

NORTH AMERICAN CHAMPIONSHIP RACES

By Bill Shore

The Qualifying Races

Beautiful Hilton Head was the scene of the 1975 Lightning North American Championships. Hilton Head is fantastic with its numerous golf courses, sparkling beaches, beautiful hotels, condominiums, and wild life. It was an ideal location for a week's vacation. The members of the Savannah Yacht Club used this backdrop in setting up an efficient temporary dry sailing facility. The boats were dry sailed on the apron of one of the greens of one of the golf courses, and a portable launching system was used to get the 100 plus boats into the water and out each day. A well organized method of towing boats was employed to insure minimum time to cover the long distance to the race course.

The four qualifying races gave an excellent variety of wind conditions and therefore provided a great tuneup for the five championship races. The qualifying round was won by Dave Ruiter, with his crew of Mark Nauialis and Bruce Farenwald, followed closely by Garry Demarest with crew Jeff Prince and Jane Allen. Jay Lutz, with crew Mark Forhecz and Don Schon, was third, Jim Dressel fourth, and we were fifth. The two important things observed during the qualifying series were the strong current that we would find at each mark and the type of shifts we encountered up the weather legs. Wherever we have sailed, there seem to be two kinds of wind patterns, the go and the no go. The no go pattern is characterized by the fact that if it looks good over there, you sail over, get there too late, and now it looks good where you were. The go type of pattern can be described as the farther to the correct side you sail the better you do. The area around Hilton Head was very definitely a go type of wind pattern; that is, if it looks good on the left, it will probably be best to stay left the entire weather leg and even perhaps the entire race.

Race #1

The leeward end was favored. Goldsmith, as he often does in the first race, tried for the best start at the leeward end and makes it. He stayed to the left, went to the corner, and rounded the weather mark in the lead. We were second to round after coming out of the wrong side of the course, third was Alan Ruiter, fourth Tom Allen, and fifth Demarest. During the downwind leg, boats going high did better, and Ruiter and ourselves were passed by Tom Allen who was doing some excellent spinnaker work. The positions remain the same around the course until the championship fleet became mingled with the Governor's Cup fleet. At this time, Bruce increased his lead, and in the lighter very sloppy conditions, we moved back into second place. The real story in this race is the comeback which Jim Dressel made after rounding the weather mark 19th and finishing the race third. Jim and his crew of Nancy Dressel and Peter Bone never gave up. He sailed

very well upwind, picked off a dozen boats at a jibe mark, and took advantage of every shift-an almost superhuman effort in such tough competition.

The race wound up being won handily by Bruce. We were second, Dressel third, Tom Allen fourth, and Garry Demarest fifth.

Race #2

For this race, we studied the wind phases very carefully before the start. With five minutes to go, the windward end became favored, but the wind had phased to the right approximately 15 degrees. Expecting the wind to come back during and just after the start, we started more toward the leeward end (the wrong end of the line), and sure enough just after the start with most of the good boats to weather the wind phased left making us look very good. Junior Champion (1974) Matt Fisher, with Karen Albers and brother Greg, were right there with us. We took a short tack to the right to cover boats in case the wind came back and then basically stayed to the left. At the weather mark, Matt Fisher rounded first. We were second close behind, Garry Demarest third, Goldsmith fourth, Dave Ingram fifth, Gary Cameron sixth, and Tom Allen seventh. The first reach was very tight. We all set spinnakers and worked hard to catch the boats in front. We were able to catch Matt and jibe around first. Garry Demarest rounded second; Bruce had trouble handling his spinnaker, had to take it down, and rounded about seventh. During the next two legs, we remained in first place followed closely by Garry Demarest and Tom Allen, who by now was moving very well. Bruce had moved back to fourth. During the last beat, Tom continued to gain but unfortunately, Garry and he chose the right side of the course to lose what they had gained, and we sailed to the left to cover Bruce who we felt was on the proper side. We finished first, Bruce second, Garry was third, with Matt Fisher fourth. Tom Allen wound up fifth, and Jim Dressel who did another amazing job of comeback sailing finished sixth.

Race #3

This race was certainly the most fantastic race ever sailed in modern Lightning North Americans. During the early preparation for the regatta, the class gave the Race Committee permission to sail a race on Calibogue Sound if weather conditions did not permit sailing in the ocean. This day we had two races scheduled. The weather forecast was very bad, expecting numerous violent thunderstorms all morning making our course way out in the Atlantic potentially very dangerous. Now, looking out over the Sound, it doesn't seem that bad a place to race especially, of course, to the Race Committee

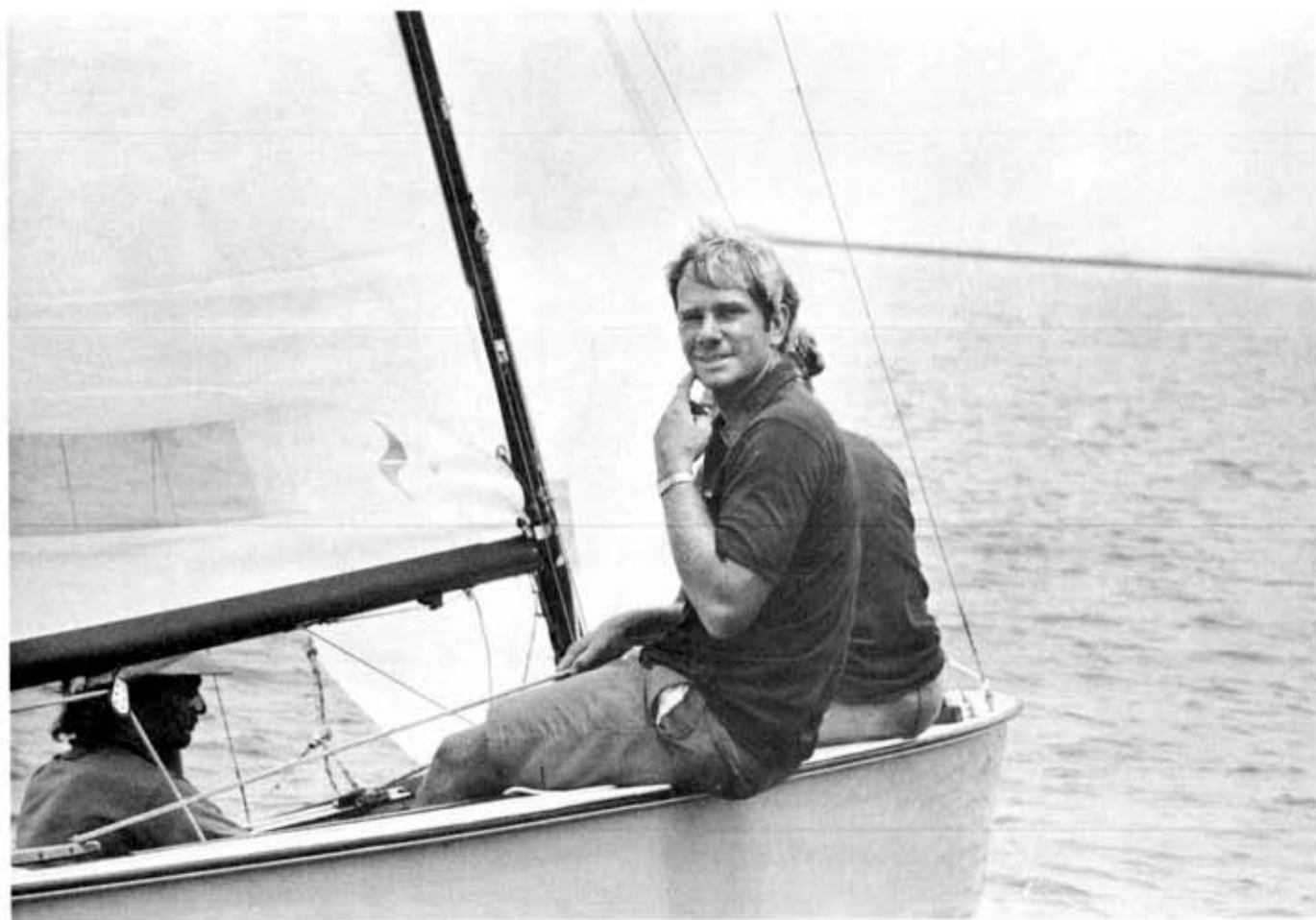


North Americans Sleighride
Photo Credit: Ellen Horan, Yachting

imported from the Savannah Yacht Club, used to sailing on the Wilmington and Skidaway Rivers. I must admit at that time I thought the right decision was being made but only after the race had started could anyone have realized how difficult this race course would be. The current was running out with a very light wind. Our start was to be upwind with the leeward end favored by wind angle, but we felt we had to start near the committee boat so as to tack immediately to the right and out of the current. We ended up starting approximately a minute late to go to the right. Tom Allen started near the middle of the line on time and had room to tack to the right, right away (the perfect start for these conditions). Bruce Goldsmith was stuck near the leeward end and could not tack but only sail right into the current losing more distance as time went by. To gain the most advantage of least current, most sailors hoisted their centerboards to about rudder level, set their crew as far forward as possible in the boat (some on the front deck), to use the chine as a keel and sail near the shore in one to two feet of water. For us, this worked well until we ran hard aground. We had to jump out and push the boat off the reef before the whole fleet passed us. This same experience was had by two or three other boats in the fleet. As we continued up the weather leg, Jack Mueller, with

his wife Nancy and Barry Wilson, and Bob Wardwell, with crew of John Altmeyer and David Grosenbaugh, passed Tom and rounded in that order. Don Delorme was fourth, Don Brush fifth, Bob Adams, with his wife Tay and Ken Winter was sixth, and we were seventh. Bruce Goldsmith was 15th, and Jim Dressel 21st. There were a few changes in the next two downwind legs. Now the course was shortened, and one more weather leg would determine the finishes. Most positions did remain the same with the exception of Bruce who through a 20 degree wind shift and an increase in velocity was able to tack directly to the finish from the leeward mark and salvage a ninth. This race finally ended with Jack winning; Tom Allen, with his wife Ann and Larry Bone, second; Don Delorme, third with wife Wanda and John Richardson; Bob Wardwell fourth, and Don Brush fifth, with his wife Ann and Kurt Kling.

At this time, the overall score starts to become interesting. We are leading the regatta with 10 low points. Next, is Tom Allen with 11 and Bruce Goldsmith with 12. It looks now as if one of these three will win, as Garry Demarest has a 25, Don Delorme has a 30 and with a 20th in the third race, Jim Dressel has 29 points.



Bill Shore after taking the lead in North Americans.

Photo Credit: Ellen Horan, Yachting

Race #4

This race started with the line about even. Bruce and Tom started well and continued to the left. Jack Elfman with Missy Monteith and Mary Ellen Carducci as crew had a good start and sailed to the right. We did not have a very good start and sailed to the right also. About one fourth up the weather leg, the right side appeared to be better, with Jack leading. Bruce decided he'd better get back to the right and came across on the first header he could find. He did a great job working his way across on shifts and crossing about even with Jack. He then tacked just under the starboard tack lay line which must have been just the thing to do because he immediately worked out a tremendous lead around the first weather mark. Jack rounded second; third was Djoerd Hoekstra, with wife Frances and Jimmy Schon crewing; fourth Randy Brooks, with crew of David Sears and Neff McIntosh; and fifth Jay Lutz. We were eighth and Tom Allen 14th. The next time around the course Bruce remained in the lead, Tom moved up to sixth while we remained in eighth place. At the finish with Bruce still leading, Stu Nickerson, with crew of Robin Greenleaf and Chris Hamblet, moved into second place with Jack Elfman holding on to third and Tom Allen fourth. Fifth was Bob Wardwell. We managed to drop to 14th all but eliminating us from the series.

Now to compile points again after the fourth race, Bruce has 13 low points, Tom has 17 low points, and we now have 24.

Race #5

Before the start we sailed to weather of the starting line and noticed a current line slowly moving through the area. We sailed through the line many times trying to observe at which side of the line we would get most help from the current, and soon we were certain that the side near the weather end was most favored; but the Race Committee, being as good as they were, favored the leeward end by almost 20 degrees. We decided to start near the leeward end and tack to the right as

soon as possible. We had an excellent start while we observed Tom and Bruce having their poor start of the series. Soon after the start, we tacked to the right and immediately started looking good because of this current. Boats who started at the weather end had done even better giving up the 20 degrees leeward end wind advantage for a lot of current advantage. John McIntosh, with crew Olin McIntosh and Ed Sherman, and Robert Buckup, with crew of Hans Flesch and Jim Black as well as Jim Carson, Garry Demarest, Hoekstra, Alan Ruiter, Jay Lutz, and Don Delorme were doing well and all seemed ahead of us. However, our speed and a couple of shifts soon put us third at the weather mark just behind Jim Carson, who had Mike Schon and Ted Forhecz crewing for him, and Robert Buckup. Bruce tried desperately to work his way back and rounded the weather mark 15th putting us in the regatta lead by four points as Tom Allen rounded the weather mark 26th. During the next two legs, we got over Carson and Buckup to move into first place as Bruce passed one or two boats also. At the second weather mark we remained in the lead while Bruce had moved to 12th, which still gave us the regatta lead. During the next two leeward legs their positions stayed the same, while Bruce was passed by two boats dropping him to 14th. Now, for Bruce the going was getting tough, and all Bonnie, Mark, and I could do was win our race and watch Bruce sail the last weather leg. As he continued up the weather leg passing one boat at a time he managed to get about five of them and finish ninth in the race which gave him the North American Championships by three points. Bruce, with his wife Pam and Paul Adams, did a tremendous job in this race, and when things got tough he was able to pull himself up.

As usual, the committee of the Savannah Yacht Club had an excellent series and in an area where the winds, in our opinion, were as fair as any in the past. Our stay was a very pleasurable one, the accommodations were excellent, and the facilities were perfect. The enthusiasm of those who helped in the event was overwhelming.

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1975 NORTH AMERICAN CHAMPIONSHIPS

Final Boat # Position	Skipper and Crew	Race Finishes					Points
		1	2	3	4	5	
1 12422	Bruce Goldsmith, Pam Goldsmith, Paul Adam	1	2	9	1	9	22
2 10114	William A. Shore, Bonnie Shore, Mark Bryant	2	1	7	14	1	25
3 12711	Tom Allen, Ann Allen, Larry Bone	4	5	2	6	19	36
4 12560	Jim Dressel, Nancy Dressel, Peter Bone	3	6	20	10	5	44
5 12338	Don Delorme, Wanda Delorme, John Richardson, Jr.	16	11	3	4	12	46
6 12755	Garry Demarest, Jeff Prince, Jane Allen	5	3	17	29	7	61
7 12824	John Mueller, Jr., Nancy Mueller, Barry Wilson	15	18	1	7	20	61
8 12276	Stuart Nickerson, Robin Greenleaf, Chris Hamblet	14	9	12	2	26	63
9 11085	Robert Wardwell, John Altmeyer, David Grosenbaugh	6	28	4	5	22	65
10 12055	Randy Brooks, David Sears, Neff McIntosh	11	23	8	9	14	65
11 11103	Alan Ruiter, Kevin Kenny, Frederick Vorwerk	10	14	10	25	10	69
12 11739	Jack Elfman, Missy Monteith, Maryellen Carducci	27	7	11	3	21	69
13 11784	Jim Carson, Michael Schon, Ted Forhecz	25	15	14	16	3	73
14 11740	Djoerd Hoekstra, Frances Hoekstra, Jimmy Schon	19	21	18	8	8	74
15 10956	Matt Fisher, Karen Albers, Greg Fisher	7	4	25	22	17	75
16 12339	John McIntosh, Olin McIntosh, Ed Sherman	13	19	16	24	4	76
17 11800	Jay Lutz, Mark Forhecz, Don Schon	9	16	21	21	13	80
18 11894	William Newman, Doug Perley, Philip Dennis	8	10	23	11	31	83
19 12457	Gordon Ettie, Tom Conroy, Sputter Howard	23	20	13	12	16	84
20 11908	Bob Adams, Ken Winter, Tay Adams	12	13	6	27	29	87
21 11933	David Ruiter, Mark Nauialis, Bruce Farenwald	22	12	22	18	18	92
22 12742	Harvey McCormick, Barbara McCormick, Pete Russell	20	24	30	15	6	95
23 11708	Robert Buckup, Hans Flesch, Jim Black	24	26	24	19	2	95
24 11469	David Ingram, Tara Vanderveer, Thomas Ingram	21	8	31	13	30	103
25 12797	Bernard Malcolm, Veet Malcolm, Jim Thompson	29	30	15	28	11	113
26 12054	Don Brush, Ann Brush, Kurt Kling	DSQ	22	5	31	25	116
27 12729	Ed Roseberry, Doug Heussler, John Donovan	28	29	28	17	15	117
28 12752	William Buckley, Peter Buckley, David Buckley	26	27	19	23	23	118
29 9412	Don Basler, Doug Basler, Sue Basler	18	31	27	20	24	120
30 12321	Gary Cameron, Michel Cameron, Kevin Hildebrandt	17	25	29	26	27	124
31 12366	John Schneider, Andy Low, Henry O'Hern	DNS	17	26	30	28	133

DSQ - 33 points

DNS (did not start properly) - 32 points

PRESIDENT'S CUP

By Marilyn Maras and Chuck Maltbie

Monmouth Boat Club's Bob Hutchinson followed a Metropolitan District Championship win with a solid seven point victory over the thirty-five boat President's Cup fleet.

The long, sweltering nine to twelve hour race days, weird tidal currents, and the wind variance made consistency in this five race series difficult. The Race Committee and all the Savannah Yacht Club working committees, under John McIntosh, really gave 100 percent to make the 1975 North Americans a success under exhausting conditions.

The hour tow to the race course inspired inventiveness, as hot sweaty sailors tried to keep cool and hide from the sun. Some tied spinnakers to shrouds as a canopy, or just stood up for a little more breeze. The Jaws mania prevailed, as very few crews risked a refreshing swim. It's funny though, how many discomforts are forgotten when the ten minute gun sounds.

The first race was finally started in a light northeasterly after two general recalls and an anxious comment on the P.A.: "Skippers, you are starting with an outgoing tide that is taking you over the line early. Please keep this in mind." The Race Committee was by now getting a little tense, as the N.A. flight

was charging around the course, and the Governor's fleet was at least fifteen minutes away from its start. The yellow fleet was also making loud remarks about the starting ability of the green fleet!

Dave Sprague stayed to the left and worked out to lead at the weather mark, followed closely by John Brewster, Chuck Maltbie, Phil Griffin, and Jeff Penfield. Positions closed up on the down wind leg and Brewster pulled out to lead on the second weather leg. He widened to win, going away, followed by Sprague and Bill McKinley. The heartbreak in this race was that Griffin and Georges Peter finished fourth and fifth, but were disqualified for being over the line which they didn't know until they saw the standings.

About four-thirty the second race was started in medium air when the southeast sea breeze came in. Tom Green rounded first followed by Joe Disette and John Gall. Then the next large group approached the mark and confusion prevailed, as the incoming current carried many boats below the pin with little room to tack. Someone on the mark boat said they counted ninety roundings at the mark, in a

thirty-five boat fleet! We approached about fifth and rounded twenty-fifth. Many skippers tried two or three times to round. Green held his first and was followed across the finish line by Hutchinson who had worked up from fourth and McKinley, who had come up from eighth place. The breeze held and gave us a fast ten mile spinnaker reach back to Harbour Town after sunset. Nine-thirty a.m. until eight p.m. was a full day, and we were all beat!

Race three, or "The Great Calibogue Sound Sailboat Race", on Thursday morning got anguished cries from skippers and cheers from tired crews. A series of squalls along the coast made the regular off-shore course too risky. Very light winds and the strong ebb tide really mixed things up and John Mueller, winner of the Governor's fleet race, also beat most of the President's fleet and about nine of the N.A.s. The Race Committee mercifully shortened course to four legs and Don Allen, who was about 23rd at the first weather mark, took the gun. Second was Sprague, up from 14th, followed by Eddie Willse in third place.

After a short stop in the harbour, the Race Committee finally coaxed the fleets to get on their tows for the afternoon race off-shore. About four o'clock we started in a ten mile easterly into an incoming tide. Brewster showed the way from the start and held on, to win this three-hour plus contest. Dave Peters worked up from 18th to finish second and Georges Peter was third. We rounded the last leeward mark 21st and split with most of the boats ahead onto starboard. We seemed to be moving well and forty minutes later looked back to see

the last mark still very close. A haze descended and suddenly, all the boats that had gone right didn't look so far away. Marilyn commented that she wasn't sure what had happened to them, but the closer we got to the finish line, the better we looked. We had passed 10 boats and finished 11th. We had another long tow home, watching the Carolina moon come up over the Atlantic. It was a beautiful sight, but not too well appreciated when you're tired and hungry.

After four races Mike Alexander led with 27 low points; Brewster had 28; Hutchinson, 29; and McKinley, 33. This last race would be interesting. The tows left at nine-thirty, but lack of wind and shifts held things up until about two in the afternoon. Hutchinson popped into the lead and was never headed, to take the series. Here are Hutch's comments on the race. "I didn't know the score and thought we were out of it after a 12 and 8 in the two preceding races so we were relaxed. Before the race I decided we would need a bold decision about which way to go on the first leg to do well in this race. I asked the crew's advice. It was decided that we should go right because the current was running from right to left and we knew it would not shift. After seeing the current push some blue fleet boats off the pin end of the line, we decided to start at the committee boat, flipped over, and held port tack until 80 percent of the way to the starboard tack lay line. Then we tacked on a 10 degree header, went 70 percent of the way to the port tack lay line, tacked twice more, and rounded the weather mark first about 60 yards ahead of Jeff Penfield. Penfield kept closing on us until the second half of the second

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chute leg. By this time, after much experimentation with steering, weight movement, centerboard position, and spinnaker trim, we found a combination that stopped the closing. Penfield was about 25 yards behind at the take down mark. We covered him for the rest of the race and really found the gas pedal up wind, increasing our lead on those legs and passing some blue fleeters on the last weather leg to win by several minutes. Wish we could have found that gas pedal during the qualifiers."

Penfield took second. Bob Smither finally put things together and pulled a third place. McKinley was fourth and second over all, as Brewster fell to eleventh in the race and third in the series. Alexander tanked and dropped to fourth, and Don Allen with a ninth in this race, nailed fifth.

All placing crews were given awards and they surely earned them! Accepting his trophy, Hutch credited his crew explaining: "I'm one of those skippers who sail the weather leg saying you decide which way to go - I only want to steer." Later, Hutch described his team as follows: "Together we weigh 460 lbs. Eric Olving is 185 lbs., 6 ft. 5 in., strong, tough, with

tremendous hiking leverage. His strength and toughness come from playing on his school football and ice hockey teams. Eric's contributions include up wind data gathering, brute force, and hiking power all of the time. He is an extremely valuable spinnaker trimmer on heavy air tight reaches in ocean waves. Patty Meade at 120 lbs. has the highest strength-to-weight ratio on the team. Her stamina comes from being on her school track team. Being the lightest, Patty does all the mechanical duties that require running around the boat, including jibing the pole. She is the perfect mechanical complement to Eric. Patty's most valuable contribution, however, is up-wind thinking. She made more which-way-to-go decision than the skipper this week. The skipper is 155 lbs., makes a feeble attempt at jogging in order to develop enough wind to yell all race at the crew, and at 5 ft. 8 in. has a hard time seeing around Eric."

We loved every minute—in the Harbour Town shops, walking on the beautiful beaches, and swimming in the fresh water pool.

1975 PRESIDENT'S CUP

Final Boat # Position	Skipper and Crew	Race Finishes					Points
		1	2	3	4	5	
1 12499	Bob Hutchinson, Patte Meade, Eric Olving	7	2	12	8	1	30
2 10780	Bill McKinley, Ed Stack, Jim Patton	3	3	11	16	4	37
3 12350	John Brewster, Patricia Brewster, Nicholas Smith	1	11	15	1	11	39
4 12111	Mike Alexander, Fred Brown, Reid Hutchinson	9	5	6	7	19	46
5 12262	Don Allen, John Stewart, Larry MacDonald, Sr.	16	9	1	13	9	48
6 11530	Tom Green, Mark Huza, Nina Valbuena	13	1	7	27	5	53
7 11174	Dave Sprague, Stewart Sprague, Craig Farguarson	2	7	2	33	10	54
8 10922	Jim Neville, Candy Neville, John Humphrey	29	18	14	4	6	71
9 10930	Robert K. Smither, Mike Servi, Mason Linde	12	21	19	18	3	73
10 12587	Jefferson Penfield, Katharine & David Penfield	5	29	10	28	2	74
11 12424	John Gall, Mary Gall, Randy Dilliot	18	6	34	9	8	75
12 12470	Joe Friebele, Elaine Friebele, Charles White	DNS	12	4	6	17	75
13 11886	Jim Russell, Amy Nickerson, John Russell	8	17	13	19	22	79
14 12733	Joe Disette, Gary Fetterolf, Kerry Anderson	10	4	30	21	16	81
15 8635	Chuck Maltbie, Marilyn & Greg Maras	4	14	17	11	DNS	82
16 12754	David Peters, Carol "Shrub" Peters, Rick Chapman	11	26	24	2	20	83
17 10936	Robby Wilkins, Tom Whitmore, Tommy Webster	23	32	21	5	7	88
18 11688	Georges Peter, Carolyn Peter, Hoss Bone	DNS	10	27	3	14	90
19 12466	Fisk Hayden, Jed Dodge, Linda Penfield	DSQ	8	16	10	24	95
20 11346	Fred Hamblet, Susi Bliss, Frank Atkinson	31	20	26	12	12	101
21 12188	Robert Knop, Robert Werenski, Scott Tily	20	15	31	15	21	102
22 12551	Henry Hodgson, Jr. Karen M. Hodgson, Phil Reynolds	21	25	28	17	13	104
23 12443	Michael Vollmer, Robert Parker, Steven Weller	15	27	18	32	15	107
24 11587	Eddie Willse, Peter & Bill Humphrey	25	19	3	25	DNS	108
25 12800	Arnold Schwartz, Jon Schwartz, Les Hathaway	17	16	23	30	23	109
26 11483	Callender Herman, Arthur Herman, Tommy Sanchez	6	DSQ	8	29	DNS	116
27 12270	Bob Baumgardner, George Cummings, Claudia Malcolm	27	32	9	22	DNS	116
28 12525	William C. Jorch, Nancy Jorch, Larry Cole	24	30	5	24	DNS	119
29 9696	Buck Ballatin, Bruce Frank, Don Brennan	14	31	20	20	DNS	121
30 12411	Peter Jones, Peter Huston, Paul Vance	22	13	33	23	DNS	127
31 11690	Tom K. Hudgens, Diana C. Hudgens, Dave Fullen	28	23	29	31	18	129
32 12715	C. L. Breazeale, David White, Frank Barton III	19	24	25	26	DNS	130
33 11220	Phil Griffin, Rich & Roy Moss	DNS	DSQ	22	14	DNS	145
34 12365	Steve Harper, Jill Harper, Don Sheehan	26	DNS	32	DNS	DNS	166
35 12719	Albert Berry, Hugh & Ron Berry	30	28	DNS	DNS	DNS	166

DSQ 37 points

DNS (did not start properly, or did not sail) - 36 points



Race Committee at the North Americans. Wally Aggatt, Betsy Daniell and Mickey Boyd.

Photo Credit: Ellen Horan, Yachting

GOVERNOR'S CUP

By Jack Burwell

We were very fortunate in that the President's Cup Fleet had several general recalls which forced the postponement of the start of our division until shortly before the championship flight was to round the drop mark. It did not take very long for the blue fleet leader, Bruce Goldsmith sailing "Snoopy", to pass the entire yellow fleet. We decided that it would not only be appropriate, but a good idea to follow slightly behind him on each tack (there was no way we were going to catch him anyway). The "Snoop" did not let us down as the Dog continued to open up on his own fleet. As the Dog had signaled to us earlier on this leg to heel, we obeyed his every command. Being able to follow him around the course for four legs proved to be a great help to us. After the finish of the championship flight we were on our own. Jerry Baker, one of my crew members, often commented on that final weather leg, "where the heck is your friend, Snoop." Our other crew member, Robin Hadlock remarked, "now that we really need him, he's gone back to his dog house to get out of the heat". At any rate, we had built up enough of a lead so that we were able to hold off the two boats who seemed to be charging on as the air lightened. The first five finishers of the first race were: Burwell, Al Dutton, John Cuccio, Eric Graf, and Tryg Jacobson. Sandy Huntsman, who had sailed very well — finishing third — found that he had not heard his recall at the start and, therefore, ended up with a DNS which caused him to finish in 23rd position over all, instead of 11th, had he been given credit for this race. We had been told before the start of the Governor's Cup series that the three people we had to beat to win would no doubt be Sandy, John Mueller, and Al Dutton. Our informants seemed to be pretty much correct in that Al Dutton was only a point away and Sandy Huntsman would have been only two points away had it not been for his unfortunately missing his recall. At this point it seemed to us that John Mueller was tucked away in a safe ninth position.

The second race was sailed in what appeared to us to be more chop but about the same wind conditions as the first. Bob Crowder, who was 21st in the first race, worked into a lead on the fourth leg and proceeded to sail on to victory. Sailing with Bob were Scott Crowder and Harvey Kliman. John Ruhlman was second in this race, with Dietmar Heydenreich placing third. The early race leader, Ward Wilday, ended up in fourth place, with fifth going to George Buckingham. John Mueller moved up to sixth in this race, with the author's "Gusto" dropping to a 13th. Al Dutton, who had a second in the first race, ended up a disappointing 22nd which did, indeed, cost Al the Governor's Cup. He ended up with twice as many points in this race as he did in the other four combined!

The third race on Thursday morning was sailed in Calibogue Sound, which we understand had been a practice field for a certain group of boat builders from Ohio. The Ohio sailors fell in love with Calibogue Sound. Jackie Mueller sailing in the

championship flight won his race. His father, John, handily won the Governor's Cup race. John Mueller, Sr., "Papa John", displayed the calm, cool talent which he has when he rounded the drop mark and promptly tacked away from us to sail straight up through what we thought would be the middle of the current. Knowing all there was to know about windshifts and currents in Calibogue Sound, we, of course, did not want to sail in this direction and promptly sailed off to the right. Needless to say, "Papa John" went in the correct direction and won this race handily. His crew of Al and Kathy St. Vincent put up much less of a fight with their skipper than did my poor crew. My boat and my crew wanted to go fast but unfortunately I would not let them go in the right direction. Second place went to Larry Frost, Jr., with Fran Frost and Charles White as crew. Third place went to Tom Brunton with Margaret Brunton and Tom Lippard. Fourth place in this race was taken by second race victor, Bob Crowder, with fifth going to Burwell and sixth to Dutton. After this race we all sailed back into the inner harbor of Calibogue Sound and 101 Lightnings were towed from there back into the ocean for the fourth race. After a great deal of trading places among boats, the very able Al Dutton came on strong with a first place. Second place in this race went to Brad Hamilton with Scott Hamilton and Dave Pickett as crew. Third went to George Buckingham with Keith Swihart and Georganne Buckingham. Fourth went to Dean Cady, and fifth to Bob Ruhlman. "Papa John" Mueller and our "Gusto" (we would like to think) no doubt spent too much time concentrating on one another and ended up with Mueller eighth and Burwell ninth.

Going into the fifth race, John Mueller was leading the series with 24 points, followed by Burwell with 28, Dutton 31, Crowder and Buckingham with 40 each. After watching Tom Allen's (blue division) brilliant start in the fifth race and then having the opportunity to watch the boats in the green division start and having a good idea where the wind direction was going (or going to be coming from), we had a relatively good idea where we wanted to be on the line for this start. After our start there was a general recall due to a severe wind shift, which not only brought our division back, but brought both the President's and North American flights back. The fifth race was sailed in ideal conditions. Paul Militzer with crew of Laura Militzer and Randy Reynolds really poured on the steam. We rounded the weather mark with them; however, Paul opened up on every leg thereafter and finished the unquestionable fifth race winner. Second place in this race went to Al Dutton with his crew of Roger Dutton and Bill Johns, followed by Eric Graf with Mark Hilpertshawser and Dr. Graf. Bob Burridge with Joe Handway and Matthew Burridge as crew were fourth. Fifth place in this race went to "Gusto." Knowing that Al Dutton had ended up with 33 points as we had, and also knowing that we had beaten him in

three out of five races, we hung around the finish line to see how John Mueller finished. It appeared to us that "Papa John" was 10th and that we had won our division. Upon learning that several boats between Mueller and ourselves had not started properly, I recalled my late father's comments as I ran into his office one morning when he said, "don't confuse me with facts, my mind is made up". While John Mueller, Al Dutton, and my crew felt that we knew how to add points, we also found that the Race Committee not only walks quietly, but has the last say. After the final points were tallied, the winner was "Papa John" Mueller with 32 points. Burwell and Al Dutton had tied with 33 points with the tie breaker going to Burwell. Fourth place in this series went to Bob Crowder, Jr. (52 points) with fifth going to George Buckingham (55 points). Sixth through 10th places were as follows: Tom Brunton (60); Tryg Jacobson (62); Paul Militzer (69); John Ruhlman (69); and Bob Stevens (69). Congratulations to "Papa John" on a well-sailed series.

Following the boat hauling and packing down for the long journey home was the traditional Awards Night Banquet. This

Awards Banquet, however, was a little bit different. First of all, there was some silver for us, and secondly, there was more silver than we had ever seen awarded at any regatta, or for that matter, more silver than we had ever seen in any store! The Awards Chairman, Barbara Ann MacIntosh, must have spent the preceeding three months doing nothing but buying and arranging for engraving on the many, many impressive trophies. The awards given at this banquet were typical of those which are given at the "Deep South Regatta". It appears to us that not only do the people who attend regattas put on by the Savannah Yacht Club, but also the people putting on the regattas, enjoy doing so.

Our sincere thanks to General Regatta Chairman, John McIntosh; Savannah Yacht Club Commodore, J. J. Buchman; Race Committee Chairman, Jay Wallace Aggett; Mickey and Baron Boyd, Secretary and Treasurer for this event, and to all of the cheerful and fun-loving members of the Savannah Yacht Club. Our sincere thanks for your having the interest and making the effort and taking the time to arrange, promote, and provide the Lightning Class with such a great week of fun!

1975 GOVERNOR'S CUP

Final Boat # Position	Skipper and Crew	Race Finishes					Points
		1	2	3	4	5	
1	12829 John Mueller, Sr., Al St. Vincent, Kathy St. Vincent	9	6	1	8	8	32
2	11361 Jack Burwell, Robin Hadlock, Jerry Baker	1	13	5	9	5	33
3	12714 Al Dutton, Roger Dutton, Wm. Johns	2	22	6	1	2	33
4	11771 Robert Crowder, Jr., Scott Crowder, Harvey Kliman	21	1	4	14	12	52
5	12463 George Buckingham, Keith Swihart, Georganne Buckingham	7	5	25	3	15	55
6	10320 Tom Brunton, Margaret Brunton, Thomas Lippard III	18	14	3	15	10	60
7	12280 Tryg Jacobson, Mike Elmergreen, Pat Stumbras	5	10	21	12	14	62
8	12334 Paul Militzer, Laura Militzer, Randy Reynolds	8	27	26	7	1	69
9	12420 Jon Ruhlman, Randy Ruhlman, Peter Milani	12	2	13	6	DNS	69
10	5841 R. B. Stevens, Carolyn Penfield, Bonnie Quigley	10	17	8	18	16	69
11	11188 Eric Graf, Mark Hilpertshawser, C.A. Graf	4	DNF	14	17	3	74
12	12657 Dietmar Heydenreich, Peter Achar, Larry MacDonald	19	3	17	DNF	6	81
13	11217 Robert Burrige, Matthew Burrige, Joseph Hanaway	27	25	7	20	4	83
14	11190 John Cuccio, Toby Welles, John Vargui	3	16	16	13	DNS	84
15	11955 James Craig, J. Stephen Craig, John Skiles	13	29	12	16	18	88
16	12206 Ward Wilday, Skip Wilday, Sage Cutler	22	4	10	21	DNS	93
17	11442 Dean Cady, Dana Cady, Karen Cady	14	8	33	4	DNS	95
18	12335 Larry Frost, Jr., Fran Frost, Charles White	15	12	2	30	DNS	95
19	12428 Brad Hamilton, Scott Hamilton, Dave Pickett	6	21	31	2	DNS	96
20	12486 R. Harrington, Jr., R. Harrington, Sr., Ann McAuliffe	16	19	19	DNF	7	97
21	12220 William Wynn, Thomas Wynn, Jackson Wynn	25	28	9	24	11	97
22	12620 Rob Ruhlman, Curt Maltbie, Sue Milani	11	DNF	11	5	DNS	99
23	12691 Sandy Huntsman, Karin Huntsman, Jim Schwartz	DNS	7	24	25	13	105
24	12792 Geoff Smith, Garland Smith, Barney Smith	29	24	32	23	9	117
25	11815 John O'Sell, Lindsay Dabler, Ron Brunnert	DNS	9	29	28	17	119
26	12724 Clarence Holman III, Mark Adamson, Mark Weaver	24	11	28	22	DNS	121
27	11311 Robert Thomas, Gail Thomas, Stewart Thomas	17	18	23	29	DNS	123
28	11788 Judith Walker, Philip Barth, Thomas G. Allen IV	28	15	34	27	20	124
29	11200 Jim Hopkins, Leigh Hopkins, Brandon Ingram	23	30	18	DNF	19	126
30	12612 John Somers, Lambert Okma, Jeff Hewitt	30	23	22	19	DNS	130
31	9050 John B. Leath, Joanna Leath, Ray Trotta	26	31	30	10	DNS	133
32	12415 Robert Strempel, Marty Strempel, Dave Strempel	DNS	DNF	15	11	DNS	134
33	12720 Greg Florian, Robin Irish, Roger Miller	DNS	20	20	26	DNF	138
34	11999 Crit Currie, K. Wm. Chandler, Brad Currie	20	26	27	DNF	DNS	145
35	11981 Marc Pearl, Greg Larimore, Mike Pearl	DNF	DNS	DNS	DNS	DNS	180

DNF-DNS (did not start properly or did not sail) 36 points

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