 | 4 | 7 | 5 | 1 | 110 1/4 | 4 | 448 1/4 | 1 |
| 10100 Goldsmith | 2 | 2 | 2 | 153 | 2 | 9 | 2 | 9 | 7 | 213 | 6 | 2 | 1 | 5 | 115 1/4 | 1 | 445 1/4 | 2 |
| 10153 Sindle | 4 | 19 | 7 | 129 | 6 | 10 | 3 | 3 | 1 | 223 1/4 | 2 | 3 | 2 | 4 | 114 | 2 | 432 1/4 | 3 |
| 9668 Raffee | 3 | 12 | DF | 91 | 19 | 2 | 8 | 5 | 12 | 213 | 5 | 4 | 3 | 3 | 113 | 3 | 417 | 4 |
| 10211 T. Allen | DF | 4 | 4 | 98 | 16 | 7 | 1 | 1 | 3 | 228 1/2 | 1 | 12 | 11 | 13 | 87 | 9 | 413 1/2 | 5 |
| 8330 Maltbie | 24 | 14 | 10 | 111 | 11 | 11 | 5 | 2 | 4 | 218 | 3 | 6 | 8 | 20 | 89 | 8 | 397 | 6 |
| 10308 B. Lippincott | 10 | 11 | 13 | 125 | 8 | 13 | 13 | 8 | 5 | 201 | 7 | 11 | 18 | 2 | 92 | 7 | 395 | 7 |
| 10099 Doty | 6 | 7 | 5 | 141 | 4 | 15 | 11 | 18 | 10 | 186 | 9 | 19 | 27 | 14 | 63 | 20 | 376 | 8 |
| 10338 M. Lippincott | 5 | 3 | 3 | 148 | 3 | DF | 28 | 11 | 8 | 133 | 26 | 13 | 15 | 11 | 84 | 11 | 365 | 9 |
| 9984 Carson | 9 | 15 | DS | 82 | 24 | 17 | 18 | 10 | 17 | 178 | 13 | 5 | 7 | 7 | 104 | 5 | 364 | 10 |
| 8745 Bever | DF | 5 | 11 | 90 | 21 | 4 | 4 | 28 | 26 | 178 | 11 | 1 | 19 | 9 | 94 1/4 | 6 | 362 1/4 | 11 |
| 9859 Eichenlaub | DF | 10 | 9 | 87 | 22 | 20 | 15 | 16 | 13 | 176 | 14 | 8 | 17 | 21 | 77 | 13 | 340 | 12 |
| 10025 Jack Mueller | 15 | 20 | 15 | 109 | 14 | 25 | 9 | 12 | 21 | 173 | 16 | 24 | 9 | 17 | 73 | 16 | 338 | 13 |
| 9000 Smither | 17 | 23 | 14 | 105 | 15 | 8 | 36 | 15 | 2 | 179 | 10 | 18 | 25 | 12 | 68 | 18 | 336 | 14 |
| 8503 Anderson | 7 | 6 | 8 | 138 | 5 | 22 | 31 | DF | 19 | 108 | 33 | 29 | 4 | 8 | 82 | 12 | 328 | 15 |
| 9763 Stueland | 8 | 16 | 16 | 119 | 10 | 24 | 26 | 7 | 15 | 168 | 17 | 16 | 28 | DF | 38 | 27 | 325 | 16 |
| 9855 McKinley | 16 | 13 | 20 | 110 | 13 | 12 | 35 | 29 | 19 | 145 | 20 | 15 | 26 | 6 | 76 | 15 | 316 | 17 |
| 10307 Cudahy | 14 | 17 | 17 | 111 | 12 | 16 | 37 | 25 | 35 | 127 | 30 | 10 | 20 | 16 | 77 | 14 | 294 | 18 |
| 8528 Bachman | 21 | 26 | DF | 59 | 32 | 5 | 7 | 31 | 25 | 172 | 15 | 9 | 10 | DF | 63 | 19 | 294 | 19 |
| 10070 Baroni | 28 | 18 | 19 | 94 | 18 | 27 | 12 | 32 | 28 | 141 | 22 | 23 | 12 | 19 | 69 | 17 | 286 | 20 |
| 9429 Wahl | 26 | 29 | 21 | 83 | 23 | 39 | 30 | 19 | 23 | 129 | 29 | 35 | 16 | 23 | 49 | 22 | 255 | 21 |
| 9373 Bryant | 19 | 28 | 30 | 82 | 25 | 31 | 29 | 48 | 24 | 108 | 34 | 36 | 38 | 22 | 27 | 35 | 214 | 22 |
| 9375 Kennedy | 25 | DF | 23 | 58 | 33 | 30 | 42 | 27 | 34 | 107 | 35 | DF | 6 | DF | 35 | 29 | 200 | 23 |
| 10346 John Mueller | DS | DF | 29 | 24 | 43 | 45 | 20 | 26 | 9 | 140 | 23 | 20 | 29 | DF | 33 | 30 | 197 | 24 |
| 10291 Zack | 39 | DF | DS | 14 | 48 | 50 | 34 | 51 | 42 | 63 | 46 | 28 | 35 | DF | 19 | 36 | 96 | 25 |
| 10310 Nickels | | | | | | 3 | 22 | 22 | 6 | 187 | 8 | 26 | 23 | DF | 33 | 31 | | |
| 9398 J. McIntosh | 11 | 9 | 12 | 127 | 7 | 29 | 16 | 6 | 11 | 178 | 12 | | | | | | | |
| 9420 Ruhlman | | | | | | 28 | 14 | 13 | 20 | 165 | 18 | 22 | 32 | 15 | 54 | 21 | | |
| 9003 J. Hastings | | | | | | 23 | 10 | 24 | 31 | 152 | 19 | 17 | 24 | DF | 41 | 23 | | |
| T. Hastings | | | | | | | | | | | | | | | | | | |
| 9388 Girajirena | | | | | | 14 | 33 | 21 | 30 | 142 | 21 | 14 | 14 | 21 | 77 | 10 | | |
| 9213 Striegel | | | | | | 19 | 25 | 34 | 22 | 139 | 24 | | | | | | | |
| 10261 Mullin | 22 | 8 | 6 | 123 | 9 | 6 | 17 | 23 | DF | 134 | 25 | | | | | | | |
| 9701 Limbaugh | | | | | | 26 | 32 | 20 | 29 | 133 | 27 | | | | | | | |
| 10222 Novak | DF | 21 | DS | 32 | 40 | 37 | 21 | 37 | 16 | 129 | 28 | | | | | | | |
| 10008 Carrel | | | | | | 18 | 23 | 14 | DS | 125 | 31 | 21 | 21 | DF | 40 | 26 | | |
| 8950 Vidal | | | | | | 38 | 19 | 30 | 36 | 117 | 32 | | | | | | | |
| 9702 Kaye | | | | | | 33 | 39 | 39 | 27 | 102 | 36 | 30 | 34 | 18 | 41 | 25 | | |
| 8530 Lampman | | | | | | 35 | 41 | 33 | 33 | 97 | 37 | 31 | 37 | DF | 14 | 38 | | |
| 9066 Scott | | | | | | 21 | 51 | 17 | DF | 91 | 38 | | | | | | | |
| 10113 Powless | 36 | DF | DS | 17 | 47 | 32 | 24 | 44 | DS | 80 | 39 | | | | | | | |
| 9963 Shinn | | | | | | 36 | 52 | 43 | 32 | 77 | 40 | 33 | 36 | DF | 39 | 39 | | |
| 8717 Lutes | | | | | | 34 | 27 | 42 | DS | 77 | 41 | 27 | 31 | 24 | 41 | 24 | | |
| 10302 Schwoebli | | | | | | 49 | 40 | 41 | 39 | 71 | 42 | | | | | | | |
| 8664 Wilkinson | 35 | DF | 27 | 44 | 36 | 41 | 43 | 45 | 40 | 71 | 43 | | | | | | | |
| 5098 R. Wilson | | | | | | 44 | 47 | 40 | 41 | 68 | 44 | | | | | | | |
| 10111 Gilbert | 29 | 30 | 28 | 72 | 28 | 48 | 49 | 38 | 38 | 67 | 45 | | | | | | | |
| 9402 Currie | | | | | | 40 | 48 | 53 | 37 | 62 | 47 | | | | | | | |
| 9460 Brinder | | | | | | 42 | 44 | 35 | DF | 59 | 48 | | | | | | | |
| 9896 Owen | 38 | 25 | 33 | 63 | 30 | 43 | 46 | 46 | DS | 45 | 49 | | | | | | | |
| 9367 Hanek | | | | | | 53 | 53 | 56 | 44 | 34 | 50 | 38 | 39 | 27 | 19 | 37 | | |
| 7821 Bohenkamp | | | | | | 47 | 50 | 49 | DS | 33 | 51 | | | | | | | |
| 8982 Hughes | 30 | 34 | DS | 42 | 37 | DF | 38 | 50 | DS | 32 | 52 | | | | | | | |
| 9369 I. Ross | | | | | | 46 | 54 | 52 | DS | 28 | 53 | | | | | | | |
| 9776 Colleton | | | | | | DS | 45 | 47 | DS | 28 | 54 | | | | | | | |
| 7745 Fleming | 37 | DF | 34 | 35 | 39 | 51 | DF | DF | 43 | 26 | 55 | | | | | | | |
| 4349 Hoot | | | | | | DS | 56 | 55 | 45 | 24 | 56 | | | | | | | |
| 8509 Hills | | | | | | DSQ | DSQ | 36 | DS | 24 | 57 | | | | | | | |
| 8202 Arcumi | | | | | | 52 | 55 | 54 | DS | 19 | 58 | | | | | | | |
| 9330 Van Portolist | 34 | DF | DS | 19 | 46 | | | | | | | | | | | | | |
| 10289 Fagin | 12 | DF | DS | 41 | 38 | | | | | | | | | | | | | |
| 10151 Tobin | 32 | 24 | 22 | 81 | 26 | | | | | | | | | | | | | |
| 10150 Kelker | 20 | 27 | DS | 59 | 31 | | | | | | | | | | | | | |
| 10149 Barker | 31 | DF | DS | 22 | 44 | | | | | | | | | | | | | |
| 9505 McCutchen | 18 | DF | 25 | 63 | 29 | | | | | | | | | | | | | |
| 9098 Weller | 41 | 32 | 31 | 55 | 34 | | | | | | | | | | | | | |
| 8977 Daniell | 27 | 33 | 26 | 73 | 27 | | | | | | | | | | | | | |
| 8970 Harder | 33 | DF | DF | 20 | 45 | | | | | | | | | | | | | |
| 8475 W. McIntock | 23 | 22 | 18 | 96 | 17 | | | | | | | | | | | | | |
| 7947 Klemann | 43 | 37 | DS | 26 | 42 | | | | | | | | | | | | | |
| 7530 Gordon | 13 | 31 | 24 | 91 | 20 | | | | | | | | | | | | | |
| 6612 Weeks | 40 | 35 | 32 | 52 | 35 | | | | | | | | | | | | | |
| 4881 Burnett | 42 | 36 | DF | 28 | 41 | | | | | | | | | | | | | |
| 9421 Styne | | | | | | | | | | | | | | | | | | |
| 10356 Sellars | | | | | | | | | | | | | | | | | | |
| 9729 Belknap | | | | | | | | | | | | | | | | | | |
| 8038 B. Beedle | | | | | | | | | | | | | | | | | | |
| 6412 Reid | | | | | | | | | | | | | | | | | | |

GET US TO
OUR BOAT
ON TIME -



WE'RE SAILING IN THE
RED FLANNEL REGATTA, Sept. 23 & 24
AT THE
CHICAGO CORINTHIAN YACHT CLUB
LOCATED AT
MONTROSE HARBOR