

WHAT IS THE STORY ON FIBREGLASS?

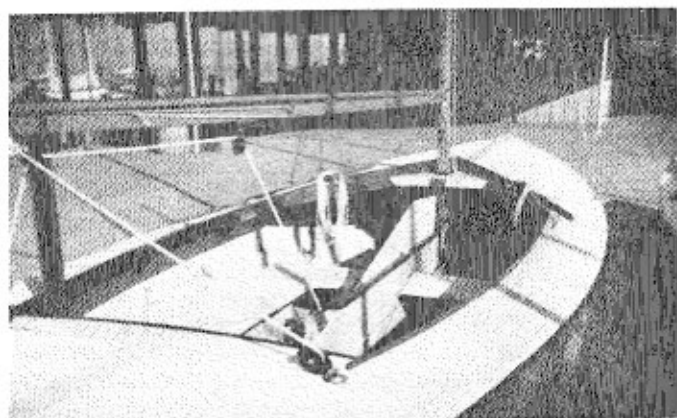
or

A Boat is no Better than Skipper and Crew

or

The Boat was OK but the Skipper has got a lot to learn

By Jack Swanson



View of cockpit #7975—North American Championship, San Diego—August 1961

The universal question that has been asked me by many Lightning sailors recently is "What is the story on fiberglass? How do they go? Do they sail well? Are they fast?" Everyone is looking at the possibility that fiberglass boats will be the ultimate salvation for the Lightning owner who does not want to become a slave to his boat.

As many of you are aware, I was fortunate enough to sail a fiberglass Lightning in the North American Championships at San Diego last August. But the story begins much before this. We have to go back to a day in early August, when I received a phone call from Tom Fallon. "How about lunch," he said. I agreed and we met at a Yacht basin restaurant which was relatively close to both of our offices. You see I was anxious to hear all about preparations for San Diego.

I had previously stated that under no circumstances would I be able to take the time off from work to go to the North Americans on the West Coast. (Besides I had my young bride to consider.) Who should show up at lunch, by accident, that day, but Al Bernel with a complete file on practically every boat in the United States. Tom and Al started out by telling me what a wonderful fiberglass boat they had lined up in California and that I should fly to San Diego and sail it. It appeared as though foxy old Tom Fallon had actually out-foxed himself. He had about five boats reserved for him in San Diego. These boats were having their own private elimination to determine which one would be worthy of Tom's skill.

I am kidding, of course, but one almost might suspect it was true, based on the amount of research that Fallon and Bernel had done on the pedigree of the various boats that were available to be borrowed and sailed by visiting skippers.

To make a long story short, the next thing I knew I arrived in San Diego on Sunday, August 20th, all set to

challenge the fair Pacific winds in Lightning No. 7975—the GLASS SLIPPER—provided by Bob Clark of Renton, Washington. I emerged from a taxi looking like Gulliver on one of his travels, and was immediately met by Bill and Mary Pirie—and young Steve, who, it turned out, was to loan his very fine bedroom to me during my brief stay. This was my first exposure to that fine San Diego hospitality—and—there was more to come.

The Clarks brought along their son, Dave, to sail the main and Carl Eichenlaub recruited Mason Prucha, the toughest little tiger I have seen in a long time, for our jib man. I felt just like Sir Thomas Lipton as I stepped aboard #7975 which was all rigged and waiting at the dock. We went out for a sail in Mission Bay to test out our new craft and crew.

Strangely enough, the fiberglass boat did not sail much different than any other Lightning I had ever sailed. In the first place, it looked like any normal wood Lightning. It had the same wood spar, boom and stainless steel rigging. The rudder was fiberglass but the tiller, splash rail, coaming and centerboard trunk trim were all varnished wood. The hull had a very smooth hard resin finish. Personally, some kind of anti-fouling paint would have been valuable as it was necessary for us to scrub the bottom on the beach each morning—actually the crew did all the work.

The deck was fiberglass with a non-skid tread molded in permanently. The rub rail was aluminum, and in general the exterior was trim and well finished. The hull was a sandwich construction and ribs were used only to support the floor boards and seats. The rest of the interior was completely smooth.

The seats were one piece fiberglass also with a molded non-skid tread—all the better for the skipper to hold on. The floor boards were teak and, in general, I could not help but be impressed by the smooth, clear interior. It appeared to have reduced yearly maintenance to a minimum. Although the weather was light, the boat seemed rigid and very responsive without any noticeable flexing or oil canning.

As proof that the whole story is not in the boat alone, I think that part of our "success" rested in the extremely fine full cut mainsail which we had available on board #7975. Without this sail, I do not think we could have done as well. As many of you will remember, the weather was much lighter than we are accustomed to on the Niagara River and with a rolloing sea, the boat needed all the drive it could get.

We spent a little time retuning the boat—not that I knew what I was doing, but I wanted to make the rig a little more like what I was used to on my boat back home.

The first practice race that we sailed was Monday afternoon and with Mason Prucha coaching me up one

side of a wave and down the other and generally hollering "Don't pinch, don't pinch, but rather broad reach on the weather legs," we managed to finish 4th. We sailed back to the club feeling as though we had won the whole regatta. Everyone on shore said "Say, those fibreglass boats must be pretty good." Needless to say, we agreed.

In order to qualify for the championship series, the fleet was split into four flights and it was necessary to sail off three races. I will never forget the feeling after two races. With finishes of 4th and 6th, we did not even have to sail the final race in order to qualify for the championship flight. Frankly, this was a new experience for me. A slight change in the tune of the mast, a good mainsail, a good crew and a fibreglass boat were an ideal combination for the light air and sloppy sea. We fell to 12th place in the third qualification race, but we were not the least bit concerned. Here we were sailing a fibreglass boat and it was the first time I personally had ever qualified for the North Americans. Fallon had found us a good boat.

On Thursday we started out the championship series with a 4th place in the first race. In subsequent races, we ran into trouble trying to fathom the mysterious current which sometimes ran from the north and other times from the south and, of course, that educated wind that Carl Eichenlaub claims starts in Japan and by the time it reaches California, it has all the wrinkles and curls blown out of it, somehow became, shall we say, curly. Perhaps there were too many eastern boats in western waters. The conquest of other boats from the east are told at length elsewhere in this year book, but any time I can go and sail with the best in North America and wind up disappointed at a 14th place finish, you can be sure that we were sailing a good boat, a boat that was very fast and deserved better than a 14th place finish.

Frankly, when we left home, I would have settled simply to qualify. We did not want the boat to look bad, but after the qualifying races and the first two races of the championship series, I think the boat looked good. The longer we raced, however, the more mistakes

the skipper made by misjudging the winds and the tide. The natives say it wasn't a tide, but something was causing the water to move and we were not on the Niagara River or the skiddaway. In other races, we chose the shore when the favored tack was out in the ocean and another time, we had a slight controversy with the Race Committee regarding the starting line. Needless to say, the Race Committee won and we restarted. All of these items can be credited to pilot error, but the fibreglass boat still finished in the middle of the fleet in 14th place.

Frankly, we were much faster, when the boat was properly sailed, than many other well-known boats and crews. Would I buy a fibreglass boat? Well, any time I can go to California, sail in strange water with two strange crew men, using strange sails and a completely foreign boat and finish 14th in the company that I was in, I would buy the boat whether it was made of fibreglass, wood or swiss cheese. Would I buy a fibreglass boat? You can bet your bottom dollar, I would.

In conclusion, I would like to thank Bob Clark for providing me with a very fine, well-built, well-engineered Lightning, he took an awful chance on me too, you know. His son Dave and Mason Prucha—I would sign them on to sail with me anywhere. And finally, thank you to the Piries—Bill and Mary and young Steve; they were, to put it mildly, perfect hosts. While I am extremely grateful to them specifically, they typified the spirit of the whole Mission Bay Yacht Club. It was well worth travelling from Buffalo to San Diego to participate in this regatta.

As a final note, fibreglass boats are becoming more popular with builders and sailors each day. A recent check with South Haven indicates that over 75 numbers have been issued for fibreglass boats, about nine builders have shown interest in or are presently building fibreglass boats and close to 50 certificates have been approved. The degree of interest increases each day, and we are in hopes that as fibreglass construction techniques are improved and as they are sailed by more and more better skippers, they will become even more popular.

SCENES FROM QUANTICO



Co-Editor Barney Mead left and Article Writer Howard Mullin



Race Committee Chairman Walt Collier (right) and Lars Olsen

NINTH ANNUAL MARINE FROSTBITE REGATTA

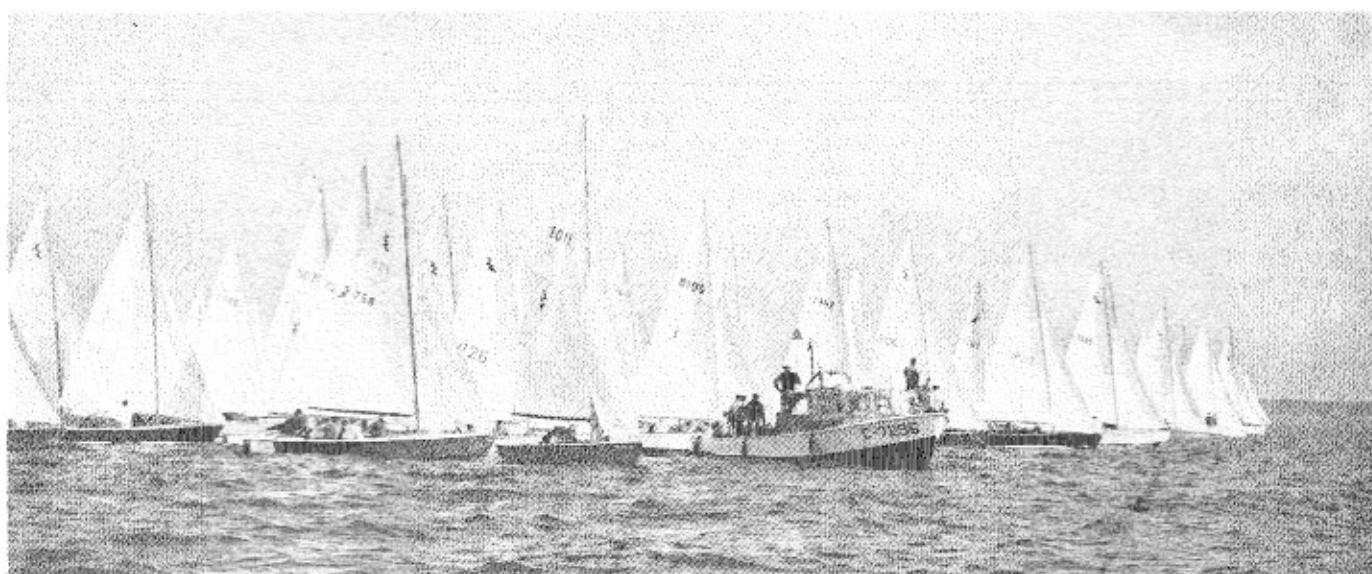
Nov. 4-5, 1961

Marine Corps School

Quantico, Va.

DICK O'DONNELL WINS WORLD RECORD REGATTA!

By Howard Mullin



It takes a long line to start 95 Lightnings!

A record number of 95 Lightnings from the Mississippi east to the Atlantic and from Georgia north to Connecticut accepted the gracious invitation of the Marine Corps School at Quantico, Virginia, to participate in the ninth annual Frostbite Regatta on November 4 and 5, held on the lovely waters of the historic Potomac River. Three fine races were held on Saturday and Sunday, and after some very close and complicated computations resulting from a triple tie in points for first place, Richard O'Donnell of Surf City Yacht Club, New Jersey, emerged winner over the largest number of Lightnings ever to enter a Regatta in the history of the Class.

First Race: Temperature—mid sixties, wind 12-15, sky overcast, moderate chop. Windward end of line heavily favored but boats starting near leeward end pulled away because of free and undisturbed air. Earl Engler gained short lead to lead at first mark but hard pressed by Marcy Lippincott, Wally Crump, John Mueller, Al Field, Al Bernel and Bob Adams. After a second leg on a close reach the fleet turned downhill in a gorgeous display of 95 multi colored spinnakers.

Lippincott, Crump, Adams, O'Donnell, Bernel and several others bunched but well ahead of the rest of the fleet. Wind lightened to 8-10 m.p.h., thus spreading the boats out over two legs on the second go-around. At the end of the second lap it was Lippincott, Crump, Bob Adams and O'Donnell to finish in that order after a short windward leg to the finish line.

Second Race: Temperature—mid seventies, wind 6-10 m.p.h., sky clear, smooth sea. After a general recall the

fleet got away to a fine start towards the setting sun which required course to be shortened to once around and a short windward leg to finish in the gathering dusk. O'Donnell slowly worked his way up from a poor start to win over Al Bernel, Marcy Lippincott, Bob Lippincott and Jim Burke who finished in that order. By the time the tail enders had finished, the dusk had really gathered and they arrived back at the basin in near darkness. Then came the famous Quantico culinary hospitality which has become almost legendary among the Lightning sailors of the East. Stately Harry Lee Hall wined, dined and danced an estimated 500 sailors and their friends for a wonderful evening which will long be remembered by all.

Third Race: Temperature in the high sixties, wind 12-15 m.p.h., skies bright and sunny, sea—moderate chop. Again the leeward end start paid off and Bob Lippincott jumped into the lead closely followed by Bob Adams, Crump, Sprague and Barney Mead who rounded the first mark in that order. Again the wind lightened to 8-10 m.p.h., and the leaders held their positions to the second mark on a close reach. Adams took the lead at the mark only to lose it again to Lippincott going down the long spinnaker run followed by Mead, Crump. The second lap became a close duel between Bob Lippincott and Adams with the lead changing several times. On the last windward leg Lippincott sat right on Adams all the way and won by a boat length after carrying Adams past the finish line and returning to finish after jibing. "Meanwhile, back in the pack," Dick O'Donnell was working

his way up once again from a poor start and his hard work and perseverance paid off with a well deserved 9th place. So O'Donnell (5,1,9), Bob Lippincott (10,4,1) and Bernel (7,2,6), sailing in a fleet of 95 boats in an amazing mathematical coincidence each had scored 273 points in a triple tie for first place. After due consideration as to who beat whom, the final standings were: 1st—O'Donnell; 2nd—Bernel; 3rd—Bob Lippincott; 4th—Marcy Lippincott; 5th—Bob Adams. After the Marines hauled out 95 boats and placed them on trailers

in less than 2 hours with one hoist and nary a scratch, all gathered at the boat house to applaud the awarding of some very handsome hardware—including a perpetual trophy to be displayed at the Yacht Club of the winner for the ensuing year.

All present join the writer in expressing heartfelt appreciation to Lt. General Snedecker for a wonderful weekend; a resounding "well done" to Major Bill Rump and his committee; and a wondrous "how did you do it?" to Walter Collier and his Race Committee.

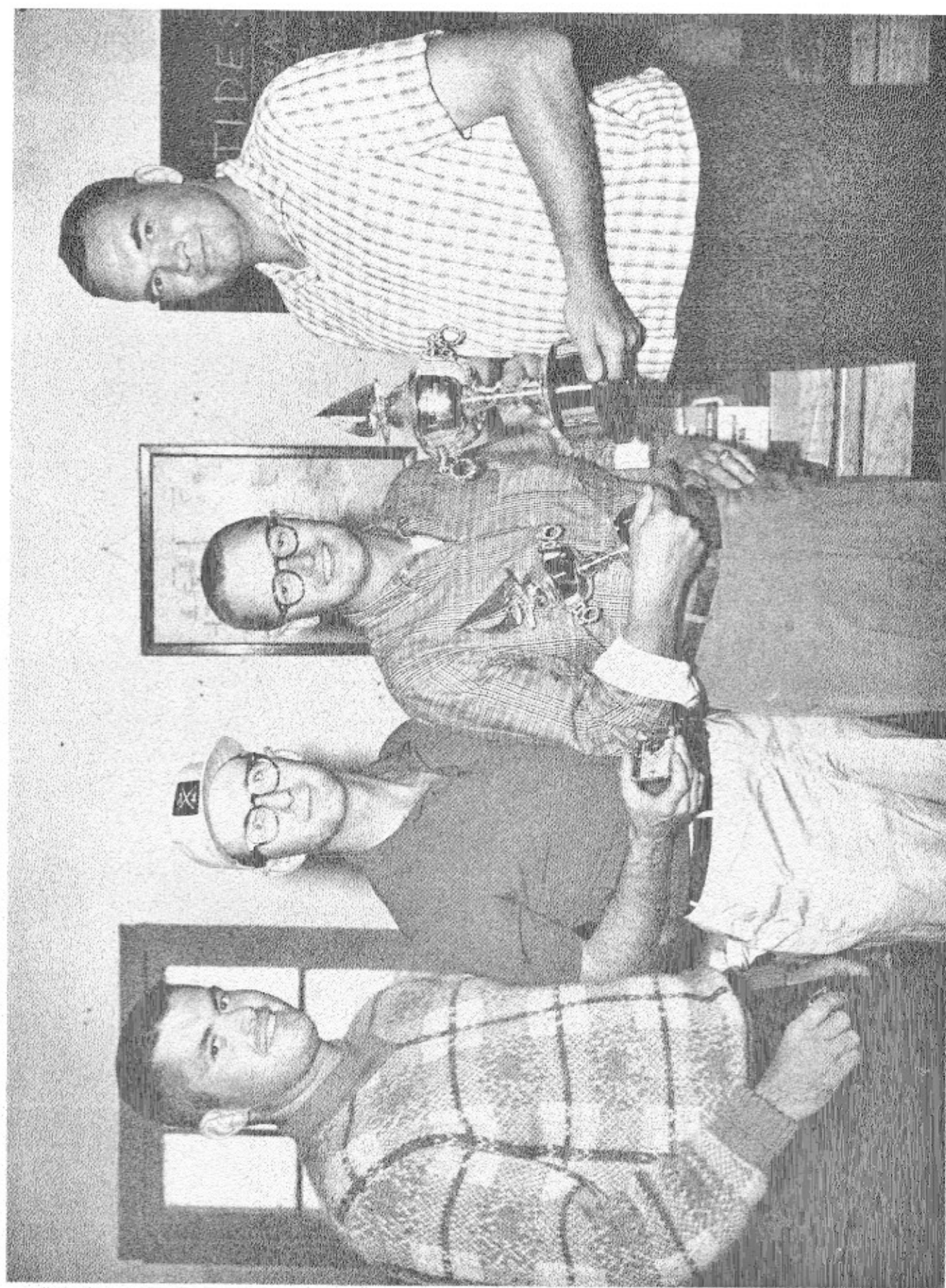
9TH ANNUAL FROSTBITE REGATTA

Skipper	Boat Nos.	1st Race	2nd Race	3rd Race	Total Points	Standing
Dick O'Donnell	8101	91	95	87	273	1
J. Allen Bernel	7244	89	94	90	273	2
Robert Lippincott	8105	86	92	95	273	3
A. Lippincott	8104	95	93	84	272	4
Bob Adams	6906	93	84	94	271	5
Jim Carson	6884	87	83	89	259	6
Walter Crump	6346	94	71	92	257	7
Harry B. Sprague	7337	74	87	91	252	8
Howard J. Mullin	7511	81	80	83	244	9
Tom Fallon	5100	79	74	85	238	10
Mark Awer	7645	78	90	68	236	11
Barney Mead	7942	53	89	93	235	12
John McIntosh	4872	63	86	86	235	13
Karl Gleason	7852	69	85	81	235	14
Ralph Messersmith	7020	85	69	80	234	15
James Burke	7880	82	91	59	232	16
Marbury Fox	7840	65	82	78	225	17
John Mueller	7865	92	64	69	225	18
H. R. Sindle	7786	57	79	88	224	19
Robert Crane	7019	66	76	73	215	20
Earl Engler	7516	90	50	74	214	21
June Methot	5380	76	78	55	209	22
Arnold Swartz	7705	71	75	63	209	23
R. W. Holligan	7087	73	58	75	206	24
Calvin Schmiede	7604	72	63	66	201	25
Tom Davis	8100	80	59	54	193	26
Jim Meehan	7827	62	61	65	188	27
John J. Sullivan	6899	64	52	71	187	28
Bill Van Ardsdale	6789	77	37	72	186	29
Edward Dean	6003	83	51	51	185	30
John Kull	7082	68	68	48	184	31
Jay Linbough	7940	58	49	77	184	32
Stu Anderson	1903	61	65	56	182	33
Donald Dallmyer	7603	84	33	53	170	34
Nelson Hoffman	7989	56	67	46	169	35
Ed Perry	7203	48	54	67	169	36
Karl Smithers	7000	DSQ	88	79	167	37
Dane Gebbard	6059	55	29	82	166	38
Howard Lippincott	5835	39	57	70	166	39
Al Field	7875	88	73	—	161	40
Reed Dickerson	1239	46	43	64	153	41
Joe Allen	7050	67	81	—	148	42
Roger Beany	8011	54	32	60	146	43
F. G. Mullins	6523	29	70	45	144	44
Franz Schneider	5079	40	44	57	141	45
David G. Bruce	5409	42	46	50	138	46
Bob Purnell	527	47	56	34	137	47
Art Buhe	7608	WD	60	76	136	48
Robert Shuris	2357	75	16	44	135	49
Bob Mann	7517	WD	72	61	133	50
Jos. Corbi	7592	50	45	28	123	51

QUANTICO RESULTS CONTINUED

Skipper	Boat Nos.	1st Race	2nd Race	3rd Race	Total Points	Standing
Frank Wittiam	7944	38	38	47	123	52
Jack Taggart	7950	60	62	--	122	53
Hank Fretz	7247	52	35	31	118	54
John Walton	1726	59	53	--	112	55
Don Mount	7605	36	21	49	106	56
Lou Borges	758	70	34	DSQ	104	57
Marjorie Ware	6401	49	26	24	99	58
Starling Mikell	5693	45	15	36	96	59
L. W. Stafford	6310	28	28	39	95	60
Mary Wilkinson	6318	32	30	32	94	61
John Pfister	4669	30	36	27	93	62
Dr. J. Gilbert	7611	WD	41	52	93	63
USMC, MCS, QUANTICO, VA.	5825	DSQ	55	42	92	64
Charles Marshall	7324	51	40	WD	91	65
Edward Hennessey	7922	35	14	41	90	66
L. L. Brunderd	7267	DSQ	48	38	86	67
Jack Elfman	5943	DSQ	42	43	85	68
Lee Brown	6126	36	25	23	84	69
Richard Del Castillo	6327	WD	47	35	82	70
John Moore	7222	43	--	37	80	71
Mark Pickens	4088	41	11	26	78	72
W. Galvin	6868	44	31	--	75	73
Claude Sullivan	7800	22	23	29	74	74
Frank Bunch	738	24	22	25	71	75
Sue Sullivan	5353	23	18	30	71	76
Fred Slovak	7140	37	--	33	70	77
E. G. Lavery	5730	DSQ	27	42	69	78
Don Snider	7728	WD	66	--	66	79
James Dillard	6428	25	19	20	64	80
Jonathan Owen	6946	--	39	22	61	81
Edwin Schwoebli	7902	27	12	21	60	82
	6577	--	--	58	58	83
Richard Held	6617	19	17	16	52	84
Jack Bacsik	5368	21	9	19	49	85
John Parker	7564	33	13	--	46	86
Bartos Heski	3705	18	10	17	45	87
Jim Wright	6559	20	24	WD	44	88
Jerry O'Laughlin	5990	34	--	DSQ	34	89
USMC, MCS, QUANTICO, VA.	5442	17	--	15	32	90
Tom Coe	7206	31	--	WD	31	91
USMC, MCS, QUANTICO, VA.	MCS#5	--	8	20	28	92
Dr. Charles Boudurant	3087	15	--	13	28	93
	7826	--	20	--	20	94
USMC, MCS, QUANTICO, VA.	MCS#1	--	--	14	14	95

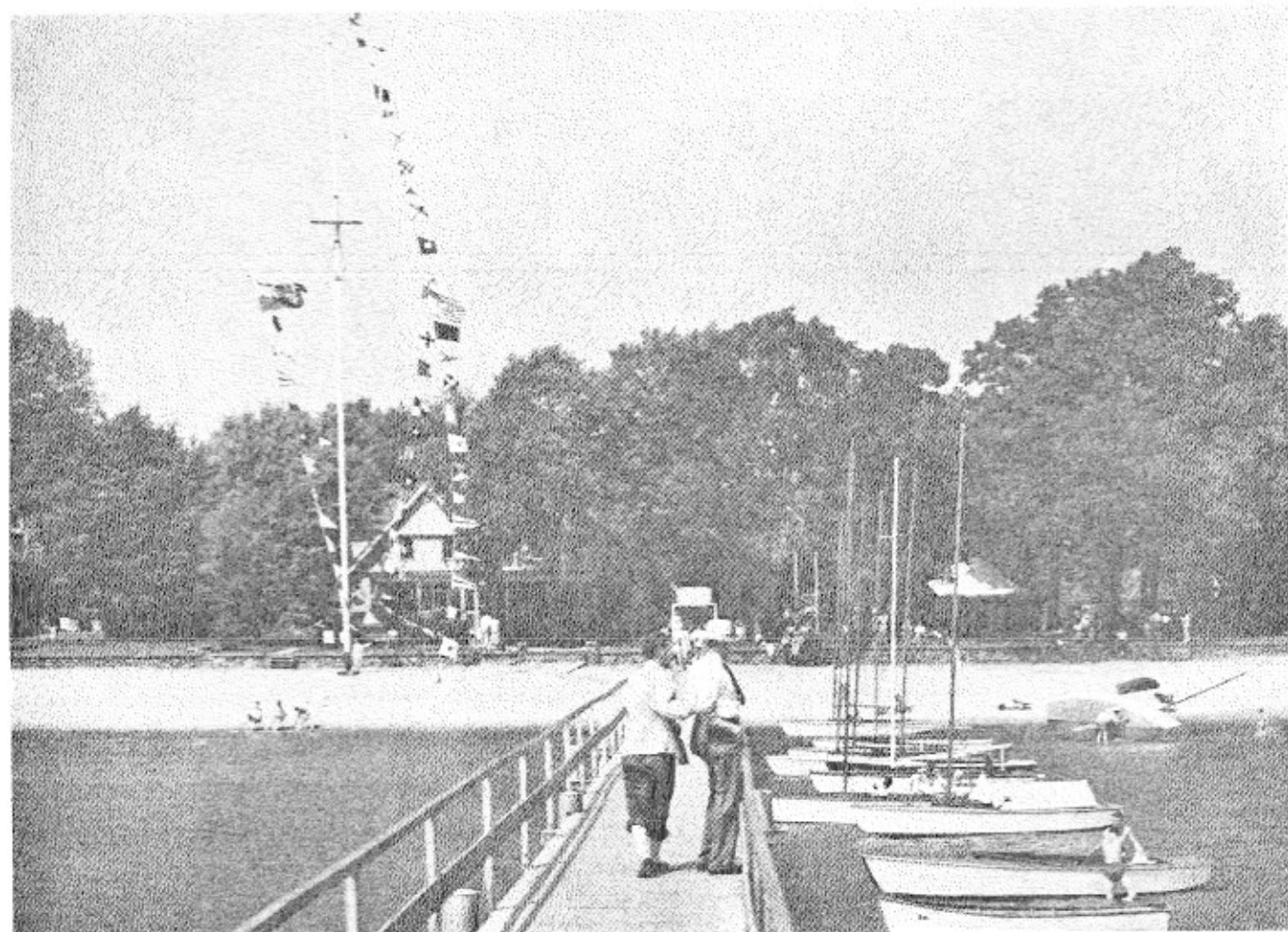
LETS ALL BE AT
QUANTICO IN 1962!



Winner Dick O'Donnell receiving 1st place trophy with crew Bob Seidenman and Charlie Dore from Lt. Col. Bob Woodard

TOM ALLEN'S HOME CLUB

By Tom Fallon



Buffalo Canoe Club—Home of Tom Allen

The reigning Lightning Class Champion Tom Allen grew up within 700 yards of the Buffalo Canoe Club—the home of Fleet 12. It is located on the Canadian shore of Lake Erie approximately 12 miles due west of Buffalo. It is situated on a sandy beach with excellent swimming facilities in the crystal clear waters of Lake Erie. Local sailors pride themselves on the fact that they sail on drinking water and drink Canadian ale. 1962 will be the Buffalo Canoe Club's 79th year. It was formed by a group of young bachelor athletes who paddled a war canoe weekends from their summer club house in Buffalo 12 miles west on Lake Erie. Soon they purchased the Canadian property and over the years quite a large facility has developed.

Almost as soon as the young athletes got situated on Abino Bay, they learned that the prevailing southwesterly breezes were ideal for sailing. Although the canoes were not immediately replaced by sailboats, nevertheless it wasn't long before they were racing sailboats most vigorously. Except for a good Victory Class Fleet in 1921 and '22, and a B Class Victory Fleet 1926-1933, most of the racing there was in more or less local races.

Ending with a disastrous fire in 1941, most small boat

racing was done in a Fleet of Canoe Club knockabouts. These were round bilge, centerboard boats, 21 feet long, relatively tippy. They carried Genoa jibs, spinnakers, working jibs and a fairly large mainsail. On windy days the knockabout sailors learned the importance of reefing the main.

The Fleet was destroyed in the fire of 1941. This turned out to be a blessing because the Fleet was replaced by Lightnings and Lightning Fleet 12 was formed with Bob Montgomery present BBC Vice Commodore, Buck Weaver former LCA Vice President, and Tom Jones as Charter members. Possibly this was the most important move ever made at the BCC. At least it was the step that moved BBC sailors into national and international competition. Since then Fleet 12 members have won more Lightning Class Championships than any other Fleet; namely, John Stern—1941, Karl Smither—1943, Bob Graf—1952, and Tom Allen—1954, 1955, and 1961. In addition, Karl Smither has finished Runner-Up a zillion times—also Graf and Allen. Smither, Allen, Bob Seimer, and Pete Grainge, also Fleet 12 members, have won the President's Trophy. Tom Fallon has won the Mid-Winter Championship twice, and Karl Smither and Tom

Fallon have each won the Southern Circuit Championship.

Fleet 12 has pardonable pride in its record.

What about the Club? What can you expect here?

Let's discuss the facilities subject by subject.

Racing:-

The Regatta Committee is already organized under the leadership of Bill O'Hern, who has had vast experience in BCC Regattas. Tom Allen believes the wind the last week in August will be light to moderate. This author hopes it will be strong—more fun. We are not sure of the wind on Lake Erie, but most of the time we get southwest breezes between 8 and 20. This could be described as the prevailing conditions. But, we do get light, shifty air out of the south, east, and northwest. For instance, in the 1956 Regatta only two of the five races were our prevailing winds. In '53 and '50 none of the races were our prevailing winds. So, we cannot be as positive as Carl Eichenlaub was in predicting the weather in advance. We assure you, however, that all Championship races will be sailed in open Lake Erie in winds less than 25. If winds are more than 25, we may have a problem because the waves on open Lake Erie in 25 miles of wind are approximately four to five feet high, in 30 miles of winds—6 to 7, and in 30 to 40—7 to 10—sometimes the lake is quite fierce. For winds less than 18 we will sail the President's Trophy also in open Lake Erie. We plan to sail the Governor's Cup under the shelter of Point Abino where the waves are less fierce. All turning marks for all races will be located well off shore and the Lightning Class Instructions will be followed to the letter.

It will be an easy sail out to the starting line, taking no longer than 30 minutes out and back. Detailed in-

structions will be furnished applicants well in advance.

Housing:-

Housing will not be a problem. There are a variety of motels within a five to twenty minute drive, cottages, cabins, rooms, etc. will be available. The Regatta in 1962 will take place during the vacation season—BBC is located in a resort area—so all guests are encouraged to write the Housing Chairman well in advance, telling what exactly they want.

Club Facilities:-

The Club Dining Room facilities, etc. are large enough to feed everyone right on the property at modest prices. The Club has many showers and at last count had 58 toilets.

Nearby Attractions:-

Of course Niagara Falls is less than 20 miles away and the great Canadian city of Toronto is only a two hour drive. There are good shopping bargains in woolens, china, linens, and so forth. An article describing the Customs Regulations will be sent to all those who enter the Regatta.

It is easy to get to the Canoe Club from Buffalo. Those who plan to come will be furnished directions in advance.

Spectator Boats:-

The Canoe Club has had previous problems with spectator boats but now we have a fleet of more than 15 fairly large cruising boats plus many power boats. It is believed that we will be able to handle the spectator problem satisfactorily.

Women and children who plan to go out on private spectator boats should bring extra life preservers with them because this has always been a problem.

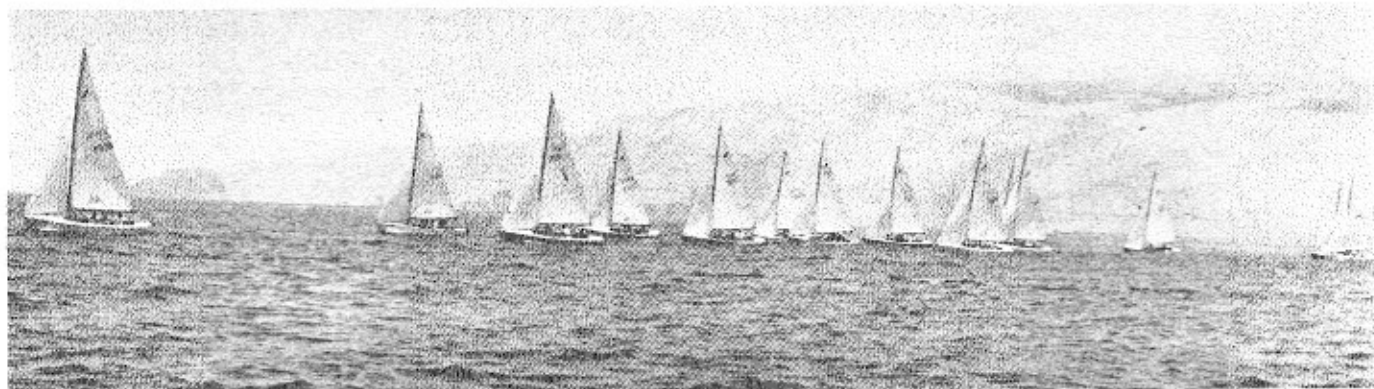
The BBC membership is approximately six hundred. All members are eagerly looking forward to this major regatta and are organizing for at least 100 Lightnings.

GOOD LUCK TOM ALLEN IN 1962



Pre-race activity at the Quantico Basin

8TH SOUTH AMERICAN CHAMPIONSHIP



A few minutes after the start of the fourth race, Jorge Salas Chavez of Argentina, runner-up at the Milford World Championship, leads the fleet, José Barrera Moller of Peru in second place.

"Saludos y Bienvenidos" or "Hello and welcome" were the keynotes as Peru hosted 5 South American Republics during "Race week" from January 19 to 29, 1962 in Ancon, Peru.

Peru chose as a race site Ancon, a small but elegant summer resort 22 miles north of Lima. Ancon faces a large bay some 12 miles across and open to the Pacific to the northwest. Steep mountains plunge into the water on two sides and in a protected bay of one of them nestles some 30 eight to fifteen story buildings housing luxury apartments—this is Ancon. The view from the sea is really breathtaking and from the apartments and surrounding hills, the bay dotted with yachts, water skiers and, of course, Lightnings, is stupendous.

Uruguay, Argentina, Chile, Peru, Ecuador and Colombia had, in previous national championships, selected their finest helmsmen and crews to represent them. Each country sent three complete crews with the exception of Uruguay, which had two.

As far as physical equipment was concerned, this was probably the most equal so far held in any International Lightning meet in the world. Peru, as host, made special arrangements with various steamship lines to bring delegates' boats free of charge. The result was that all the countries had their own boats with the exception of Uruguay. There were a total of 17 entries and 14 were using their own boats!!!!

Winds were light to medium and variable. This was not an easy course. It took great attention to wind shifts, currents, etc., to be able to end in the running. From the first Jose Barrera Moller (Peru) along with his top crew, Carlos Arteaga and Manuel Garcia, were top contenders. Goldie (Uruguay), up until the last day, was a strong contender for 2nd place. But with some superb seamanship, Jost Kursell (Peru) who broke a rudder just before the 10 minute gun on the last race, nudged out Perez (Argentina) and Goldie (Uruguay) for second place.

Even though the races were exhausting each evening found the yachtsmen who, during the day navigated successfully in water, were following the same course in the evenings only many diluted their water with slightly stronger beverages. All Ancon opened their doors—parties each night aboard private yachts, danced in private clubs, cocktail parties, beach parties and on and on—many until 6:00 a.m.

One delegate said, "I have been to all the South American Championships but I have never had a more delightful time nor seen better organization than this 8th Championship."

The Championship closed with many happy, others sad with their race results, but all in agreement that we had a wonderful meet and all are looking forward to next year.

Final results were:

Place	Skipper	Country	Race						Total Points
			1	2	3	4	5	6	
1	Jose Barrera Moller	Peru	14	16	16	11	15	15	75
2	Jost Kursell	Peru	12	12	—	16	15	11	66
3	S. Perez-Penalba	Argentina	13	13	10	13	12	13	65
4	Julio C. Goldie	Uruguay	15	11	15	14	8	9	64
5	Jorge Salas Chavez	Argentina	16	8	14	10	7	16	64
6	Isidoro Melero	Chile	4	14	6	15	16	12	63
7	Carlos Collet	Argentina	6	15	8	5	11	13	53
8	Aristobulo Corrido	Colombia	10	9	9	3	12	7	47
9	F. Sola	Ecuador	—	10	13	13	10	—	46
10	P. Rosello	Peru	9	—	—	8	9	10	36
11	D. Kuljis	Chile	3	6	11	7	5	6	35
12	E. Lauz	Uruguay	11	—	12	—	6	3	32
13	G. Ballesteros	Colombia	8	—	3	9	2	8	30
14	M. Fernandez	Chile	7	7	3	3	1	5	27
15	J. Casabianca	Colombia	5	—	7	6	3	4	25
16	W. Moeller	Ecuador	2	5	5	—	4	2	18
17	E. Gonzales	Ecuador	Withdrew						