

THE NINTH ANNUAL DEEP SOUTH REGATTA

Stu Anderson Wins Again

By Jim Daniell

The 1965 edition of the Deep South Regatta was probably the best ever! Although our guests began arriving in Savannah on a dreary, drenching Friday, they were greeted by the sunny faces of proud club members who had eagerly awaited the chance to show off our beautiful new club house and facilities. At least this year if the weather man failed to produce favorable sailing conditions, we would have ample space to hold a "wake".

The regatta actually got under way Saturday morning cold and early with the renewal of old acquaintances over coffee and doughnuts in our spacious lounge, registration of boats, and maststepping (not necessarily in that order).

Most of the boats were in the water for the afternoon practice race, which was sailed in light and elusive air.

Alan Raffee, starting at the extreme leeward end of the line, sailed his "Shazam" into an early lead and never relinquished it. Alan and his crew, incidentally, were the first to arrive in town. Second and third places were a battle between the McIntoshes Jr. and Sr., with Sr. taking it by a hair at the finish line.

Saturday night saw a cocktail party and dinner dance in the club house with much socializing. Everybody was of the opinion that it was great to be sailing again after the winter lay-off. The dancing contest was a toss-up between Pam and Bruce Goldsmith, and Chuck McMurray and his lovely teenage daughter, Laurie.

Sunday Morning's practice race was cancelled because of the lack of air; but hearts were lifted when the sun



"It's great to be on the water again—Sunny Savannah."



"Waiting for the race."

beamed out from behind a cloudy sky and warmed chilled bones.

The predicted Southeast breeze came up about eight to twelve knots in the afternoon and we prepared for the first race. This was an exciting contest, starring Stu Anderson, Bob Lippincott, John McIntosh, Sr., Bruce Goldsmith, and Alan Raffee. The lead changed several times, but toward the end it looked like McIntosh; however, Stu Anderson overhauled him near the finish line to take the race.

Our traditional oyster roast was scheduled for Sunday evening, and most folks stayed around "just as was", facilitating an early and delightfully long social hour. Then we all headed for the sail loft and switched to

oysters. Each year we add a few more oyster eaters to our list of converts. Ann Allen even ate three or four.

After the oyster roast a Sailing Forum was held. This innovation, with Mr. Lightning, Karl Smither as moderator, added an intellectual atmosphere to the fun. The panel consisted of four experts: Stu Anderson, Tom Allen, Bruce Goldsmith, and Bob Seidelmann. Stu covered Starting, recommending an individualistic, aggressive start from the wrong side of the line, "zigging" into position just prior to the starting gun. The crafty master of starting pointed out that you have to know exactly what you're doing and recommended that boat speed in feet per second be determined, since the whole maneuver must be completed in the final few seconds before the start. Bruce



"See anyone you know?"

Goldsmith covered Planning and Strategy. He stated that only the really important items on your boat be checked, unless sufficient time is available—the most important being hull and centerboard smoothness, a well tuned mast, and the set of the sails. These should not be neglected to install a fancy gadget at the last minute. Bob Seidelmann covered Tuning the Boat, with the sage advice that tuning must be done by the sailor himself and not by the boat builder or sail maker. The setting of sails is foremost to get maximum effect. Tom Allen covered Moving the Boat, opening with the classic comment, "Make sure the trailer is hooked-up to the car". Tom suggested the shape of the sails on the boat and the position of the leech as the most important items. He also suggested checking batten position to determine the condition of the leech. Karl Smither covered Down-Wind Sailing, listing three pointers: 1) the necessity of a mast head fly

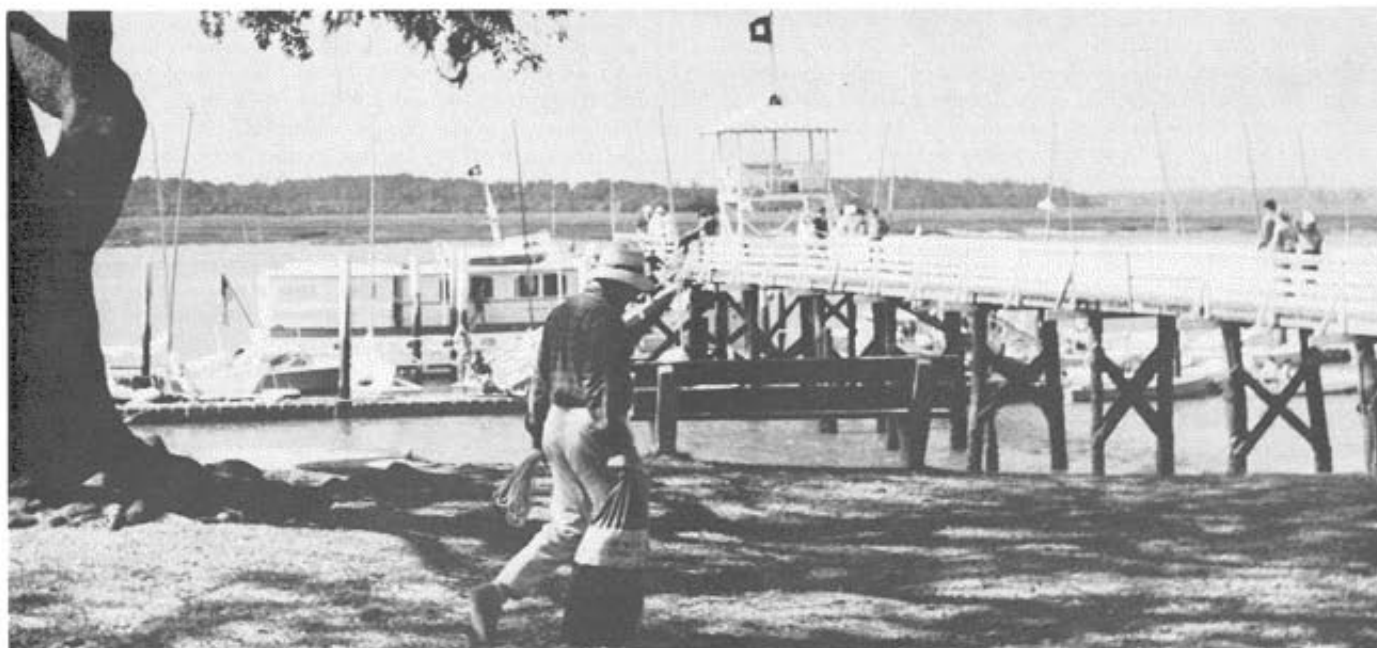
2) movement in the boat on "velvet paws" in light air
3) observation of competitors to see how you're doing. He closed with a quotation from Michaelangelo (an early Italian Lightning sailor, I believe) saying, "Trifles make perfection, but perfection is no trifle".

The forum was conducted in the best tradition of the Lightning Class with free and honest exchange of information.

Meanwhile, back at the races, Monday morning dawned sunny but with little air. A gentle Westerly was blowing irregularly and light. The Race Committee traveled all the way to Wassaw Sound to check the wind and discovered a Southeast breeze playing around. The decision was made to wait for it. The sailors went to lunch expecting back-to-back races, but the wind kept increasing in velocity until a beautiful breeze was blowing. With much consternation, the Race Committee Chairman, Wally



"The President and the winners in Savannah—Seidelmann, Goldsmith, Ham Ford, Allen, Anderson and you're right, that isn't Chips Virgin."



"Tom Fallon off to the races in Savannah."

Aggett, reversed his earlier decision and the Race Committee fired the gather gun, cutting short the early lunch. This decision turned out to be one of the best ever made, and we had a beautiful race in a 15 knot Northwest breeze. Our weather leg was against the tide, and it really worked the kinks out. There were some really wild spinaker rides up the Skidaway River by a couple of the more daring sailors, notably Tom Fallon and Bob Crane. Bruce Goldsmith won this one pulling away on the Spinaker run to the Ogethorpe mark, with Harry Sindle, Howard Mullin, Bob Seidelmann, and Stu Anderson close behind. At this point things didn't look good for Stu and looked great for Goldsmith.

This race saw some of the top sailors drop out of con-

tention due to a combination of marks and our infamous tide. Among the misfortunates were Bob Lippincott, Bill Van Arsdale, Tom Fallon, Dave White, and Ed Perry.

After a short lunch the final race got underway, the tide had switched and the air had lightened. With one recall behind us, we were off. The tide was with us at the start and it took some maneuvering in this eager fleet to keep from being over the line, and as it turned out, this was what happened to some in the front of the pack.

In the middle of the windward leg the wind died almost to nothing, but the tide pushed us toward the Skidaway mark. The leaders with the best anchor men and those who got there late made-out like "Gang Busters"; however, some went from the top ten to the bot-



"John McIntosh contemplates the breeze in Savannah."



"The winners in Savannah, oops, where's Scidelmann?"



"That Scidelmann is always up there — receives second place trophy from Commodore Aggett in Savannah."



"Commodore Wally Aggett awards first place trophy to Steve Anderson, crew Bob Dallas and Scott Backus with Roy Gordon Jr., Regatta Chairman looking on."



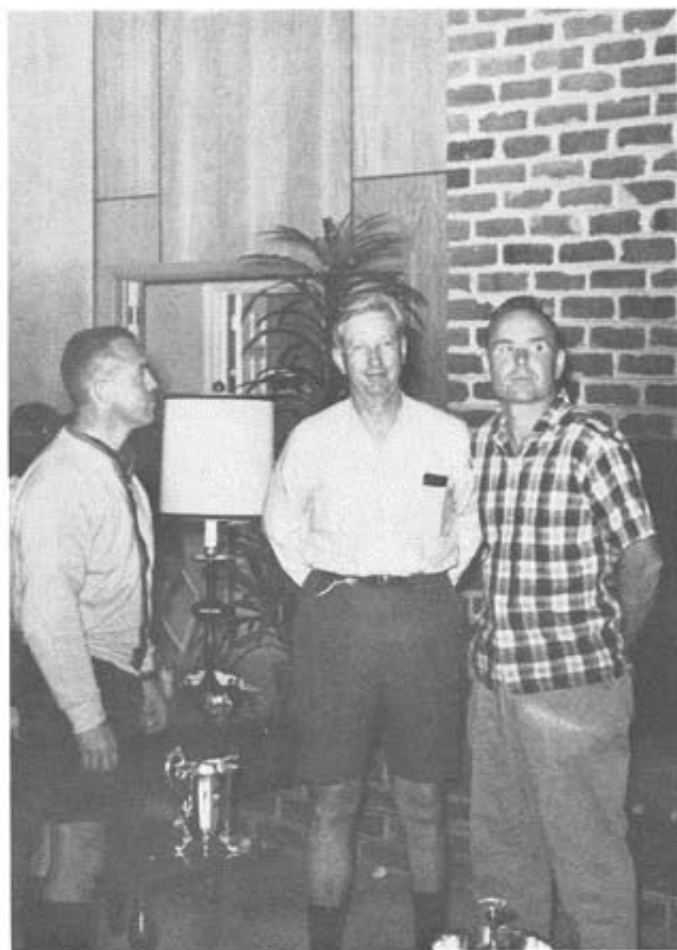
"Mr. President, Mr. Lightning, the winners, ladies and company."

tom ten there. After we had barged together for awhile, the breeze arrived again, and the fleet sailed back to the Wilmington, heading for the Oglethorpe mark. The tide was against us and the wind behind. Again the breeze failed at the mark and the leaders sat there with the fleet sailing up on them. Another terrible traffic jam developed. Some tempers flared; but good humor was evident also. Those who managed to get around the mark early fared well, but those who were caught in the jam didn't. Positions continued to change for the balance of the race but not as drastically as they had at the second and third marks. Howard Mullin crossed the finish line first, but the winner's salute did not sound. He had been over the line at the start and did not hear the recall. If this race had stood Howard would have won the regatta. Bob Lippincott was the winner but was knocked out of the running by his tangle with a buoy in an earlier race. John McIntosh, Jr., was second; Barney Mead, third; Chips Virgin, fourth; Tom Allen, fifth, and Stu Anderson, sixth.

When the scores were compiled, Stu Anderson was the winner. Following Stu to carry off the trophies were Bob Seidelmann, Tom Allen, Harry Sindle, and Chips Virgin.

Wally Aggett, Commodore of the Savannah Yacht Country Club presented the silver, after which came the boat-packing and good byes and finally the inevitable let-down in excitement.

Those of us who have been around for all the Deep Souths feel that this one will remain the greatest, but we invite you all to come back and prove us wrong!



"Where are those other winners?"

DEEP SOUTH REGATTA 1965

Skipper	Boat No.	Total Pts.	Pos.
Anderson	8503	141 1/4	1
Seidelmann	9250	137	2
Allen	9380	133	3
Sindle	8950	131	4
Virgin, III	6909	129	5
McIntosh, Sr.	9398	127	6
Goldsmith	8298	125 1/4	7
Smither	9000	120	8
Dean	9456	115	9
Gordon	7530	113	10
Crane	9390	112	11
McIntosh, Jr.	8475	112	12
Mead, III	9442	106	13
Lippincott, M.	9428	98	14
Lippincott, B.	9427	96.2	15
Hughes	9416	96	16
Maner	8970	90	17
Mullin	9431	90	18
Raffee	8529	90	19
Ford	6654	82	20
Olsen	9022	79	21
Baroni	2070	78	22
David	8662	69	23
Bryant	9373	69	24
Novak	9010	68	25
Klemann	7947	65	26
Malcolm	9286	64	27
Blair	8715	64	28
Whalley	5570	64	29
Smith	8800	63	30
Daniell	8977	61	31
Meyers	9021	60	32
Van Arsdale	8545	58	33
Fallon	8390	57	34
Gilbert	8960	54	35
Hastings	9003	54	36
Perry	8325	45	37
White	8555	38	38
Weller	9098	38	39
Burnett	4881	35	40
Turner	7992	34	41
Maltbie	9332	33	42
Mueller	9375	31	43
Jackson	265	28	44
McMurray	7642	27	45
Currie	9402	25	46
Wahl	9429	23	47
Blanding	4152	22	48
Shaw	6569	20	49
Prince	9040	13	50

THE 18th ANNUAL WINTER LIGHTNING CHAMPIONSHIP REGATTA ST. PETERSBURG, FLORIDA

By Howard and Mary K. Mullin

After a brief respite last year, Bob Seidelmann of Westmount, N.J. returned to the winners' circle for the third time in four years; an accomplishment never before equalled in the annals of major Lightning regatta history. We cannot say that there was "his kind of air" because we had a little of all kinds from near drifter to wet, rigging-whistling winds in sea conditions ranging from smooth to lumpy. Neither can we say he was "lucky" or "got all the breaks"; we can only admit to his superior skill in helmsmanship, tactics, boat tuning and sail trimming in bringing about his convincing victory over many outstanding competitors; championship material in their own rights.

The Regatta was an outstanding success, thanks to General Chairman Pete Luckham and his entire committee, and I know that all skippers, crews, wives, sweethearts and friends there present join us in expressing our hearty thanks and a resounding "well done" to Pete and all

others responsible for a wonderful week of good sailing and outstanding hospitality.

First Race: Wind 8-12 MPH, sea smooth, weather clear and delightful. Marcy Lippincott, Howard Mullin, Dick O'Donnell, John Ranft, and Barney Mead jump to an early lead and round the first weather mark in that order. The wind lightens on the next two spinnaker legs. John McIntosh moves up to fourth to start the second weather leg preceded by Lippincott, Mullin, and O'Donnell, and closely pressed by Ranft and Mead. At the second weather mark Mullin has taken the lead followed by Lippincott, O'Donnell, Mead, Ranft, Karl Smither and McIntosh in that order. Bob Seidelmann has slowly been working his way up from a not too good start to round tenth. These positions hold going into the final weather leg and at the finish it is Lippincott, Mullin, O'Donnell, Mead, Seidelmann, Ranft, Smither, George Prince, John Mueller and Don Delorme. Mullin is advised of a "too soon"



"Shortly after start of third race."

start by the Race Committee. Peggy Mead broke one of those beautiful ribs of hers in an unfortunate fall and Russ Scrim and crew took an unwanted bath in Tampa Bay. We all retire to the gorgeous St. Pete Yacht Club for a tasty lunch and a little sunbathing.

Second Race: Wind 12-15 MPH, seas building up and lumpy, weather still warm and clear. Lippincott and Ranft jump to early leads followed by Jim Crane who made (and got away with) a brilliant port tack approach to the pin. They round the first mark closely followed by George Fisher, Leon Striegel, Mullin, Ernie Dean, Bob Llovet, and Bruce Goldsmith. These positions hold pretty well on the next two spinnaker legs and then the uphill struggle on the second windward leg shuffles the group a bit. At the windward mark Marcy has kept and increased his lead and is the first to pop his spinnaker in front of Jim Crane, Fisher, Ranft, O'Donnell, Goldsmith, Dean, Mullin and Sindle. Seidelmann holds a respectable thirteenth at this mark. Going into the third and final weather leg, Marcy rounds first followed by Crane, Ranft, Fisher, O'Donnell, Goldsmith, Mullin, Seidelmann and Sindle. At the finish a very happy Marcy Lippincott receives the big boom for twice in a row with Jim Crane,

Dick O'Donnell, George Fisher, Bruce Goldsmith, Howard Mullin, Harry Sindle, John Ranft, Alan Raffee and Bob Seidelmann following in that order.

Back at the club that evening, compilation of scores thus far revealed the following standings (low point):

1. Marcy Lippincott	1- 1— 1½
2. Dick O'Donnell	2- 3— 5
3. John Ranft	5- 8—13
4. Bob Seidelmann	4-10—14
5. Bruce Goldsmith	10- 5—15
T 6. George Fisher	18- 4—22
T 6. Karl Smither	6-16—22
T 8. Harry Sindle	16- 7—23
T 8. Alan Raffee	14- 9—23

Marcy appears untouchable, O'Donnell is in excellent shape and the next 7 or 8 boats are pretty well bunched. Marcy goes to bed real early, Mary K. starts speaking to Howard again, and Peggy Mead is feeling much better. Ham Ford port tacked a trailer in the boat yard and wound up with a broken rib to join Peggy on the casualty list.



"Bob Seidelmann prepares to round weather mark in 2nd race."

WINTER LIGHTNING CHAMPIONSHIPS—ST. PETERSBURG

Skipper	Area	Boat Number	1st Race Pos.	2nd Race Pos.	3rd Race Pos.	4th Race Pos.	Total Points	Pos.
Bob Seidelmann	Central Atlantic Dist.	9250	4	10	6	1	231 1/4	1
Dick O'Donnell	Central Atlantic Dist.	9427	2	3	8	12	227	2
Alan Raffee	California Dist.	8529	14	9	3	3	223	3
Harry Sindle	Dixie Dist.	8950	16	7	4	4	221	4
John Ranft	Ohio-Indiana Dist.	8315	5	8	10	13	221	5
Stu Anderson	Lake Erie Dist.	8503	20	14	2	2	214	6
George Fisher	Ohio-Indiana Dist.	9445	18	4	14	5	211	7
Jim Crane	Connecticut Dist.	9390	23	2	5	18	204	8
Bill Hughes	Lake Erie Dist.	9416	19	24	7	10	192	9
Karl Smither	Lake Erie Dist.	9000	6	16	19	22	189	10
George Prince	Ohio-Indiana Dist.	9040	7	18	11	31	185	11 T
Bud Olsen	Connecticut Dist.	9022	17	13	30	7	185	11 T
Wally Ross	Greater Long Island Dist.	8325	15	21	16	20	180	13 T
John McIntosh	Southeastern Dist.	9398	11	25	17	19	180	13 T
Cully Cobb	Mississippi Valley Dist.	7499	24	15	29	6	178	15
Bruce Goldsmith	Midwest Dist.	8298	10	5	1	DNF	173 1/4	16
Herb Virgin	Florida Dist.	6909	22	32	9	17	172	17
Barney Mead	Dixie Dist.	9442	3	30	24	27	168	18
Howard Mullin	Central Atlantic Dist.	9431	DNS	6	12	8	163	19
Bob Llovet	Mississippi Valley Dist.	9298	35	12	32	11	162	20
John Mueller	Ohio-Indiana Dist.	9375	8	34	33	15	162	21
Marcy Lippincott	Central Atlantic Dist.	9428	1	1	DNF	26	161 1/2	22
Herm Nickels	Michigan Dist.	9413	29	22	15	30	156	23
Don Delorme	Dixie	9007	9	29	25	33	156	24
Leon Striegel	Mississippi Valley Dist.	9213	36	17	37	9	153	25
Ed Lampman	Central Atlantic Dist.	8530	33	20	23	28	148	26
William Cudahy	Florida Dist.	8063	26	28	31	24	143	27
Ron Blair	Midwest Dist.	8715	12	23	DNS	14	140	28
John Ruhlman	Ohio-Indiana Dist.	9420	31	33	21	29	138	29
Ross Bryan	Mississippi Valley Dist.	8064	34	19	44	23	132	30
Bernie Malcolm	Ohio-Indiana Dist.	9286	27	35	34	36	120	31
Ernie Dean	Central Atlantic Dist.	9456	32	11	28	DSQ	118	32
Turner Hastings	Dixie Dist.	9003	39	38	39	21	115	33
Alex Carlin	Florida Dist.	9388	21	26	35	DNF	107	34
Bill Van Arsdale	Lake Erie Dist.	8545	42	43	36	25	106	35
Vic Maitland	Lake Erie Dist.	9099	28	41	DNS	16	104	36 T
Bucky Powless	Ohio-Indiana Dist.	9102	46	27	43	32	104	36 T
Bob Novak	Midwest Dist.	9010	25	40	22	DNF	102	38
Chuck Maltbie	Ohio-Indiana Dist.	9332	40	31	18	DNF	100	39 T
Bob Clark	Lake Erie Dist.	9380	13	DSQ	13	DSQ	100	39 T
Jonathan Ford	Western Long Is. Sound Dist.	6654	49	39	26	40	98	41
Earl Ross	Midwest Dist.	8143	45	42	40	34	91	42
Bob Smith	(One Design Yachtsman)	8916	41	44	38	41	88	43
J. P. Hills	Mississippi Valley Dist.	9230	38	46	46	38	84	44
Jim Daniell	Southeastern Dist.	8977	47	48	42	37	78	45
Jim Gilbert	Dixie Dist.	8960	44	47	27	DNF	71	46
Tony Baroni	Great Long Island Dist.	2070	DNS	36	20	DNF	70	47
Dave White	Central New York Dist.	8555	50	49	48	39	66	48
Leonard Vidal	Florida Dist.	7057	53	51	45	42	61	49
Wilson Scott	Mississippi Valley Dist.	9066	43	56	49	43	61	50
Tom Fallon	Lake Erie Dist.	8390	30	37	DNF	DNS	59	51
Roy Knapp	Metropolitan Dist.	9262	37	DNF	DNF	35	54	52
Robert David	Greater Long Island Dist.	8662	48	55	50	46	53	53
Wilson Fly	Mississippi Valley Dist.	8080	56	57	47	45	47	54
Matt Bryant	Lake Erie Dist.	9373	51	52	41	DSQ	45	55
Paul Weller	Southeastern Dist.	9098	54	54	DNF	44	37	56
Maj. Frank Colleton	Dixie Dist.	8202	52	53	DNS	DNS	21	57
Ed. Wahl	Ohio-Indiana Dist.	9429	DNF	45	DNS	DNS	18	58
Phil Smith	Michigan Dist.	8800	DNS	50	DNS	DSQ	13	59
Graydon Smith	Lake Erie Dist.	9330	55	DNS	DNS	DNS	8	60
Russ Scrim	Lake Erie Dist.	8297	DNF	DNS	DNS	DNS	0	61
R. G. Wilson	Southeastern Dist.	5098	DNS	DNS	DNS	DNS	0	62

1965 MIAMI WINTER LIGHTNING REGATTA

By Phil Smith

The crew Bert and Ernie, the Skipper and Panic II arrived in Miami late Monday afternoon, March 22nd in a cool heavy downpour. Fortunately we had not put on our full boat cover so that our 17 pieces of luggage, well distributed in the bilge, were thoroughly washed down with clean rainwater. This relieved us of the chore of dusting them off after the trip down from St. Pete.

What do you do with 75 pounds of soaked luggage and clean laundry without a steam iron or a dry sponge?

Tuesday came up bright and much warmer, and after listening to radio reports and trying to view the 1st Gemini flight on its 9:30 A.M. takeoff, we were off to the Coral Reef Yacht Club for a view of boat assembly.

It certainly was interesting and partly amusing to note the hurried repair activity—Tony Baroni still repair-

ing the hole in the side of his boat that he could almost climb through at St. Pete. Tom Fallon lacing his broken mast to his tiedowns and creating the basis for a Kon Tiki or Tom Sawyer raft. Others with problems too numerous to mention.

St. Pete and Tampa Bay with its beautiful sailing waters had left their toll on equipment what with moderately heavy seas and wind conditions prevailing at the Mid-winter championships.

Tuesday's practice race was scheduled for 1:30 P.M. by Charlie DeCardenas and the most capable race committee at Miami headed by Charlie Beedle and it appeared to your correspondent that there was no great rush to meet the starting line, however, eight boats made it; six that started finished and nine more joined the 7 leg brush



Photo by Elliot Lanson

Start of the first race at Miami—Ella Andre and her all girl crew in 8038 decided that the port end was favored and that a port tack start at that end would be advantageous. Thirty-seven boats thought otherwise. This picture gave rise to a lively caption writing contest.

"All right girls, where's the rule book?"
"Gee—I never saw so many boats!"
"Don't those guys know the rules?"
"O.K.—Everybody tack!"
"Ladies' first, please!"

P.S.—8038 belongs to Charlie Beedle

race on one or the other leg of the Course. In all, 17 boats tried the waters of Biscayne Bay in light winds from 12 down to 5 knots. Stu Anderson led all the way in this practice race with Johnny McIntosh breathing hard on his transom at the finish.

After the finish, Carlin's Bar was open on the front lawn for all skippers, crews, and wives and gradually everyone left to go their separate ways to see the night lights of Miami.

Reports indicated that most of the group had checked on a bit of Miami Tuesday evening by going to Beaches for dinner and little nightclubbing. Wednesday dawned bright and clear with 80° temperature and soft winds expected. Marty O'Meara was heard to remark that the

"overindulgees" would find that Biscayne Bay sunshine would soon cure all ills.

A skippers' meeting was held at 9 A.M. Wednesday morning and it was indicated that the sailing area would be about 1¼ miles south of Coral Reef Yacht Club. The winds were light and out of the southeast and it took about an hour to reach the course. The race was started on time and the fleet was on its way. Stu Anderson was over the line at the start along with three others all of whom returned and restarted. Seidelmann led at the Mark followed closely by Dean and Sindle. The race pattern was thus set and the finish saw little or no change in order as Seidelmann took first, Sindle second and Dean third.

The Second Race saw Bruce Goldsmith leading the pack

MIAMI 1965 WINTER LIGHTNING REGATTA

Skipper	No.	Home Town		Places	Points	Final Pos.
Bob Seidelman	9250	Westmont, N.J.	1	4	111½	1
Harry Sindle	8950	Ware Neck, Va.	2	3	110	2
Bruce Goldsmith	8298	Chicago	6	1	104½	3
H. E. Dean, Jr.	9456	Shore Acres, N.J.	3	10	101	4
Allen Raffee	8529	San Diego	5	7	101	5
Karl Smither	9000	Buffalo	9	6	97	6
Dick O'Donnell	9427	Riverton, N.J.	7	8	91	7
John McIntosh	9398	Savannah	11	9	90	8
A. M. Lippincott	9428	Riverton, N.J.	12	17	86	9
Ronald Blair	8715	Wilmette, Ill.	20	14	73	10
Stuart Anderson	8503	Buffalo	4	2	DNF	11
Thomas D. Fallon	8390	Buffalo	14	13	69	12
Bob Clark	9380	Pittsburg	15	19	69	13
Alex Carlin	9388	Miami	8	26	66	14
Edward "Bud" Olsen	9022	Stratford, Conn.	26	15	63	15
Bernie Malcolm	9286	Dayton, Ohio	10	22	63	16
R. B. Crane	9390	Darien, Conn.	16	6	DNF	17
Robert J. Novak	9010	Lake Geneva, Wisc.	29	16	54	18
Don Delorme	9007	Baltimore, Md.	13	12	DNF	19
Turner Hastings	9003	Dover, Del.	23	27	52	20
Chuck Maltbie	9332	Youngstown, Ohio	DNF	11	51	21
Ed Lampman	8530	Haddonfield, N.J.	17	DNF	49	22
Tony Baroni	2070	East Rockaway, N.Y.	32	18	48	23
Ed Wahl	9429	Lakewood, Ohio	24	23-T	47	24
Herbert W. Virgin, III	6909	Miami	DNS	23-T	46	25
Charlie Beedle	9421	Miami	21	30	46	26
William W. Hughes	9416	Buffalo	26	25	43	27
George Prince	9040	Warren, Ohio	19	20	DNF	28
V. I. Maitland	9099	Pittsburg	22	21	DNF	29
Matt Bryant	9373	Buffalo	33	29	28	30
William Van Arsdale	8545	Castille, N.Y.	18	32	DNF	31
Earl A. Ross	8143	Ft. Lauderdale	27	34	28	32
Dave White	8555	Syracuse, N.Y.	34	31	27	33
Phil Smith	8800	Birmingham, Mich.	28	28	DNF	34
Russ Scrimm	8297	Quebec, Canada	30	DNF	26	35
Ella C. Andre	8038	Miami	31	33	DNS	36
H. Clark	2675	Miami	DNF	DNF	29	37
Graydon Smith	9330	Freedonia, N.Y.	DNF	DNS	DNS	38

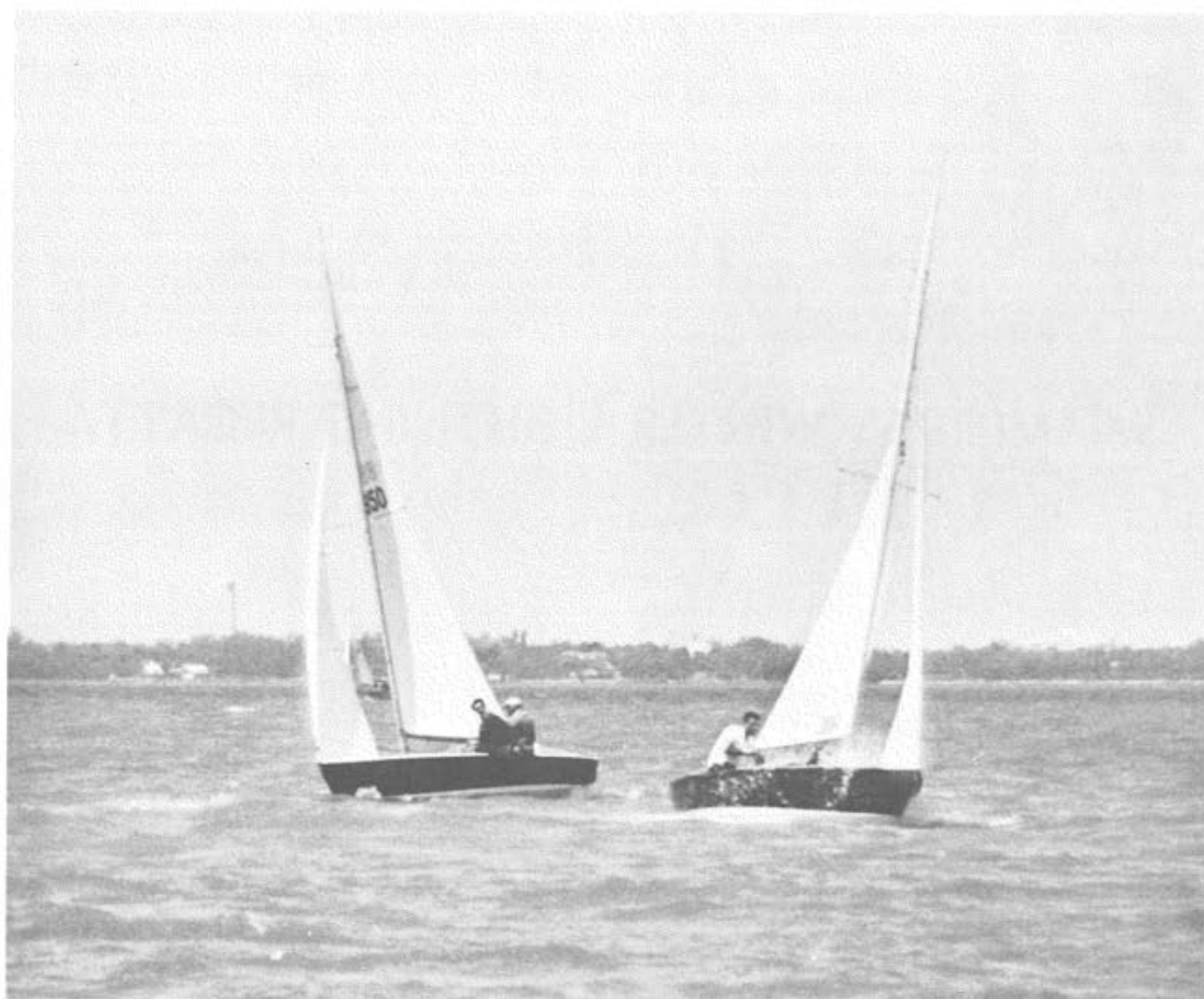


Photo by Elliot Lanson

Story of the last race at Miami—Left, Sindle 8950—Right, Seidelmann 9250—Up to this point the Miami Regatta Score was (first 2 races) Seidelmann $73\frac{1}{4}$, Sindle 73, Seidelmann won by about 3 boat lengths.

at the first Mark followed by Sindle and Stu Anderson. Again the finish saw the same three boats in the one, two, three position with Goldsmith first, Anderson second and Sindle third.

Wednesday was a long day of racing, the last boats docking at 6:30—so the Cocktail party was postponed an hour thus allowing for dinner slightly past the fashionable hour of eight.

The last race Thursday morning was scheduled to start on time and 34 boats met the gun in better than moderate winds of 20 to 24 knots. There were several spinnaker capsize including some of our best. Anderson, Crane, DeLorme, Van Arsdale and Maitland tasted the Salty Atlantic. Bill Van Arsdale complimented the Coast Guard on their careful rescue action. It turned out that one of his relatives or friends (I don't remember which), a Member of the Coast Guard had organized a spectator boat and it was lucky for Bill that he had.

Trophies were presented in the midafternoon and the gang reluctantly prepared to wend their way northward.

The writer apologizes for the brief report on the Miami

Regatta and the Southern Circuit in general and without the help of Idy Smither and others even this could not have been written. Yours truly was given a very close deadline to meet in order to get our yearbook out on time.

Phil Smith

TROPHY PRESENTATION

Miami—Regal Trophy

9250	Seidelmann	1-4-1	111½	New Jersey
8950	Sindle	2-3-2	110	Ware Neck, Va.
8298	Goldsmith	6-1-6	104¼	Chicago

Winners of Each Race at Miami (Trophy)

- 1st Race—Seidelmann
- 2nd Race—Goldsmith
- 3rd Race—Seidelmann

Carlin Trophy

1—Seidelmann	116½	Perpetual Trophy
2—Sindle	114	Runner-up

LIGHTNING REGATTA

COMPLETE SOUTHERN CIRCUIT

		St. Pete	Savannah	Miami	Complete Southern Circuit	Place
9250	Bob Seidelmann, Westmont, N.J.	231 $\frac{1}{4}$	137	111 $\frac{1}{2}$	479 $\frac{3}{4}$	1
8950	Harry Sindle, Ware Neck, Va.	221	131	110	462	2
8503	Stu Anderson, Buffalo, N.Y.	214	141 $\frac{1}{4}$	72	427 $\frac{1}{4}$	3
9427	Dick O'Donnell, Riverton, N.J.	227	96 $\frac{1}{4}$	91	414 $\frac{1}{4}$	4
8529	Allen Raffee, San Diego, Calif.	223	90	101	414	5
9000	Karl Smither, Buffalo, N.Y.	189	120	97	406	6
8298	Bruce Goldsmith, Chicago, Ill.	173 $\frac{1}{4}$	125 $\frac{1}{4}$	104 $\frac{1}{4}$	402 $\frac{3}{4}$	7
9398	John McIntosh, Savannah, Ga.	180	127	90	397	8
9390	Bob Crane, Darien, Conn.	204	112	57	373	9
6906	Herb Virgin, Coral Gables, Fla.	172	129	46	347	10
9328	Marcy Lippincott, Riverton, N.J.	161 $\frac{1}{2}$	98	86	345	11
9456	Ernie Dean, Eau Gallie, Fla.	118	115	101	334	12
9416	Bill Hughes, Buffalo, N.Y.	192	96	43	331	13
9022	Bud Olsen, Stratford, Conn.	185	79	63	327	14
9380	Bob Clark, Pittsburgh, Pa.	100	133	69	302	15
8715	Ron Blair, Wilmette, Ill.	140	64	73	277	16
9286	Bernie Malcolm, Dayton, Ohio	120	64	63	259	17
9040	George Prince, Warren, Ohio	185	13	39	237	18
9010	Bob Novak, Park Ridge, Ill.	102	68	54	224	19
9003	Turner Hastings, Dover, Del.	115	54	52	221	20
2070	Tony Baroni, East Rockaway, N.Y.	70	78	48	196	21
8545	Bill Van Arsdale, Castille, N.Y.	106	58	28	192	22
8390	Tom Fallon, Buffalo, N.Y.	59	57	69	185	23
9332	Chuck Maltbie, Youngstown, Ohio	100	33	51	184	24
8555	Dave White, Syracuse, N.Y.	66	55	27	148	25
9373	Matt Bryant, Buffalo, N.Y.	45	69	28	142	26
8800	Phil Smith, Birmingham, N.Y.	13	63	22	98	27
9429	Ed Wahl, Lake Wood, Ohio	18	23	47	88	28