

1962 NORTH AMERICAN CHAMPIONSHIP

By Tom Fallon



"Close Finish, Seidelmann and Mead—North Americans"

M. Rosenfeld photo by David Rosenfeld

TOM ALLEN WINS AGAIN—EICHENLAUB SECOND

In a highly competitive series at the Buffalo Canoe Club, Point Abino, Ontario, August 27th through September 1st, Tom Allen, Defending North American and World's Lightning Class Champion, successfully stave off the challenge of Carl Eichenlaub, Jr. in his new Bull II and eighty-eight other challengers.

Tom sailed a consistent final series with a third, second, fifth, fifth, and sixth in order. After two races Carl Eichenlaub had a second and a first, so it looked like a two boat series. However, in the third light air race Allen picked up five points on Carl giving him a lead of three points going into the last day of scheduled back-to-back two races. Tom picked up another three points in these two races, so won the series by seven points. It was an excellent series sailed in all kinds of wind and sea conditions. The first race was light to start and increased to moderate. The second race was moderate to fresh with relatively rough seas. The third race was a drifter with the usual shifts, flaws, and slants that accompany such conditions. The fourth race was sailed in about twenty miles of wind in very heavy seas and the fifth race was sailed in about 16 to 14 miles of wind and equally heavy seas.

So the series was an excellent test of boats, gear, crews, and skippers under almost all conditions.

Here is the detailed account of the Regatta:—

Monday, August 20th:—

Carl Eichenlaub pulls in with his beautiful new Bull II and his fine young crew of Dennis Connor and Mike O'Brien. They have made the transcontinental trip from

San Diego—a distance of 2800 miles—in fifty-six total elapsed hours. Carl is obviously loaded. He is organized just as he was at Tawas—getting there early with plenty of time to practice, tune, and study the local conditions.

Next to arrive is Commodore Stan Brander of Tulsa, Oklahoma. As usual those who travel farthest—arrive first. One of the next arrivals was Vice President Gaines Houston from Little Rock, Arkansas.

By Sunday evening, August 26th, all eighty-nine challenging skippers and crews had checked in. Boat measuring was under the direction of Assistant Chief Measurer Al Bernel with sail measuring being headed up by Bob Chambers, Tom Allen's stalwart crew member.

There were two formal practice races on Sunday afternoon and Monday morning. The qualifying races began Monday afternoon.

Qualifying Races:—

The eighty-nine boat challenging fleet was divided into nine groups. Three groups were merged together for a heat. Each boat sailed three qualifying races making a total of nine qualifying races—the same as at Tawas, Michigan in 1960. In California in 1961, the total entry was forty-seven boats, so only six qualifying races were needed.

The first series of qualifying races were sailed in 15 to 18 miles of wind in open Lake Erie in moderate seas. The second series of qualifying races sailed Tuesday morning were sailed in calm seas. A cold front had come through overnight, so the wind was out of the north. During the morning race the north wind died out and

was replaced by a rising southwesterly—the prevailing direction. The boats were becalmed between the time that the north wind died and the new southwest wind came up. In between there were the usual small shifts from all directions of the compass. This was a real scramble. Fortunately, however, the new southwest wind made a fair weather leg on the second leg of the triangle so the second series of qualifying races were a fair test. The third series of qualifying races on Tuesday afternoon were sailed in a moderate to fresh breeze out of the southwest—steady and straight. It was midnight on Tuesday before the scorekeepers were able to post the final qualifying score. One of the participants in the Regatta was the talented Jose Barreda-Moller from Lima, Peru, who had flown in on Saturday, August 25th, with his crew of Carlos Arteaga-Garcia and Manuel A. Delgado-Garcia. He used his own sails—#5783—but used a borrowed boat—#8200. Because of the North American Championship being the qualifying round for the 1963 World's Championship and Jose qualifying in the top twenty-nine, the Executive Committee ruled that there would be thirty challengers in the Finals.

First Championship Race:—

The wind was light out of the south-southwest. The thirty-one boat fleet made a good start with Karl Smither, Mr. Lightning himself, in Thermis 7, #7000, leading on the left-hand side followed by Carl Eichenlaub. Tom Allen was leading on the right-hand side but midway through the first weather leg tacked over, took his beating, and came over well behind Smither and Eichenlaub. After the first weather leg the wind freshened and swung to the southwest making a good race of it. Smither easily held his lead to the finish followed by Eichenlaub, and Tom Allen who had worked his way up to third. Fourth was young Steve Bachman from Southport, Connecticut in Yankee, #7126. Steve had already given evidence of being an outstanding light weather boat having won one of the qualifying races in light air by a wide margin. Fifth was Bruce Goldsmith from Chicago in Snoopy, #8298.

Second Race:—

The wind was southwest about 15 with the weather end of the line considerably favored. Eichenlaub led all the way around to win the race easily followed by Allen and Bob Seidelman, Southern Circuit Champion. Next was Stu Anderson in the venerable Glockenspiel followed by Jack Swanson in Sabrina.

After two races it was obvious that this was to be a two boat series with Eichenlaub and Allen far out in front. Here was the low point score after two races:—

Eichenlaub	3
Allen	5
Bachman	19
Goldsmith	19
Bud Olsen	19
Swanson	20
Smither	20
John Mueller—Cleveland	22
George Fisher—Columbus	22
Chuck Maltbie—Youngstown	23

After two races it would appear that Allen and Eichenlaub could afford to play footsie with one another if they chose to do so.

Up to the present all races had been completed on schedule—three series of qualifying races and two final races. Therefore, the scheduled layover day of Thursday, August 30th, provided a welcomed respite. Some Buf-falonians even went to the office to get credit for a day's

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work, but most visitors went to Niagara Falls or other spots of interest. It was reported that the various tourist spots at Niagara Falls appeared much like a Lightning convention.

Third Race:—

Friday dawned calm and hot. The fleet was towed out to the starting line and the Race Committee made several futile efforts to get the race started. Finally they showed excellent judgment by postponing the morning race, and everybody went in to have an early lunch. By 2:30 on Friday there was a light breeze out of the south-southwest that appeared to be increasing. The starting line was fair with Eichenlaub, Bachman, Fallon, Marbury Fox, Smither, Dave Peterson from North Haven, Connecticut, Jose Barreda-Moller and others going off on a long port tack. Tom Allen was leading off the leeward end of the line on the starboard tack and eventually tacked to the port tack. The deadly rivals, Eichenlaub and Allen, are now sailing along on the port tack approximately one-half mile apart. This was the most important decision that Carl Eichenlaub possibly made in the entire Regatta. He decided to tack over to the starboard tack to get closer to his rival, Allen. Most of the other boats off the starboard end tacked over with Eichenlaub, but Fallon kept right on going and sailed into fresher air. Finally he tacked just before he could lay the mark and got a sensational lift, so he rounded the mark, reaching 200 yards ahead of Steve Bachman and John Ranft of Columbus, Ohio. Allen was fifth and Eichenlaub about 12th.

This weather leg was obviously the turning point in the Regatta. Carl quite soundly decided that he should not gamble and he should stay with his rival. This was a decision carefully thought out and made, and illustrates one of the joys or horrors of yacht racing because we are dealing with the imponderables and unpredictables.

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After the weather leg most of the fleet was able to complete the triangle in a fair wind. The second weather leg saw the wind die almost to a whisper and the fifth leg was a slow drifter with the wind shifting from southwest to southeast. The Race Committee shortened the agony, so it became a five legged race with Fallon—first, Steve Bachman—second, Dave Peterson—third, Karl Smither—fourth, and Tom Allen—fifth. Eichenlaub was tenth. So now Allen has a three point lead over his West Coast rival.

The low score at the end of the third race was:—

Allen	—	10
Eichenlaub	—	13
Bachman	—	21
Smither	—	24
Fox	—	33
Peterson	—	38
Fallon	—	38
Olsen	—	39
Seidelman	—	40
Maltbie	—	41

Fourth Race:—

A front passed through Friday night with much wind and some rain. Saturday morning dawned gray with heavy seas and a breeze of 20 to 25 out of the southwest.

The fleet sailed rapidly out to the starting area with bailers open taking the seas over green. The starting line favored the leeward end slightly although all the boats were on the line at the gun. Barney Mead in his beautiful black and white Clancy, who hadn't found the key so far, clearly showed who was the best heavy weather sailor in the Lightning Class. Barney and his sons, Biff and Jimmy, led all the way around to win easily by 100 yards over Marcy Lippincott of New Jersey.

Lightning Class veterans will remember the picture ap-

pearing in the Yearbook following the 1957 Regatta at Milford. Barney explained the problems he had with his little sons as crew. Barney, his wife Peggy, and the boys deserve tremendous credit for developing from mediocre performers in heavy weather to one of the Class's most sterling outfits when the going is rough. Dixie District sailors have not been famous for their heavy weather performances, yet we find in this fourth race, by far the stormiest and most fiercesome of the entire series, there is good old Tally Ho, Marbury Fox from Baltimore in third place followed by a known heavy weather performer Bob Seidelman in fourth with Tom Allen calmly working his way up to fifth place. Carl Eichenlaub had been off the windward end which was not favored. He sailed well, but the best he could do was twelfth. So Tom Allen entered the last race a full ten points ahead of Carl.

This was a real rugged race. Although all on the Chief Committee Boat Quintet claimed that they did not get seasick, nevertheless the spectator fleet was conspicuously absent and most of the photographers spent the morning either hanging over the side or passed out in bunks or on cabin floors. Unconfirmed rumor has it that after the fourth race one of Marcy Lippincott's crew got so seasick that Marcy had to withdraw from the fifth race.

The Lightning Class and the Canoe Club narrowly escaped disaster in the fourth race. Harry Spitz fell overboard with the spinnaker up and the crew was unable to return to get him. Were it not for the alertness of Oliver Filippi from New Jersey in Voo Doo, #6898, and his crew—his father and George Garrecht, it is highly possible that Mr. Spitz would have drowned. But, Oliver and his crew rescued Mr. Spitz and earned the everlasting gratitude of everyone.

Fifth Race:—

Those who wish to now study the score can determine

what the standing was before the last and final race. Certainly Tom Allen knew that he was ten ahead of Eichenlaub. But, Steve Bachman had finished well back in the fourth race and the performance of most everyone else had been very erratic—possibly due to the high caliber of the competition.

In any case Barney Mead led all the way around in the fifth race, starting at the very leeward end. However, towards the end of the last weather leg Barney chose to split tacks with Bob Seidelman and Seidelman emerged the winner by several boat lengths with Carl Eichenlaub—third, Karl Smither—fourth, Bud Olsen—fifth, and Tom Allen a conservative sixth.

The wind for the fifth race moderated somewhat, but not the seas. The race started in about 16 miles of wind and ended with the wind about 14.

So, by very consistent sailing Tom Allen with his wife Anne and his faithful crewman Bob Chambers successfully not only defended his North American title, but again proved himself to be by far the top Lightning skipper in the Class. He sailed conservatively and prudently. But, Carl Eichenlaub sailed almost as well as he did at Tawas and were it not for his desire to stay with his rival in the third race, he very possibly could have won. But, as pointed out above, such are the vicissitudes of boat racing and this author would guess that if the situation were repeated, Carl would do exactly the same thing.

This was a stormy day. Some say the waves in Lake Erie were nine feet high. The author believes they were four to five feet. He believes it was a great tribute to the present caliber of Lightning Class sailors that not a single boat of the eighty-nine sailing around capsized that day and ninety percent used their spinnakers on both leeward legs.

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JUNE 29-30
GOVERNOR'S CUP REGATTA
RIVERTON Y.C.

AUG. 10-11
SOUTH JERSEY LIGHTNING CHAMPIONSHIP
BRIGANTINE Y.C.

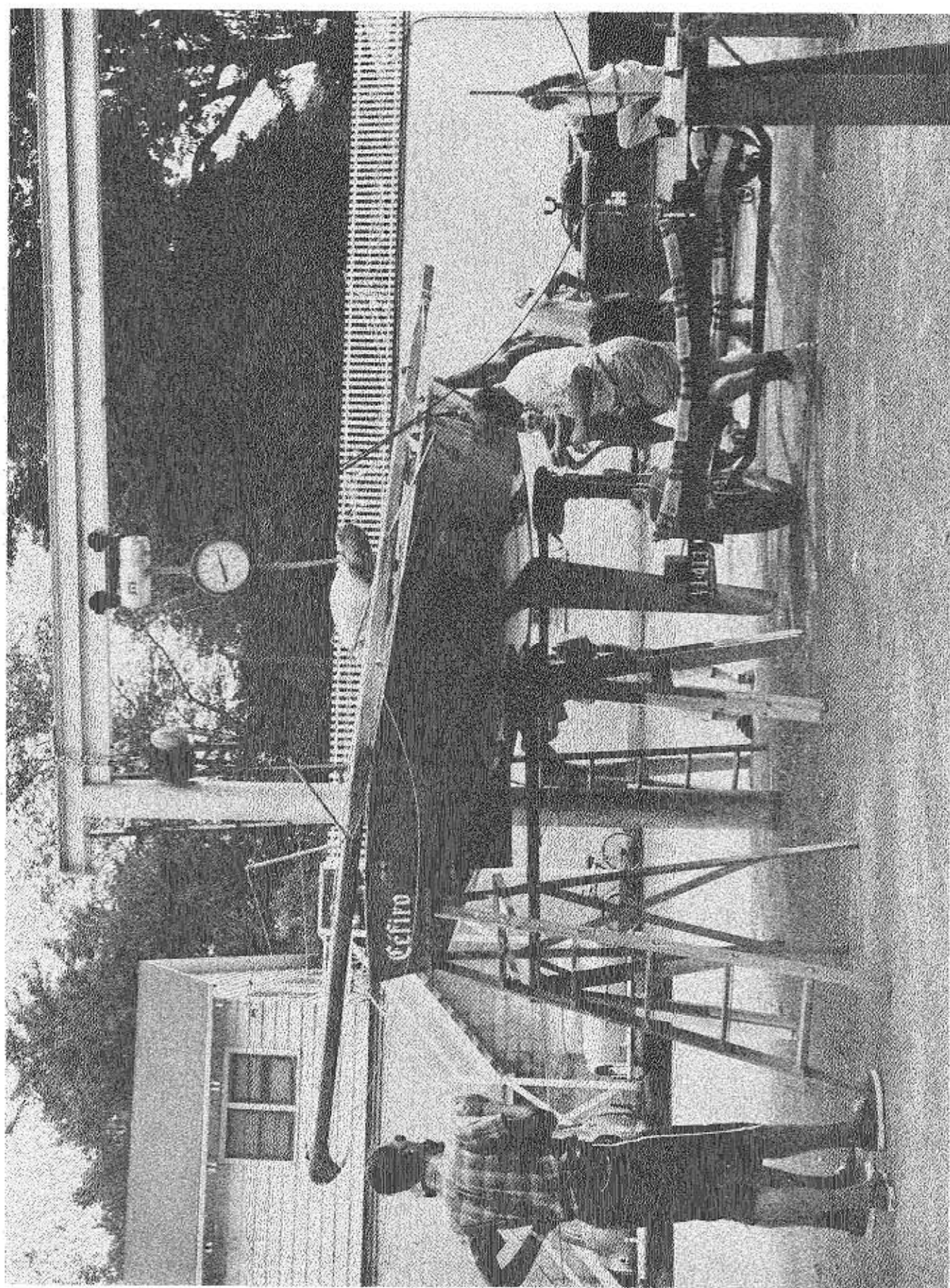
AUG. 17-18
LITTLE EGG HARBOR INVITATIONAL
LITTLE EGG HARBOR Y.C.

SEPT. 7-8
15th ANNUAL SURF CITY OPEN
SURF CITY Y.C.

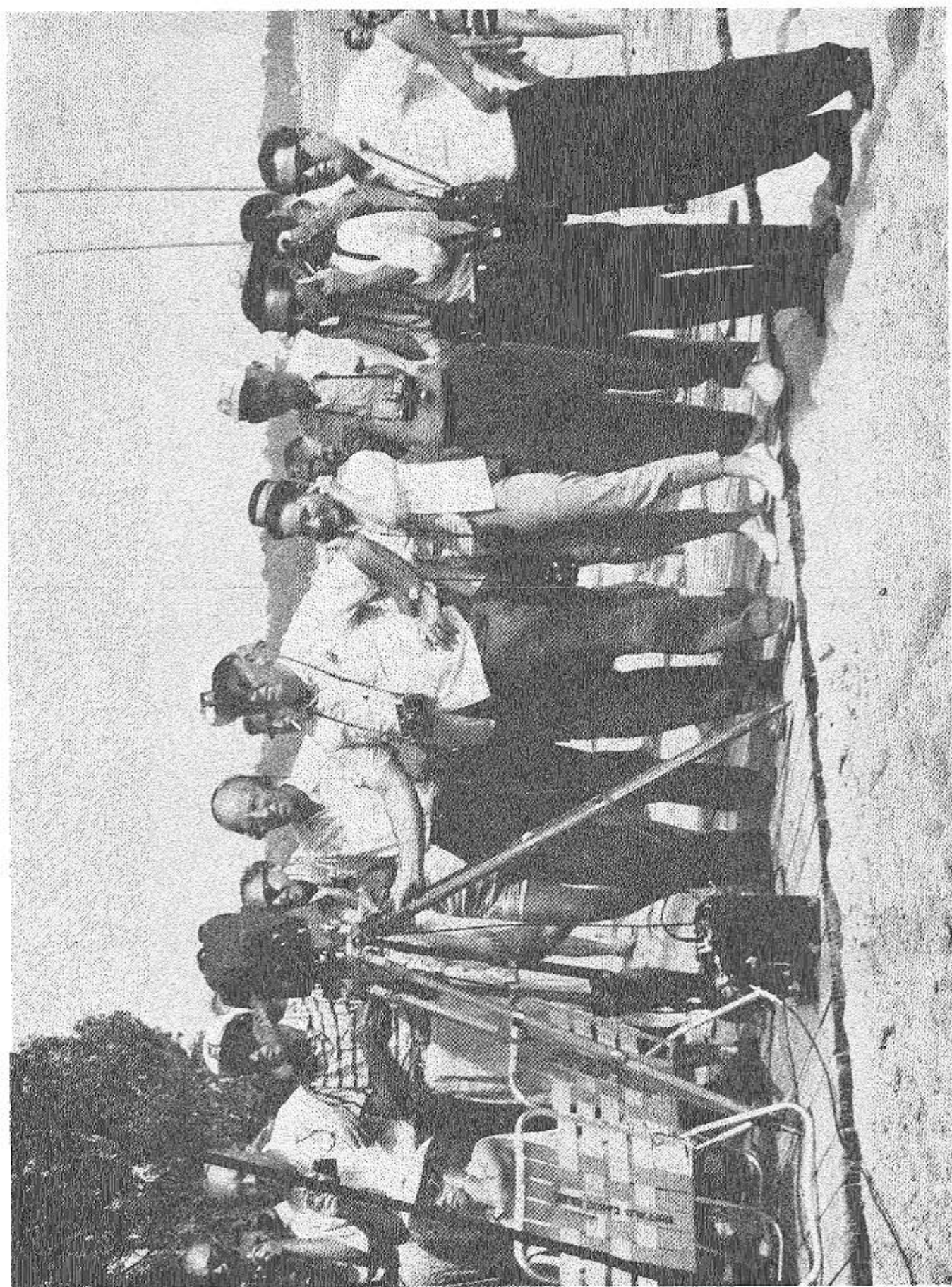
SEPT. 14-15
RIVERTON Y.C. INVITATIONAL
RIVERTON Y.C.

FINAL RESULTS—NORTH AMERICAN CHAMPIONSHIP

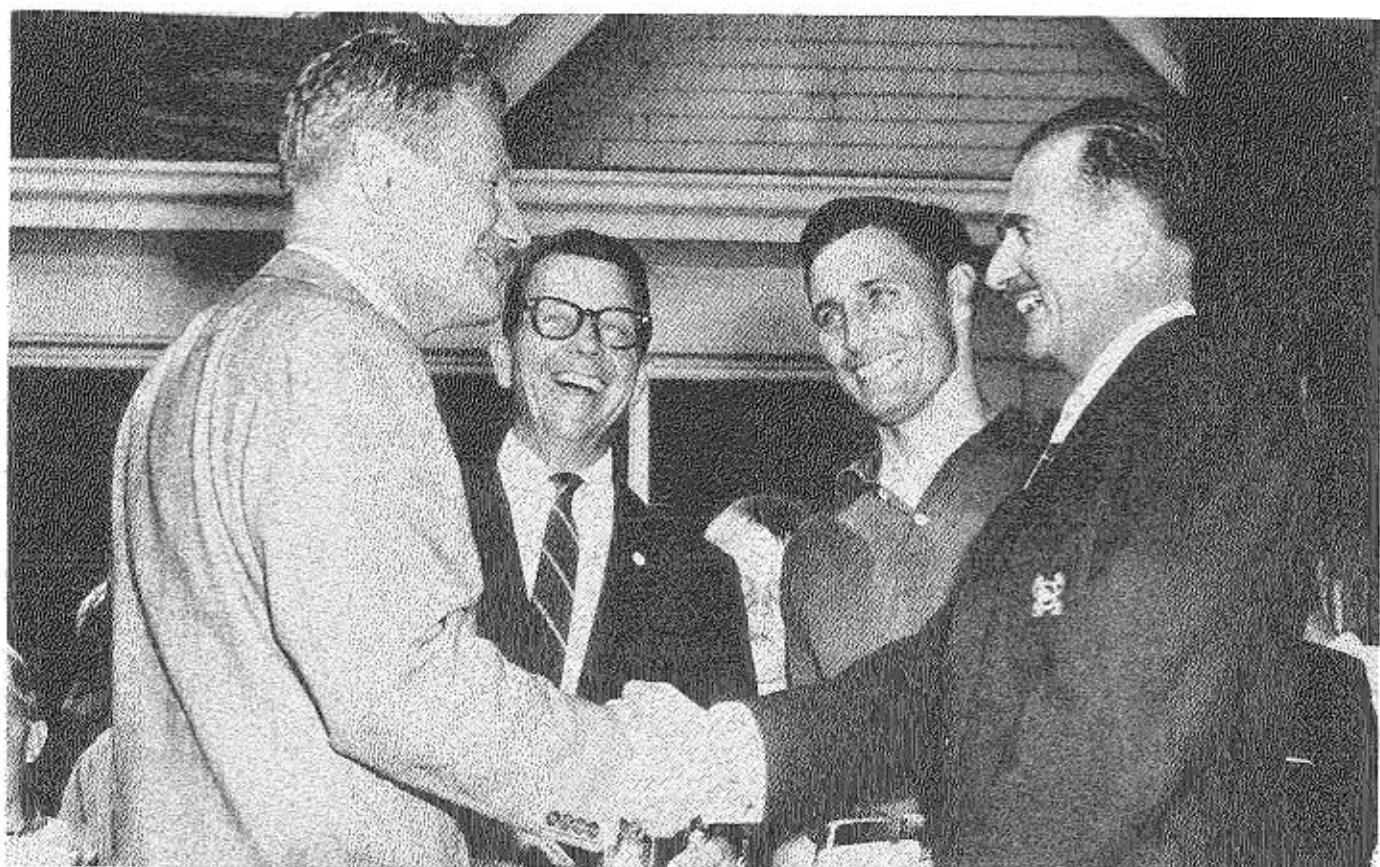
Boat No.	Position	Boat Name	Skipper	City	District	1st	2nd	3rd	4th	5th	Total
7811	1	Arom II	Tom Allen	Buffalo, New York	L. E.	3	2	5	5	6	139
8390	2	Bull II	Carl Eichenlaub, Jr.	San Diego, California	Cal.	2	1	10	12	3	132
8103	3	Sam	Bob Seidelmann	Westmont, New Jersey	C. A.	22	3	15	4	1	115
7000	4	Thermis 7	Karl Smither	Buffalo, New York	L. E.	1	19	4	17	4	115
7840	5	Tally Ho	Marbury Fox	Baltimore, Maryland	Dixie	18	6	9	3	9	115
8188	6	Pa-Da-Lin	Bud Olsen	Stratford, Connecticut	Conn.	12	7	20	8	5	108
8345	7	Maui	George V. Fisher	Columbus, Ohio	O.-I.	6	16	25	7	7	99
8330	8	Hot Canary III	Chuck Malbie	Youngstown, Ohio	O.-I.	10	13	18	9	12	98
7126	9	Yankee	Steve Bachman	Southport, Connecticut	Conn.	4	15	2	24	21	94
7942	10	Clancy	Barney E. Mead III	Towson, Maryland	Dixie	24	25	14	1	2	94
1903	11	Glockenspiel	Stu Anderson	Buffalo, New York	L. E.	21	4	28	6	8	93
7818	12	Pryghur	Dr. Leo Wasserberger	Pontiac, Michigan	Mich.	27	11	7	13	11	91
7585	13	Challenger	Robert W. Tunnell	Georgetown, Delaware	Dixie	16	12	23	16	13	80
7822	14	Flare II	Thomas D. Fallon	Buffalo, New York	L. E.	17	20	1	18	25	79
8004	15	Ol'Nick	Herm Nickels	Fenton, Michigan	Mich.	DNF	9	21	10	10	78
6345	16	Sabrina	Jack Swanson	Buffalo, New York	L. E.	15	5	24	15	26	75
7865	17	Tickled Pink	John Mueller	Rocky River, Ohio	O.-I.	14	8	26	22	16	74
7240	18	Tension	David Peterson	North Haven, Connecticut	Conn.	8	27	3	26	22	74
7275	19	Shelby	Jay Doty	Chicago, Illinois	M.W.	25	22	11	20	15	69
8100	20	Twedy Too	Tom Davis	Columbus, Ohio	O.-I.	DNF	10	13	23	19	63
8298	21	Snoopy	Bruce Goldsmith	Northfield, Illinois	M.W.	5	14	27	21	DNS	61
6066	22	XL	H. J. Cawthra	Grosse Pointe Farms, Mich.	Mich.	13	DNF	12	11	DSQ	60
5783	23	Jane II	Jose Barreda-Moller	Lima, Peru	Peru	20	28	6	14	DNF	60
8181	24	Vagabond III	Bob Adams	Glenside, Pennsylvania	C. A.	28	17	8	DSQ	18	57
8104	25	Tasmanian Devil	A. Marcy Lippincott	Riverton, New Jersey	C. A.	26	26	17	2	DNF	57
6161	26	Ich	Jim Schudel	Cincinnati, Ohio	O.-I.	23	18	30	19	17	53
2706	27	Fade	Frank Hornby	Conneaut Lake, Penn.	O.-I.	11	23	29	27	23	47
6898	28	Voo Doo	Oliver Filippi	Lake Englewood, Penn.	Metro	7	DSQ	22	28	24	47
8315	29	Vagrant	John J. Ranft	Columbus, Ohio	O.-I.	29	24	16	DSQ	14	45
4872	30	Rabbit	John M. McIntosh	Savannah, Georgia	S. E.	19	21	31	25	20	44
5932	31	Cat's Meow	Harry Spitz	Gary, Indiana	M. W.	9	29	19	DNF	27	44



"Weighing and measuring boats at N.A. Championship"



"The movie makers pause as Governor Rockefeller gets cannon salute at North American Championship"

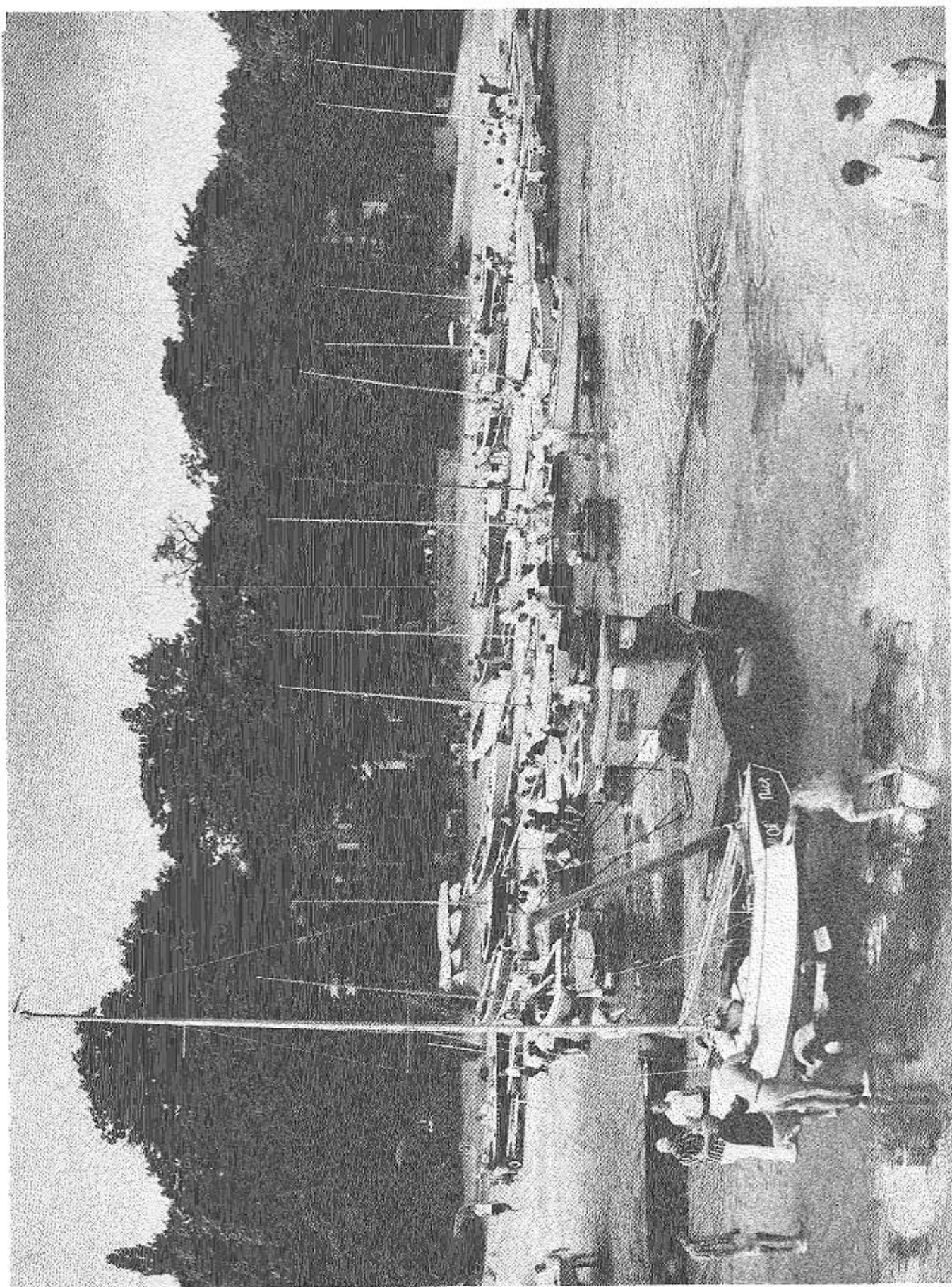


"Dignitaries at the N. Americans, l. to r., Gov. Rockefeller John McIntosh, Tom Allen, Jose Barreda-Mulley"



"Eichenlaub Gets Set"

M. Rosenfeld photo by David Rosenfeld



"Haulers at Buffalo Canoe Club N. American Championship"

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THE UPS AND DOWNS OF THE PRESIDENT'S CUP REGATTA

By Howard Mullin



"Carter Ford, winner of President's Cup"

In addition to sailing some 45 miles horizontally, it has been estimated by your author that each boat in the President's Cup Regatta sailed some 37.214 miles up and 37.213 miles down the sides of seas running 8 to 10 feet from trough to crest. (The difference in distance up and distance down can be explained by the rotation of the earth, I think.) The reader is asked to excuse the somewhat vague account of the five races as my view of the first ten boats was somewhat hindered by these small mountains. It seemed that whenever I was on top of one of them back in 24th or so place, the leaders were down in the valleys many mountains away and thus out of sight. So with the welcome aid of my wife (spectating) and Ham Ford (crewing up front), here goes.

First Race: Wind 5-8 mph increasing to 15 later, skies clear, course triangular with seven legs. Race Committee has set a perfect starting line and most of the 20 boats were right on it at the starting gun. Dave Chanoux establishes a small lead immediately and holds it to the first mark closely followed by Elliott Oldak, Bill Healy, Charlie Obersheimer and Leonard Pratt in that order. The second leg is a beam reach with a few flying chutes but most don't. Jibe around the mark and the long coast down hill with the wind on the port quarter shows little change in the stately procession of spinnakers to the starting marker. Around we go on the beat into a steadily

increasing wind with very little shifting. At least the wind coming back to me off some 20 to 30 sails didn't seem to be shifting much! Chanoux still holds his lead at the windward mark followed by Healy, Oldak, Bill Sprague, Obersheimer and Carter Ford. Again the short leg on a beam reach with a few more chutes flying, the jibe at the mark and the colorful line of nylon stripes to the leeward mark. The last leg to windward with Chanoux still in the lead covering Healy and now hard pressed by Ford who had been steadily moving up throughout the race in third with Oldak, Sprague and Obersheimer finishing in that order.

Second race: Another lovely day dawned bright and early—too bright and early for some—and away we go over another perfect starting line in light air and relatively smooth sea. I am sorry to report that the little lady missed the spectator boat this morning and Ham Ford dropped his pencil overboard at the five minute gun. So all I can report is that at the first mark it was Oldak, Pratt, Ford, Bill Campbell, Cully Cobb and Jim Kohls rounding the mark in that order. Sometime later after six more legs, Oldak crosses first followed by Cobb, Healy, Campbell, Ford and Pratt.

Third Race: Muttering something about being a disgrace to the family and an unfit father to boot, my wife took off for Buffalo to see some snaraleac divorce lawyer and therefore was unable to report anything at all on this one. I understand also that Carter Ford took Dad's pencil away from him also muttering about mutinous crews so all I can report is that those lucky few still managed to stay up front and finished in this order: Grant, Chanoux, Oldak, Jim Carson, Howard Macken, Frank Williams and Carter Ford back in fifteenth for his only bad race for the series. I just missed the first place finish gun by six feet and was real proud until I learned later that it was the Governor's Cup gun I just missed by six feet. The wind had slowly died and the Race Committee shortened course finishing after six legs.

Fourth Race: Grimly determined to get a better view of things, your author started a few seconds early this time only to have his jib shudder into a heap on the deck undoubtedly loosened by that shotgun blast on the starting line. This race accounted for most of the vertical sailing mentioned early as the wind was blowing 15-20 mph and the seas building up to 8 and more feet in height. After a recalled start and instructions from R.C. to don life jackets, we started up that long windward leg with the line of boats spreading out across the wind. For a while it looked like the inshore boats were picking up and then the left hand end of the line slowly swung slightly nearer the mark. Rounding in the first group were Obersheimer, Macken, Bob Bavier, John Walton sailing No. 1726 (oldest boat in the three races), Chanoux and Ford not far behind. Two spinnaker reaches follow with some lusty shouts and hair-raising maneuvers at the mark in between the two and around the starting marker for the second beat. Oldak with a five point lead over Sprague is back about 12th but coming up fast. At the second windward mark it is Obersheimer, Walton, Ford and Macken followed by the rest of the pack not too far

astern. Again the spinnaker parade with several going to leeward and making out like bandits and then into the final bone-bruising windward leg with Obersheimer getting the gun followed by Walton, Ford, Macken, Bavier and Carson.

Fifth Race: After a brief respite the R.C. established the starting line again and away we go for the fifth and final race of a wonderful series. The wind has abated somewhat but those piles of water are still rolling by. At the first mark it is Kevin Keogh, Don Allen, Jim Carson, Reid Dickerson, Howard Macken, HOWARD MULLIN and Karl Gleeson. However, later on in the day back at the ranch it seems that 5 of the above seven mentioned (all but Allen and Macken) were sailing on borrowed time having been over the starting line prematurely. Elliott Oldak with a comfortable 10 point lead over Ford was about 10th around the mark and coming up fast only to foul at the second mark costing him the Regatta. At the finish line it was Ford, Cobb, Macken, Walton, Chanoux and John Dill in that order.

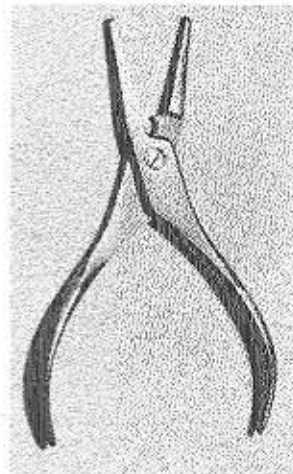
Carter Ford was the new and well deserving champion sailing a fine series with only one poor race which was undoubtedly caused by the fluky and dying air in the third race. Congratulations, Carter, from the bottom of the fleet—and I do mean the bottom—31st!

FINAL RESULTS— PRESIDENTS 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.
7	Carter Ford	Riverside, Conn.	6654	3	5	15	3	1	133	1
6	David Chanoux	Trumbull, Conn.	7914	1	16	2	12	5	124	2
126	Henry B. Sprague	Weston, Conn.	7337	5	7	8	15	10	115	3
262	Cully Cobb	Nashville, Tenn.	7499	15	2	9	17	2	115	4
133	Elliott Oldak	Port Washington, N.Y.	8170	4	1	3	9	DSQ	111	5
161	Howard W. Macken	San Diego, Calif.	7606	28	10	5	4	3	110	6
51	Charles Grant	Grosse Pt., Mich.	7899	13	13	1	18	8	107	7
145	Leonard C. Pratt	Greenfield, Mass.	8308	11	6	7	21	11	104	8
217	John G. Walton	Atlantic City, N.J.	1726	24	12	22	2	4	96	9
34	Jim Carson	Bricktown, N.J.	6884	7	18	4	6	DSQ	93	10
53	David Nickels	Fenton, Mich.	7877	14	23	10	7	14	92	11
51	Jim Kohls	Detroit, Mich.	7795	17	8	13	14	16	92	12
85	Bill Healy	West Hartford, Conn.	6849	2	3	19	13	DNF	91	13
12	Charles Obersheimer	Buffalo, N.Y.	4811	6	14	17	1	DNF	90	14
87	Herman Henschen	Baltimore, Md.	7015	16	15	11	23	9	86	15
12	Dick Ferrick	Buffalo, N.Y.	8299	12	11	14	DSQ	7	84	16
133	Michael Grinnell	Port Washington, N.Y.	6927	8	17	DNF	11	17	75	17
134	Robert N. Bavier, Jr.	Darien, Conn.	8222	18	DNF	24	5	12	69	18
5	Earl Ross	Chicago, Ill.	7503	10	20	29	16	20	63	19
96	Virginia Meyer	Greenwich, Conn.	6777	26	9	28	22	13	62	20
50	Frank P. Williams, Jr.	McLean, Va.	8375	23	DSQ	6	20	18	61	21
70	Reid Dickerson	Island Hts., N.J.	8201	9	22	30	8	DSQ	59	22
7	Kevin Keogh	Greenwich, Conn.	7245	20	26	18	10	DSQ	54	23
113	Bill Campbell	St. Joseph, Mich.	7979	DSQ	4	12	27	DSQ	53	24
164	Jack Griffiths	Chittenango, N.Y.	7244	25	19	27	24	15	50	25
77	Warren Duerr	Rochester, N.Y.	7974	27	28	20	19	19	47	26
141	James G. Dill, Jr.	New Suffolk, N.Y.	7124	DNF	21	25	DNF	6	44	27
118	Don Allen	Burlington, Ont.	7791	22	25	21	DSQ	21	39	28
257	John Tobin	Augusta, Ga.	7595	19	27	23	25	DNF	34	29
75	Karl K. Gleeson	Briarcliff, N.Y.	7852	29	29	16	26	DSQ	28	30
75	Howard J. Mullin	Saddle River, N.J.	7511	21	24	26	DSQ	DSQ	25	31

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"James Coggan winner, Governor's Cup"

1962 GOVERNOR'S CUP

By Stan Brander

Participants in the 1962 Governor's Cup were furnished with every item required for a perfect regatta. The winds were fair throughout the series, although one race provided the light wind sailors with near drifting conditions. The facilities of the Buffalo Canoe Club were perfect not only for the skipper and his crew, but the beautiful sandy beach and crystal clear water provided many pleasant hours for the entire family. The members of Fleet 12 and the Buffalo Canoe Club were perfect hosts, and left nothing to be desired.

The Governor's Cup Series proved to be a real "dog-eat-dog" duel between James Coggan and Bob Bleasby. At no time during the series did more than three points separate the two boats.

The first race day arrived bright and clear. The wind was from the south-west at 12 to 15 miles per hour. The Race Committee chose an equilateral triangular course, and it appeared that there was no favored end on the starting line. The start in this race, as in most of the remaining races of this series, proved to be all-important. From the beginning of this race until the finish it seemed to be a toss-up between Lee Demarest, Pete Gonzalez, Bob Knop and Peter VanInderstine. Gonzalez took a very small lead in the early part of this race, and then seemed to zero in with some excellent covering work on Demarest.

It was not until the third and final windward leg that Demarest was able to break through this cover and take the finish salute. In very rapid succession Gonzalez, Knop, VanInderstine and Burke crossed the line. At this point it seemed that Coggan and Bleasby were dark-horse candidates since in the first race they placed seventh and tenth respectively.

The second race was held several hours after the conclusion of the first race. The wind, although still from the south-west, had freshened slightly to about 17 miles per hour. This increased the choppy seas with which we were destined to become more familiar. Again the Committee chose an equilateral triangular course. The start was won by Demarest, but this time Coggan and Bleasby had improved their starts and were in early contention for the lead. With choppy seas, at times the spinnaker legs resembled roller-coaster rides. However, Coggan and Bleasby seemed to be past masters of the situation, and on the last spinnaker leg drew even with Demarest. In rounding the last mark in preparation for the final beat to the finish line Demarest re-captured the lead, and was able to take the winner's gun at the finish line, followed closely by Bleasby and Coggan. VanInderstine again crossed in fourth place with Ross Bryan finishing fifth. At the end of the first day Demarest held the lead with

56 points. VanInderstine was second with 50 points, followed by Coggan with 48, then a tie between Bleasby, Brizendine and Knop, each with 46 points.

After the days of qualifying races and one day of official races, Thursday, as a "lay off" day was welcomed by all. It gave everyone a chance to sightsee, and generally relax. However, judging from the number of boats careened on the beach, this day could more easily be called "re-tune" day.

The racing program resumed on Friday, and for the first time the wind gods let us down. The President's and Governor's Cup contestants milled, then drifted around the starting area for several hours while the races were postponed for lack of wind. The clear water of Lake Erie proved inviting to many, causing several skippers to anchor for a quick and invigorating swim. At last the Race Committee raised the "N" flag cancelling the morning race.

After a tow back to Buffalo Canoe Club docks and quick lunch, everyone once again returned to the starting area for the beginning of the third race.

At the start the wind was coming in from the west at five miles per hour. The windward end of the line seemed to be slightly favored, but in order to be assured of clear air several boats started well toward the leeward end of the line. The Committee, due to a slight wind shift, again provided an equilateral triangular course. The wind held for the first lap, but dropped after the second windward leg to about zero to two miles per hour. The real light weather sailors proved their abilities by keeping their chutes full in the light air and confused seas. The second lap, again due to a slight shift, called for only one spinnaker leg. Due to the very light conditions the Race Committee shortened course and set up a finish line at the second leeward mark. This time Bob Woolman received the finish honors, followed by Bleasby, Bryan, Chuck Ellery and VanInderstine. Coggan finished in sixth place with Demarest in tenth. Due to the light weather the overall positions were somewhat shuffled, and the leaders were now Demarest with 75 points, VanInderstine with 74, Bleasby 72, Coggan 71 and Gonzalez with 66 points.

To provide for Friday's cancelled race, it was decided by the Race Committee that two races would be run "back-to-back" on Saturday to complete the series.

The first race on Saturday found a westerly wind at about 20 miles per hour. The seas had built up considerably causing the Race Committee to choose a right triangular course. Again the windward end of the line seemed to be favored. At the first windward mark it was Bleasby followed by Coggan. The next leg was a close reach, and those who attempted flying their spinnakers soon doused them. At the first leeward mark it was still Bleasby and Coggan. Chutes were popped for the third leg, but Bob Bleasby's spinnaker filled with a twist. This small mistake allowed Coggan to move into the lead, and from then on his position was never challenged. The remainder of this race found Coggan conservatively covering Bleasby and Bob Jamison, and at the finish line it was Coggan, Jamison and Bleasby, followed by Dave Ashton and Ray Harrington. Lee Demarest suffered a rigging failure when his forestay tang pulled loose from the mast causing him to pull out and not finish. Standings now revealed a tie between Coggan and Bleasby for first place with 99 points. Third place was held by VanInderstine with 92 points, followed by Bryan with 84 and Gonzalez with 82 points.

After the boats returned to the starting area for the

final race it was obvious that a two-way tie for first place had developed between Coggan and Bleasby, and the final race promised to be a real scrap between these two boats.

For the fifth race the wind held from the west at 18 miles per hour, however the seas were somewhat larger. Again a right triangular course was selected. The starting line seemed somewhat favored on the windward end, but some boats starting to leeward held good positions. Prior to the start Coggan's jib down-haul control pulled loose, and it appeared that his chances were somewhat dampened. However jury repairs were made, and by using an adjustable jib luff control as a downhaul he was able to be on the line in good shape. It now became even more evident that the duel between Coggan and Bleasby was between two fine boats with excellent skippers. Both boats were able to work away from the pack and capture first and second positions. At only one time throughout this fifth race were these boats over 50 yards apart and this occurred when Bleasby, hoping to move from second to first place, split tacks on the last windward leg. When they again drew near each other it was evident that neither tack was more favorable since no distance had been lost or gained. At the finish it was Coggan, immediately followed by Bleasby. Third, fourth and fifth positions went to Harrington, Sam Hayes and Demarest.

Final standings showed Coggan in a well sailed first place with 127 points. Bob Bleasby was second with 126 points, only one point off the pace. VanInderstine was third with 113; Ross Bryan fourth with 102; and Pete Gonzalez fifth with 100 points.

In summary it is felt that a wonderful time was had by all the contestants, and we would like to extend our thanks to the Race Committee, the Buffalo Canoe Club and particularly Bill O'Hern, the Regatta Chairman, for a job very well done.

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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.
137	James Coggan	Kalamazoo, Mich.	7911	7	3	6	1	1	127	1
146	Bob Bleasby	Toronto, Ont.	7650	10	2	2	3	2	126	2
145	Peter Van Iderstine	Brattleboro, Vt.	8008	4	4	5	11	8	113	3
262	Ross H. Bryan	Nashville, Tenn.	8064	16	5	3	9	10	102	4
133	Peter Gonzalez	Sands Point, N. Y.	7918	2	12	7	13	11	100	5
17	Lee Demarest	Bridgeport, Conn.	6394	1	1	10	DNF	5	99	6
242	Tom Brizendine	Greenville, Ky.	8185	6	6	21	12	7	93	7
47	William Van Arsdale	Castile, N. Y.	6789	11	7	11	7	17	92	8
77	Bob Woolman	Rochester, N. Y.	5836	20	13	1	8	16	87	9
58	Raymond Harrington	E. Rockaway, N. Y.	7296	26	17	8	5	3	86	10
77	Bob Jamison	Rochester, N. Y.	8322	17	19	9	2	15	83	11
69	Dave Ashton	Milwaukee, Wis.	4999	8	25	23	4	9	76	12
87	James H. Burke	Alexandria, Va.	7880	5	8	12	18	DSQ	73	13
70	Arnold Schwartz	Lincroft, N. J.	8301	14	11	24	6	18	72	14
43	Sam Hays	Columbus, Ohio	8105	19	15	DNF	10	4	68	15
51	Chuck Ellery	Grosse Pt. Farms, Mich.	6550	9	24	4	15	DSQ	64	16
189	Duncan McInnes	Marblehead, Mass.	8333	21	14	13	DSQ	6	62	17
51	Robert Knop	Detroit, Mich.	7388	3	9	DNF	14	DSQ	61	18
42	Bud Nelson	Toledo, Ohio	8380	12	26	18	16	13	60	19
140	Charles Doerflinger	Rochester, N. Y.	8033	22	16	15	DSQ	19	54	20
257	Gilbert Klemann	Augusta, Ga.	2381	18	23	14	21	21	48	21
262	Robert Llovett	Nashville, Tenn.	7498	15	22	20	DSQ	14	45	22
266	L. M. Bohenkamp	St. Louis, Mo.	7821	24	21	17	19	20	43	23
205	Stanley Brander	Tulsa, Okla.	8373	25	18	DNF	23	12	38	24
113	Carey Long	Stevensville, Mich.	7579	13	10	DNF	DNF	DNS	35	25
116	Larry Dorman	Long Island, N. Y.	7915	23	20	16	22	DNS	35	26
284	Gains Houston	Little Rock, Ark.	7655	27	27	19	17	22	33	27
226	Frank Cavanaugh	Coconut Grove, Fla.	6969	28	28	22	20	23	24	28



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