

# DEEP SOUTH REGATTA

By Pat Crane

Starting the midwinter Lightning Class circuit with the annual Deep South Regatta, forty-five skippers and crews representing a wide portion of the country, assembled at the Savannah Yacht and Country Club, February 19th and 20th.

Long famous for their hospitality toward winter weary sailors, the delightful hosts once again out-did themselves. Although the official proceedings didn't begin until Sunday the nineteenth, the majority of the Clan had gathered by Saturday noon for the first tune-up race.

Under warm and sunny skies all the boats were launched and headed up the Skidaway River to the starting line. The opening practice round got off under a steady easterly wind with the fleet tacking up the banks against the strong incoming tide.

Carl Eichenlaub, who twice previously had won the Deep South Regatta, had worked his way into third place when he suddenly lost the headboard in the main and found himself draped in sailcloth. This offered no real problem as Elton Ballas, the sailmaker, had come along as crew. Needless to say every Skipper in the fleet complimented him on his sewing ability!

Meanwhile a close battle for first place continued up and down the Wilmington and Skidaway Rivers. The first five boats to finish did so less than five seconds apart. Winner was Bob Seidelmann, a sailmaker from Westmont, N.J. and newcomer to the Class, who narrowly edged Bob Lippincott at the finish line. A close third was Commodore John Baker of Savannah with Karl Smither fourth and Charlie Kilpatrick fifth.

If there were any stiff joints or sore muscles from the initial outing on the water, none were in evidence Saturday evening once the boats were tucked away. After a cocktail party and delicious buffet supper, the young at heart, led by Charlie Kilpatrick of Savannah proceeded to "TWIST" away the kinks.

The second trial run on Sunday morning started directly in front of the Club. After one recall, the boats were away in beautiful air which freshened somewhat after the first time around the course. Lady Luck once again betrayed Carl Eichenlaub, who was forced to withdraw with a broken spar. Ross Allen, former LCA President, demonstrated his swimming ability when he upset the "Blue Goose" with his spinnaker. Bob Lippincott won the race going away and Bob Seidelmann was second.

After the noon break for lunch and repairs, the time came for the serious racing. The first of three race series began in a steady easterly breeze of 12 to 15 knots at mean low tide. (This left very little water in the Wilmington and Skidaway Rivers, which at best, are narrow for so many boats.)

Bob Lippincott, long a familiar figure in Star Class circles and defending Champion of the 1961 southern circuit, was off to a good start. Jumping into an early lead, he was never headed. Pressing him closely, but never quite catching up, was the man to be reckoned with, Bob Seidelmann in second place. Carl Eichenlaub using a borrowed mast, was third and Herman Nickels

fourth. Tom Fallon, who had been in close contention the first time around, saw his back stay part and while in the process of making repairs, engaged in a lively port tack duel with a very persistent shrimp boat. Fallon lost, limping home in 17th place with his jumpers thoroughly mangled. Jim Gilbert's ace repair service patched him up for the rest of the series.

Strong tides accounted for numerous DSQs while heavy puffs capsized Charlie Kilpatrick and Howard Mullin.

Saturday evening the Yacht Club gave another of its now famous oyster roasts for the visiting skippers and crews. Herman Henschen and Dr. Jim Gilbert, heretofore the Champion oyster eaters of the Class, lost their laurels to John McIntosh and Bob Crane who easily stowed away a bushel. All this plus shrimp (courtesy of Tom Fallon), red rice and Cole slaw. What a feast!

Once fed to the bursting point, the sailors were treated to a Sunday night tradition at Savannah, songs by the Simmons Gospel singers. And so ended a lovely day.

The second race on Monday morning found the fleet short tacking up the river banks in light air, sometimes barely stemming the tide. Hermie Nickels slowly worked his way into the lead closely followed by Carl Eichenlaub and Ted Turner. Bob Lippincott and Bob Seidelmann moved up rapidly on the last weather leg to nail down fourth and fifth places.

At this point Lippincott, Nickels and Eichenlaub were tied in points for first place. The third and final race of the series would be quite a contest, as Bob Seidelmann was only two points away from the leaders.

After some delay, the boats left for the starting line under leaden skies with an obvious line squall off to the west. Minutes before the starting gun the breeze shifted 90 degrees necessitating a down wind first leg. No sooner had spinnakers been set when the torrential rains came. Visibility was reduced to zero and in minutes the boats were all but awash with water in the cockpits well above the floorboards. This wasn't a rain squall, but more akin to a monsoon. Gradually the wind freshened to a good 20 knots in the gusts. Groping his way into first place was Bob Seidelmann with John Baker second, Hank Cawthra third, Bob Lippincott fourth and Herman Henschen fifth.

Winner of the 1962 Deep South Regatta was Bob Seidelmann who had overcome enormous odds to win this event. It was the first time he had ever sailed in Savannah waters and even more important, the first time he had ever sailed a Lightning. Most of his experience had been gained in Comets and Stars. Good teachers they must have been. Second place in the series went to Bob Lippincott. Hermie Nickels crept into third place despite a 12th place finish in the third race. Carl Eichenlaub was fourth after placing fourteenth in the final round. Hank Cawthra finished the series in fifth place.

Thus ended the Deep South Regatta. Each and every sailor who came and enjoyed the fun, friendliness and hospitality can only wonder, "How could they possibly do better next year?"

# RESULTS OF DEEP SOUTH REGATTA

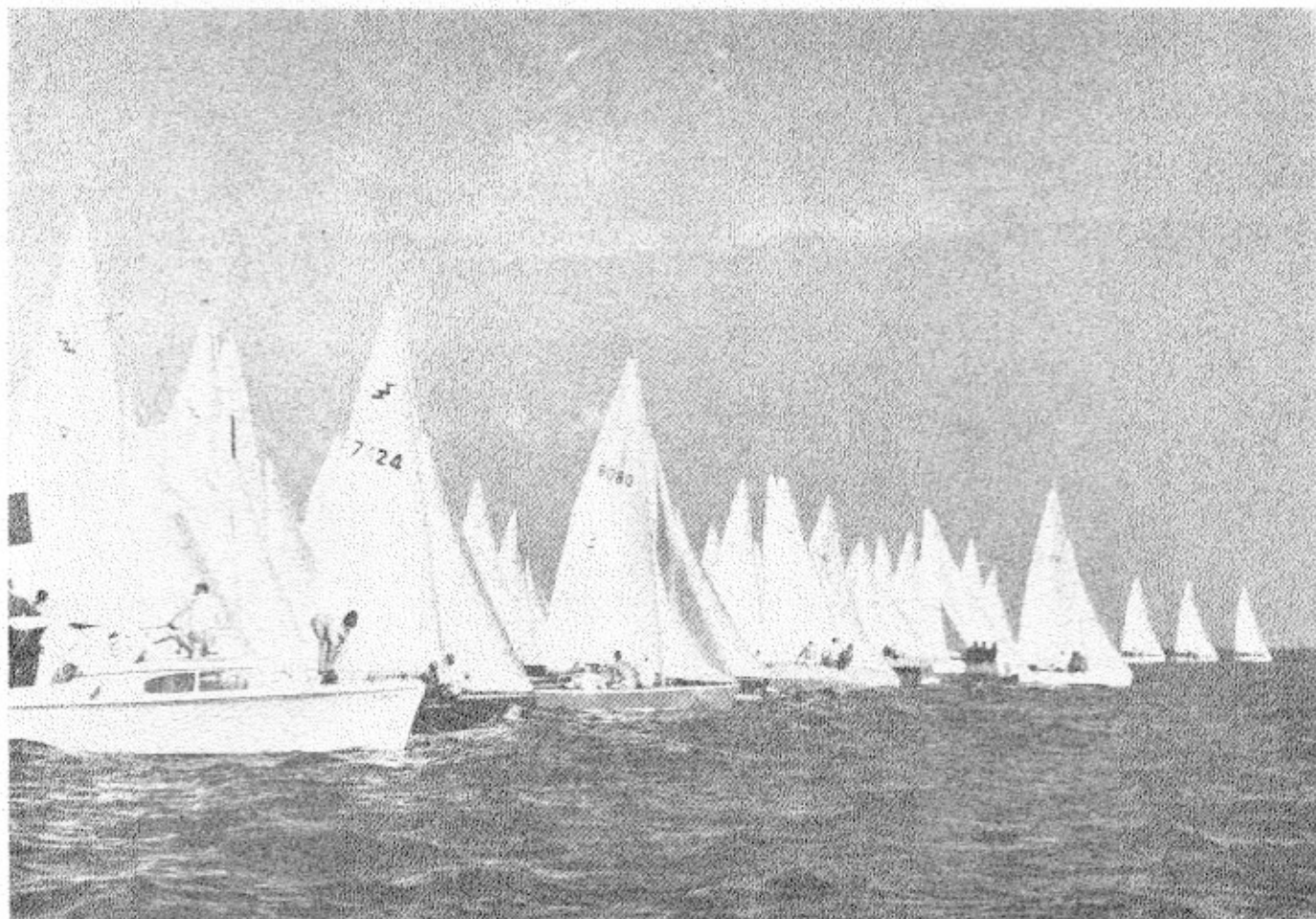
PLACE	BOAT NO.	BOAT NAME	SKIPPER	1st RACE	2nd RACE	3rd RACE	POINTS
1	8103	Jane	Robert Seidelmann	2	5	1	130 1/4
2	8105	The Blade	Bob Lippincott	1	4	4	129 1/4
3	8004	Ol' Nick	Herm Nickels	4	1	12	121 1/4
4	8180	More Bull	Carl Eichenlaub	3	2	14	119
5	6066	XL	Hank Cawthra	6	16	3	113
6	6843	Off'N and On	John Baker	11	15	2	110
7	8201	Mark 1st	Dick O'Donnell	8	17	8	105
8	7019	Jimlin	Robert B. Crane	9	7	17	105
9	4881	Pequod	Ted Turner	10	3	22	103
10	8188	Padalin	Edward Olsen	12	9	16	101
11	1903	Glockenspiel	Stu Anderson	5	12	21	100
12	8121	Fim	E. E. (Tim) Fisher	7	23	11	97
13	8063	C. Sharp	William B. Cudahy	19	21	7	91
14	8104	Tasamanian Devil	A. Marcy Lippincott	13	14	26	85
15	4872	Rabbit	John McIntosh	DSQ	8	6	78
16	6294	Uglier	Roy Gordon, Jr.	18	11	32	77
17	7015	Sugar 'N Spice	Herman C. Henschen	DNF	13	5	74
18	7642	Playmate	Charles Kilpatrick	DSQ	6	18	68
19	7700	Veloz	Philip H. Smith	20	25	28	65
20	5943	Ugliest	Arnold Schwartz	DSQ	10	19	63
21	7000	Thermis	Karl Smither	14	DSQ	15	63
22	7511	Tackless	Howard Mullin	DSQ	19	10	63
23	7822	Flare II	Thomas D. Fallon	17	DNF	13	62
24	8181	Vagabond 3rd	Robert R. Adams	DSQ	22	9	61
25	7611	Lord Jim	Dr. James Gilbert	24	29	25	60
26	2070	My Gal	Tony Baroni	29	30	20	59
27	4671	Wild Goose	Ross Allen	16	24	DNF	52
28	3515	Yes Dear	Jim Daniell	26	31	30	51
29	7584	Firebird II	Harry L. Brown	15	DSQ	27	50
30	8228	Korn Krib	Clarence T. Holman	28	20	DNF	44
30	7828	Dem Sobs	Robert Clark	21	27	DNF	44
32	4040	Merry Hell	Jim Artley	DSQ	26	23	43
33	5098	Peg	David Johnson	DSQ	28	24	40
34	6318	Pandemonium	Mary Wilkinson	22	33	DNF	37
34	7272	B	Gerald Murphy	23	32	DNF	37
36	6612	Scalawag	Elmo Weeks	27	DNF	29	36
37	7800	C. P.	Claude Sullivan	25	35	DNF	32
38	2381	Jonah	Gilbert L. Kleeman	30	DNF	31	31
39	7203	Princess	E. C. Perry	DSQ	18	DNF	28
40	5570	Thunderbird	Bill Whalley	32	34	DNF	26
41	3152	Lady Jane	D. Worth	33	36	DNF	23
42	3250	Red Witch	L. V. Annis	31	DNF	DNF	15
43	6569	Betsy	Richard C. Clark	DSQ	DNF	DNF	0
44	6570	Sue	David F. Sacker	DSQ	DNF	DNF	0
45	2298	Nike	J. H. Zaron II	DNF	DNF	DNF	0

# 15th Annual Lightning Mid-Winter Championship

## St. Petersburg, Florida

### February 22-25, 1962

By Marty O'Meara



*Anxious moments at St. Pete*

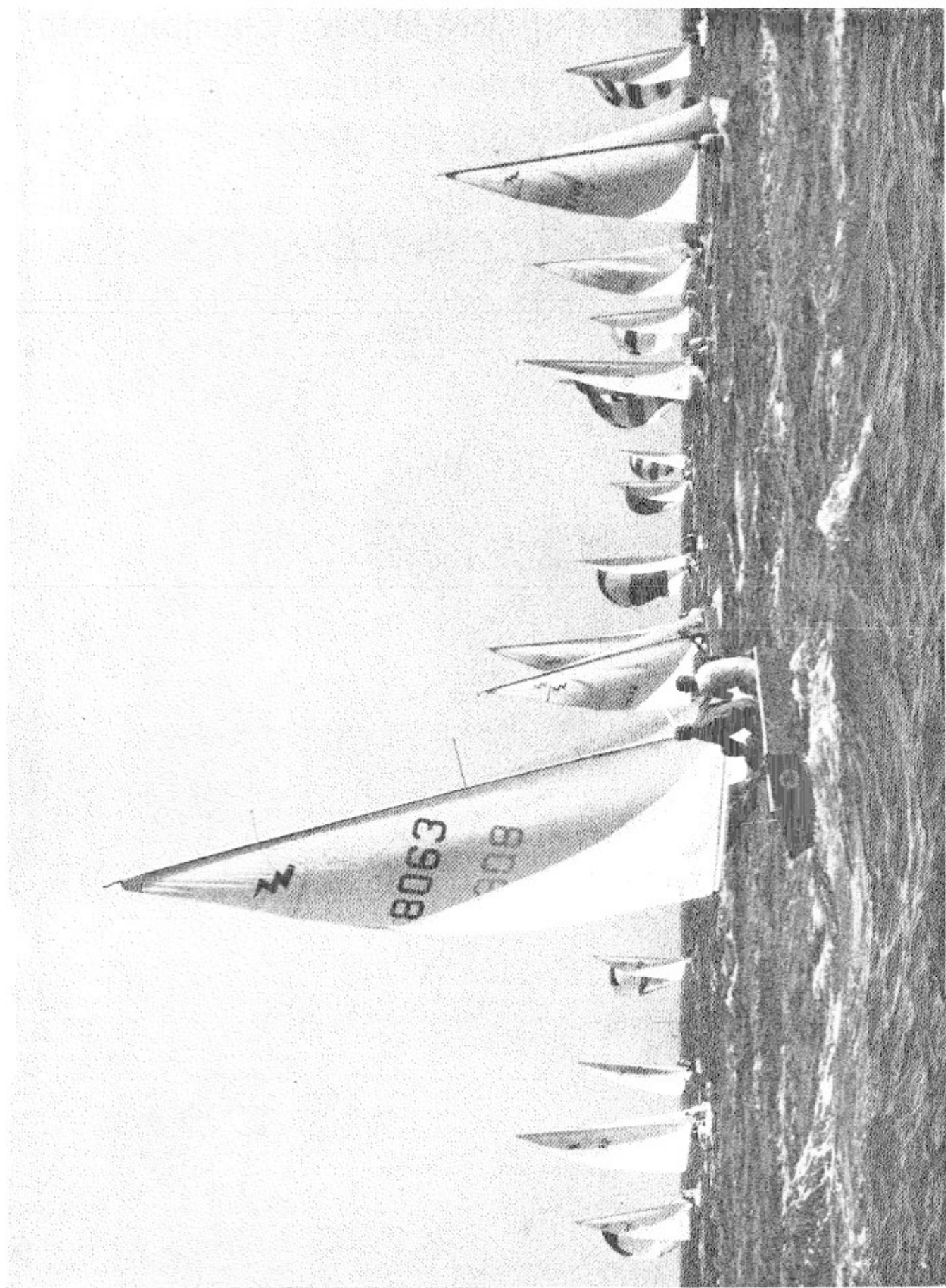
Bob Seidelmann, sailmaker from Westmont, New Jersey with his crew of Charlie Dore and Ernie Dean won the 15th Annual Lightning Mid-Winter Championship. Seidelmann, a recent convert to Lightnings who formerly sailed Stars and Comets, was hard pressed by Henry Cawthra of Grosse Pointe, Michigan who was the defending Mid-Winter Champion. The 59 boat fleet boasted five former National Champions and nine who were either former Mid-Winter Champions or runners-up.

The St. Petersburg Yacht Club under Commodore O. S. "Bud" Wittmer and Regatta General Chairman, Byron K. Harvey, did a spectacular job in organizing and directing this event which has made St. Petersburg the Winter Mecca of the Lightning sailors and for good reason . . . the facilities are excellent and the hospitality superb.

The Skipper's meeting was held at 1 P.M. Wednesday with Race Committee Chairman, Andy Holloway intro-

ducing Protest Committee Chairman, Ted Tolson, and Race Committee Co-Chairman L.C.A.'s Secretary, Marty O'Meara. This group reviewed the "ground rules". The courses would be the "Lightning" triangle an equilateral triangle with the first leg, dead to weather—twice around, plus an additional weather leg. Thus each race would consist of seven legs, starting and finishing on a beat. Each leg would be a minimum of one mile, it is approximated that each boat would sail at least ten miles, since tacking up-wind takes about twice the straight line distance. Rigid adherence to the Lightning Class Rules and those of the I.Y.R.U. as adopted by the N.A.Y.R.U. would be insisted upon. The Race Committee would start each race at the published time—and in no case would a race be postponed to wait for stragglers (this is noteworthy as we shall see later). This Skipper's meeting was adjourned and the sailors retired to their yachts, preliminary to the tune up race.





*To fly or not to fly seems to be the question*

#### THURSDAY, FEBRUARY 22, 1962—TUNE-UP RACE

The Race Committee is on station and fires its ten minute warning gun at 2:50 p.m. Forty-three Lightnings are to sail this un-official race. The sixteen others are either repairing gear damaged at the "Deep South" Regatta, just previously held at Savannah, Georgia, or saving their energy for the official races. The sea is calm, it's a bright sunny day with winds of 10 to 13 mph and a beautiful blue sky with but a few cumulus clouds. At 2:55 p.m. the five minute signal is hoisted. Stu Anderson sailing #1903 a fifteen year old Lightning tests the line by going into a dead luff half-way down the line. The line is good, he puts his helm to Port to run back to the Committee boat end so as to start on a Starboard tack.

2:57 p.m.—three minutes to start—Race Committee Co-Chairmen Holloway and O'Meara reappraise the starting line and Turning Mark positions—everything checks out fine. 43 boats approach the line on Starboard each calculating its time and position. They start to harden up and drive for the line.

3:00 p.m.—The red signal is broken out and gun sounds—all clear—a perfect start. The fleet holds Starboard for one or two minutes. Then Bob Crane of Darien, Conn. tack towards shore and the famous Million Dollar Pier. Moments later Bob Lippincott follows suit but has to thread his way thru several Starboard tack boats with right-of-way. Speculation on the part of spectators as to the sageness of their choice is decided fifteen minutes later as Crane rounds the first leg in the lead with Bob Lippincott six boat lengths back. Rounding up almost immediately thereafter are Herm Henschen of Baltimore, Md., Stu Anderson of Buffalo, N.Y. and Bob Seidelmann of Westmont, N.J. Crane maintains his lead with some minor shuffling within the fleet until the end of the fifth leg when his wife Pat, who is to handle the Spinnaker pole on the jibe around the mark, has difficulty as Bob sails off down-wind. Bob Lippincott, Herm Henschen, Stu Anderson, Bob Seidelmann and Tom Fallon pass by. Crane elects to drop the chute and close reach up—sailing at the faster angle he recovers two positions at the sixth mark and starts the last windward leg fourth. Finish of the practice race:

- |                   |                     |
|-------------------|---------------------|
| 1. Bob Lippincott | 6. Tom Fallon       |
| 2. Herm Henschen  | 7. Chas. Kilpatrick |
| 3. Bob Crane      | 8. John McIntosh    |
| 4. Stu Anderson   | 9. Bud Olsen        |
| 5. Bob Seidelmann | 10. Bucky Powless   |

The troops file home wondering if there is any truth to the rumor that it is unlucky to win the practice race.

That evening the annual Mid-Winter meeting is held. The class noted with regrets the recent loss of its former President and outstanding yachtsman, James "Tip" Trenary. At the time of his death, Mr. Trenary was serving the U.S. International Sailing Association as Chairman of the Olympic Committee. The measurement Committee reiterated that perforated sails were not permitted hence the so-called "Venturi" spinnaker were not legal. Mr. Tatsumitus Yamasaki of Tokyo, Japan was named as the official L.C.A. representative for Japan. The date for the North American Championship was set for the week of August 27 at the Buffalo Canoe Club.

#### FRIDAY—FEBRUARY 23, 1962

The Race Committee boat sounds the courtesy alert gun at 8:30 a.m. and proceeds to a position a half mile east of the Million Dollar Pier. We are aboard Geo. Pearson's "Celia II", a fiberglass 40' Bounty Yawl which will serve

#### WINNER: QUANTICO REGATTA—1961 DICK O'DONNELL

We also invite you to  
check the records of  
the Southern Circuit  
of which we are  
very proud.



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*Murphy leading, Nickles, Roblinson, Schvartz, Crane closing, Carson hoping and Doc Gilbert in trouble*

as Committee boat for the series. The sea is calm, the breeze is SE steady with velocity of 10 to 12 mph and it is a beautiful sunny day. The Chamber of Commerce has lived up to its promise for ideal weather. The Committee boat sets up its triangle and establishes its line as the recorders Fran Tolson and Lois Emery start the check of entrants. At 9:12 a.m. the report is made that all 59 entrants have reported to the committee. 9:15 a.m. the Committee confers as to the positioning of the marks and stake boat, everything in order—leeward end of the line checks to be slightly to weather. Chairman Holloway orders start of sequence at 9:20 a.m. so it appears that the start will be exactly as scheduled. As the minutes tick by several boats test the line, many are tempted to try to sneak a port tack start but decide against it. The tension mounts—9:29:30 a.m. blue shape down—30 seconds to start—59 boats in a row as if on parade. 9:30 a.m. the start is perfect, no one over the line and no stragglers. The breeze strengthened to about fifteen mph as the boats beat to the first mark. At 9:46 a.m. the weather stake boat announces the lead boat #8105 the "Twist", Bob Lippincott with #8104 sailed by his brother, Marcy, rounding up second, seven lengths behind. Jay Limbaugh of Ohio is third, followed by Nickels, Carlin of Miami, Mullin of N.J., Seidelmann, Cawthra and Henschen. Two boats, the second and third, displayed outstanding downwind sailing. Cawthra moves from eighth to fifth and Cully Cobb of Tennessee comes from nowhere to seventh place. At the start of the second beat the order of the first triangle is Bob Lippincott and brother Marcy first and second. Third—Limbaugh, 4—Nickels, 5—Cawthra, 6—Mullin, 7—Cobb, 8—Seidelmann, 9—Henschen and 10—O'Donnell. The four legs following see Limbaugh drop third to ninth as Bud Olsen,

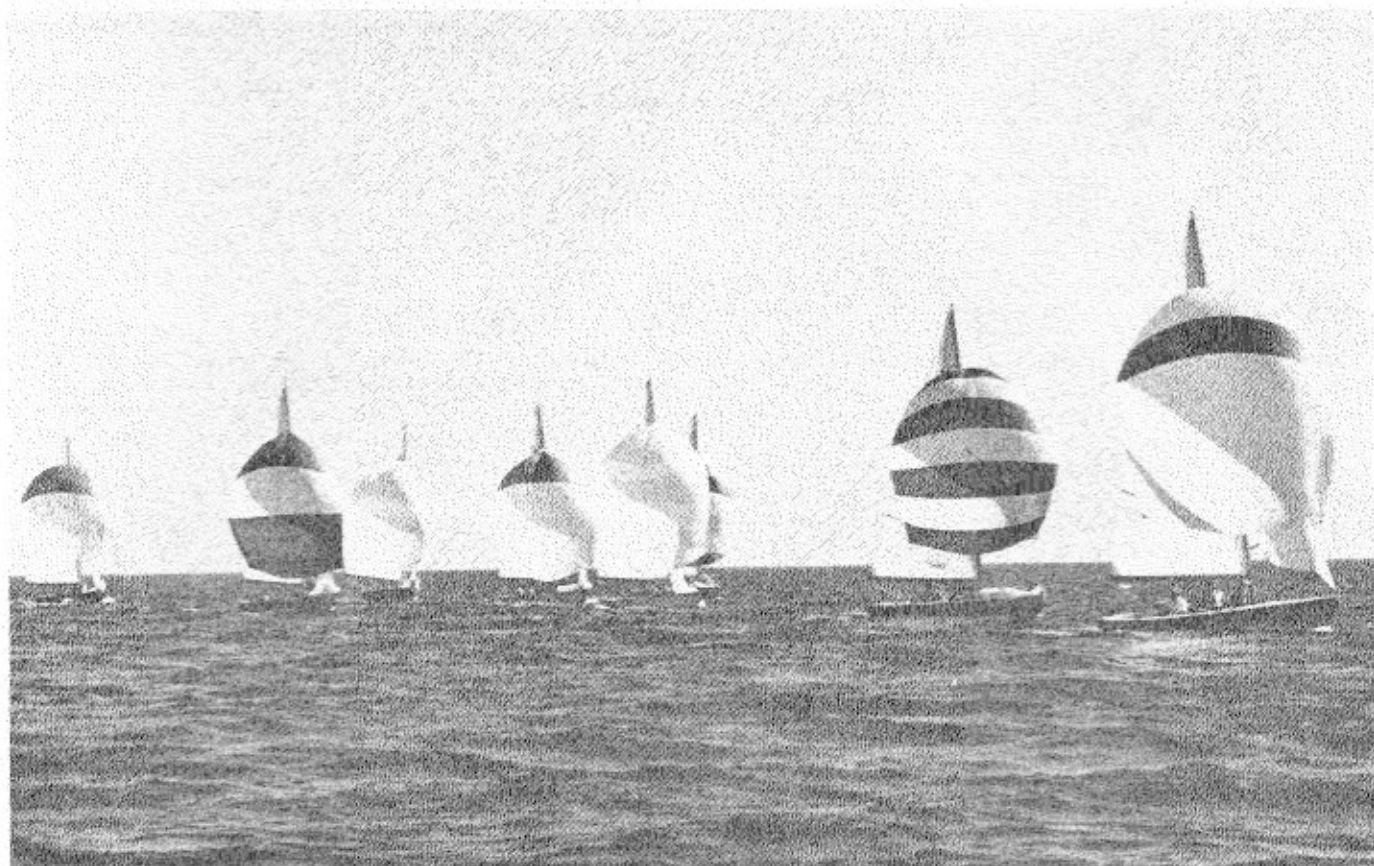
Bob Lippincott comes home first crossing at 10:52:04 a.m.

- |                     |                  |
|---------------------|------------------|
| 1. Bob Lippincott   | 6. Howard Mullin |
| 2. Marcy Lippincott | 7. Cully Cobb    |
| 3. Herm Nickels     | 8. Hank Cawthra  |
| 4. Bob Seidelmann   | 9. Jay Limbaugh  |
| 5. Bud Olsen        | 10. Tom Fallon   |

The last boat crosses at 11:20:52 a.m. as all proceed to the club for lunch. "Bus" Mabry advises the Committee that Coast Guard Commander Ken Goodwin's staff reports winds of 30 to 40 mph in the Gulf and predicts them to hit the Bay during the afternoon. Therefore, the afternoon race was cancelled. This gives the contestants the opportunity to take in the local color which is bounteous. Many visit the famous Sunken Gardens while others send citrus fruit home. The time passes pleasantly in the Florida Sunshine.

#### SATURDAY—FEBRUARY 24, 1962—8:30 A.M.

"Celia II" sounds her courtesy gun and steams to station in Tampa Bay. All scan the sky since we're one race down. There may have to be three races today. Florida's fortune has shone again. Pleasant mid 70 temperature, twelve mile southerly breeze that promises to hold. Everyone's down to business. Again 59 boats report in. Start is as scheduled at 9:30 a.m. with three experienced skippers over early—Anderson, Swindeman and Carlin. They head back to the line and re-start. Leader at the weather mark? Lippincott!—Bob?—No, Marcy! They've changed places; Bob is second. It looks like they own the Bay!! A determined Cawthra third closely followed by Eichenlaub, Olsen and Adams. Carson is seventh being pressed by Nickels, Smither and Class President, McIntosh. The battle of the giants is on. Bob Lippincott passes Marcy Lippincott who also loses Cawthra. Carson gets geared



A beautiful spinnaker run at St. Pete—"The Editors vote for numbers"





*Soon after the start, Crane, Olson, Adams and Mullin in the foreground*

up and edges out Adams and Olsen, Herm Nickels, who had gained a lot on the last beat, breaks his rudder 25 yards from the finish and loses Olsen as he finishes steering with his paddle. Cully Cobb who had been eleventh has equipment failure and doesn't finish. Lippincott crossed at 10:33:35 a.m. The last boat crossed at 10:54:31. All contestants were informed that the next race would be as soon as the Committee boat arrived at the starting area.

#### SECOND OFFICIAL RACE

- |                     |                  |
|---------------------|------------------|
| 1. Bob Lippincott   | 6. Bob Olsen     |
| 2. Hank Cawthra     | 7. Herm Nickels  |
| 3. Marcy Lippincott | 8. Bob Adams     |
| 4. Carl Eichenlaub  | 9. John McIntosh |
| 5. Jim Carson       | 10. Karl Smither |

At this point it appeared as if it was a Lippincott series; Bob with two firsts and Marcy with a second and a third. The Committee boat after finishing the last boat, steams to leeward. Since the wind has held steady the previously set triangle was perfect for the start of the next race. Repeated courtesy blasts of air horn at 11:15 A.M.—warning signal and gun at 11:20 a.m., preparatory signal and gun at 11:25 a.m. It appears that several yachts will not sail.

The wind has been strengthening, estimated speed 18 mph to 24 mph in puffs. Sea moderate, occasional waves of 8 to 10 inches. Excitement throughout the fleet as over 50 Lightnings approach the start. The gun finds several late and stacked up to weather of the committee boat. Carlin fails to see the Mizzen Boom of the committee boat and fouls this with his upper shroud and immediately withdraws. Bob Lippincott who between races was hastily attempting minor repairs to a halliard starts about two minutes late. The breeze maintains at 18 mph, the first boat completes the first triangle in 28 minutes, in this order: 1—Seidelmann, 2—Fallon, 3—Powless, 4—Cawthra, 5—Anderson, 6—Nickels, 7—Kilpatrick (Savannah, Ga.), 8—Crane, 9—Eichenlaub (California), 10—Murphy (Michigan). This is going to be a fast race. The Committee boat up anchors and makes for the weather mark to establish the finish line. Cawthra maneuvers against Powless, Adams sails expertly to take Murphy, Eichenlaub, Kilpatrick and Crane. Seidelmann finishes at 12:38:43 p.m. Jay Limbaugh and Phil Smith approach the line on converging tacks—Smith on Star-

board—Limbaugh attempts to tack under Smith's lee bow. This was close—Smith flies Baker to signify protest which the committee later upholds.

- |               |                |
|---------------|----------------|
| 1. Seidelmann | 6. Anderson    |
| 2. Fallon     | 7. Adams       |
| 3. Cawthra    | 8. Eichenlaub  |
| 4. Powless    | 9. Crane       |
| 5. Nickels    | 10. Kilpatrick |

The last boat finishes at 12:54:40 P.M. whereupon the fleet sails back to the club for lunch.

During this recess we compute the series standing to date, using low point scoring for simplicity. With three races completed:

- |                   |        |                |    |
|-------------------|--------|----------------|----|
| 1. Cawthra        | 13     | 6. Eichenlaub  | 24 |
| 2. Nickels        | 15     | 7. Olsen       | 25 |
| 3. Seidelmann     | 16 3/4 | 8. Adams       | 28 |
| 4. Lippincott, R. | 22 1/2 | 9. T. Anderson | 37 |
| 5. Lippincott, M. | 23     | 9. T. Fallon   | 37 |

#### SATURDAY—FEBRUARY 24, 1962

Fourth official race gets off at 4:05 p.m. with 57 starters. Carpenter of Kansas City, Mo. and Alex Carlin of Miami decide to sit this one out. Another perfect start with no one prematurely over the line. Wind is now SW at 13 mph and the sea is calm. Seidelmann gets #8103 "Sam" geared up and beats Fallon for the weather mark by five boat lengths. Fallon's shute is slow in the setting and loses three boat lengths before getting settled down. There are several spinnaker duals. Seidelmann completes the first triangle in 40 minutes with seven boat lengths on Fallon who is second. Olsen next, with Cawthra rounding in his backwind. Cawthra splits and takes a long Starboard tack. Anderson fifth leads Schmiede, Cobb and Powless. Marcy Lippincott rounds ninth with Nickels in hot pursuit. Seidelmann, Fallon and Olsen stay on top of the fleet and finish in that order. Bob crosses at 5:35:35 p.m., Cawthra's long tack costs him two places. Marcy Lippincott moves from ninth to fifth. Powless can't find the slot and drops ten boats. John McIntosh finds the slot and moves from sixteenth to eighth with some brilliant sailing. Cully Cobb playing the percentages moves from seventh to fourth. Last boat 5:51:04 p.m.

#### FOURTH RACE FINISHES:

- |               |            |
|---------------|------------|
| 1. Seidelmann | 6. Cawthra |
|---------------|------------|



- |                   |             |
|-------------------|-------------|
| 2. Fallon         | 7. Anderson |
| 3. Olsen          | 8. McIntosh |
| 4. Cobb           | 9. Schmieg  |
| 5. Lippincott, M. | 10. Nickels |

Back to the motel to change. Tonight is the Cocktail party and floor show. Much re-sailing to races at the party and then into the ballroom for "Frolics 1962". This is an outstanding professional type performance staged by the members of the St. Petersburg Yacht Club. It lasts until 11:30 p.m. and is terrific!! Some don't get home until morning.

#### SUNDAY—FEBRUARY 25, 1962

Committee starts sequence at 9:50 a.m., sea calm, wind is East at 5 mph a cloudless sky and hot!! 9:57 a.m. wind lightens and shifts 20° to the Northward. Two guns and answering pennant. The committee wisely order new start. The wind steadies from the NE—new line is established and the course triangle is changed. New countdown at 10:30 a.m., 57 boats on deck for this the last scheduled race. Wind holds NE but tends toward the north at moments. Seconds before the gun the wind drifts northerly slightly favoring the leeward end—start at 10:40 a.m., all clear. Wind goes light with just enough air to maintain way. Olsen, who is buried in the pack splits and starts threading thru the fleet which maintain starboard tack. He finds a patch of air—others tack to port—wind continues very light and slowly drifts between NE to North and back. At the weather leg the first group to round includes Cobb, McIntosh, Anderson, Swindeman, Seidelmann, and Bob Lippincott. Now the wind holds more northerly—no one pops shutes. It'll be a long race and it is getting hotter by the minute. Later we find that it was 92°, a record for this date. As the fleet ap-

proaches the second mark the wind slowly drifts to the NW making the last third of this second leg a beat. The first five are close together as they round and start toward the committee boat on a moderate reach. Half way thru this leg the wind slips further west and goes real light. Many boats start to "Schnitzle"; over trim jib, ease main out and lift board all the way, extreme heel to leeward using chine as board. Fleet is confused, some on beat, others on various reaches on both tacks. Finally wind strengthens—now from the SW. The fleet completes the third leg on the wind—three legs, three beats!!

- |               |                   |
|---------------|-------------------|
| 1. McIntosh   | 6. Lippincott, R. |
| 2. Cobb       | 7. Smither        |
| 3. Anderson   | 8. Cawthra        |
| 4. Swindeman  | 9. Crane          |
| 5. Seidelmann | 10. Fallon        |

Most hoist spinnakers. McIntosh sails rhumb line. Anderson "Schnitzles". Lippincott, Cawthra and Smither close reach with shutes and made money. Lippincott rounds fourth mark first. Race Committee shortens course. Wind dies, we bake in the sun with little or no wind as the three hour time limit is reached. Hence, no race. Boats are towed back to the pier for lunch.

The Race Committee studies the situation and awaits wind which doesn't materialize. 4:00 p.m. the final race is cancelled thus completing the series.

Thus a new Mid-Winter Champion is crowned. The 15th Annual Mid-Winter series becomes history—a series which will oft be recalled and long remembered for its four excellent races and one "cook-out." Well deserved plaudits to the hosts at the St. Petersburg Yacht Club for another magnificent display of their southern hospitality.

The final standings are:



Saturday night at St. Pete

**FINALS**  
**15TH ANNUAL L. C. A. MID-WINTER CHAMPIONSHIP**  
**ST. PETERSBURG, FLORIDA**

Place	Boat No.	Skipper	Club	Finishes	Total Points
				1-2-3-4	
1	8103	Seidelmann	Cooper River, N.J.	4-12-1-1	222½
2	6066	Cawthra	Grosse Pt., Mich.	8-2-3-6	221
3	8004	Nickels	Lake Fenton, Ohio	3-7-5-10	215
4	8104	Lippincott, M.	Riverton, N.J.	2-3-18-5	212
5	8188	Olsen	Stratford, Conn.	5-6-14-3	212
6	8105	Lippincott, R.	Riverton, N.J.	1-1-21-11	206½
7	7822	Fallon	Buffalo, N.Y.	10-25-2-2	201
8	8180	Eichenlaub	San Diego, Calif.	12-4-8-19	197
9	1903	Anderson	Buffalo, N.Y.	11-20-6-7	196
10	8181	Adams	Bay Head, N.J.	13-8-7-22	190
11	4872	McIntosh	Savannah, Ga.	17-9-19-8	187
12	7642	Kilpatrick	Savannah, Ga.	20-17-10-14	179
13	7019	Crane	Darien, Conn.	25-13-9-16	177
14	8002	Powless	Leather Lips, Ohio	23-21-4-18	174
15	6884	Carson	Metedeconk River, N.J.	28-5-13-29	165
16	8201	O'Donnell	Little Egg Harbor, N.J.	14-27-22-12	165
17	7015	Henschen	Baltimore, Md.	16-14-23-24	163
18	7203	Perry	Centerport, L.I., N.Y.	31-16-16-20	157
19	7511	Mullin	Saddle River, N.J.	6-26-12-40	156
20	7000	Smither	Buffalo, N.Y.	15-10-33-30	152
21	7945	Vensel	Miami, Fla.	34-18-28-15	145
22	7499	Cobb	Nashville, Tenn.	7-DNF-25-4	144
23	7406	Nelson	Miami, Fla.	33-23-29-13	142
24	7082	Knapp	Red Bank, N.J.	21-19-32-27	141
25	7705	Schwartz	Monmouth, N.J.	29-11-17-46	137
26	8080	Swindeman	Toledo, Ohio	30-31-15-28	136
27	7940	Limbaugh	Worthington, Ohio	9-15-DSQ-26	130
28	7865	Fisher	Buckeye, Ohio	27-32-20-33	128
29	7503	Ross	Chicago, Ill.	19-24-34-42	121
30	7604	Schmiege	Buffalo, N.Y.	22-33-DNF-9	116
31	7424	Shay	San Diego, Cal.	41-22-39-25	113
32	7700	Smith	Pontiac, Mich.	37-29-24-38	112
33	8208	Holman	Pontiac, Mich.	26-28-DNF-17	109
34	7388	Knop	Detroit, Mich.	38-30-31-36	105
35	8038	Beedle	Miami, Fla.	36-34-36-34	100
36	8063	Cudahy	Palm Beach, Fla.	42-35-27-39	97
37	7320	Ruhlman	Pymatuning, Ohio	35-39-35-35	96
38	7272	Murphy	Tawas Bay, Mich.	DSQ-41-11-37	91
39	7828	Clark	Chautauzua Lake, Pa.	46-38-26-49	91
40	7498	Llover	Harbor Is., Tenn.	39-42-48-21	90
41	8064	Bryan	Harbor Is., Tenn.	43-56-30-23	88
42	7611	Gilbert	Alexandria, Va.	24-43-41-45	87
43	8225	Kennedy	Devils Lake, Mich.	44-44-37-37	84
44	7584	Brown, H.	Silver Lake, N.Y.	40-37-DNF-32	71
45	7966	Stueland	St. Joseph, Mich.	32-36-DNF-43	69
46	2070	Baroni	Hewlett Pt., N.Y.	45-45-42-44	64
47	7550	Carlin	Miami, Fla.	18-40-DSQ-DNF	62
48	8091	Scott	Crab Orchard, Ill.	52-48-46-48	48
49	6194	Fly	Memphis, Tenn.	FO-58-44-51	46
50	8193	Brown, D.	Milford, Conn.	48-46-DSQ-41	45
51	7800	Sullivan	Surf City, N.J.	53-47-38-57	45
52	7444	Dieheveen	Bayside, N.J.	49-52-43-52	44
53	7208	Currie	Memphis, Tenn.	55-50-45-47	43
54	7496	Giles	Dallas, Texas	50-54-40-56	40
55	6619	Wilkinson	Wilmington, Del.	51-49-47-53	40
56	6533	Lovitt	Memphis, Tenn.	54-51-49-54	32
57	7481	Carpender	Kansas City, Mo.	47-53-DNF-DNS	20
58	7209	Sell	Nashville, Tenn.	56-55-DNF-50	19
59	7040	Zuber	Alliance, Ohio	57-57-DNF-55	11

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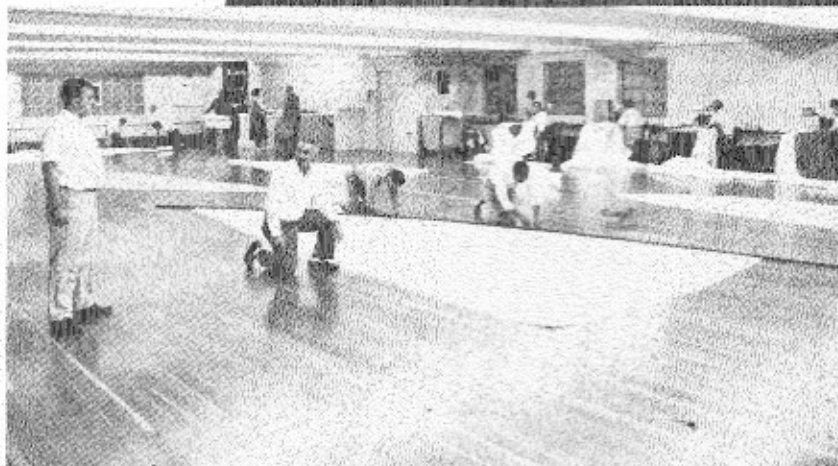
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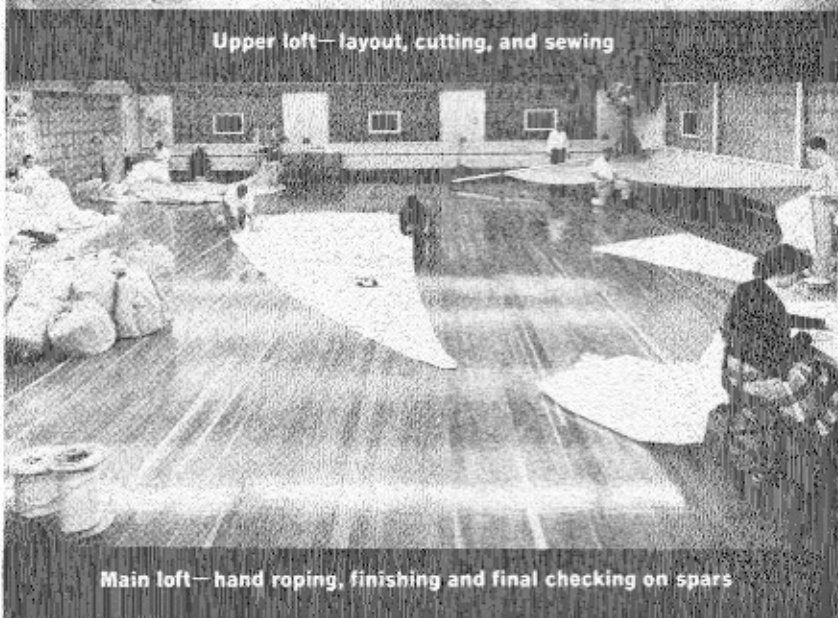
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## SAILS - SENSE / BUY BOSTON'S



# BOB LIPPINCOTT WINS AT MIAMI

By Bud Olsen #8188

The 1962 Lightning Southern Circuit culminated successfully at the Coral Reef Yacht Club in Miami with 3 races; 2 on Wed., Feb. 28 and 1 on Thurs., March 1.

A different angle triangle was used experimentally each race with written opinions from the skippers collected by Jim Carson, Bob Crane and Tom Fallon for consideration of a change in our official Race Course.

**First Race**—Wind SE 8-15, shifty, Oscar Nelson first at the weather mark out all the way with a photo finish. Alex Carlin pushing Oscar to the flag (both from CRYC). Bob Lippincott 3rd; Bob Seidelmann 4th and Howard Mullin 5th.

**Second Race**—Wed. p.m., wind 8-15 but softening. Bob Lippincott led all the way nicely. Bob Seidelmann 2nd; Carl Eichenlaub 3rd; Marcy Lippincott 4th and Jim Carson 5th. Winds were shifting like crazy continually. Interesting to note 3 of the first 5 places in both races were New Jersey Skippers.

**Third Race**—Thurs., Tom Fallon at the weather mark sailing a beautiful first leg in the shiftest weather yet. Howard Foht rounded 2nd and then Dave Shay from San Diego. Next time up the weather leg it was Dave Shay. Stu Anderson and Arnold Schwartz from New Jersey. At the finish, Shay with another photo finish, John MacIntosh 2nd, Stu Anderson pushing all the way for 3rd, Schwartz 4th and Tom Fallon 5th. This final race was postponed while the boats drifted about until 1:15 p.m. when a 5 mile breeze showed up and held out of the NE with puffs up to 8. A vote had been held prior to the start with skippers shouting "stay out and race" or "go in and eat." The stay-outers won by far.

Final Results First 10 Were:

Boat No.	Skipper	1st Race	2nd Race	3rd Race	Low Pt. Total	Final Pos.
8105	Bob Lippincott	3	1	10	14	1
7406	Oscar Nelson	1	7	7	15	2
8180	Carl Eichenlaub	8	3	6	17	3
1903	Stu Anderson	9	6	3	18	4
8103	Bob Seidelmann	4	2	16	22	5
7822	Tom Fallon	7	11	5	23	6
4872	John MacIntosh	21	9	2	32	7
7705	Arnold Schwartz	13	16	4	33	8
8188	Bud Olsen	10	12	12	34	9
7019	Bob Crane	6	10	19	35	10

The Alex Carlin Trophy for Best Boat in the combined St. Pete and CRYC Regattas was taken by our newcomer Bob Seidelmann. Trophies were presented Thurs. 5 p.m. A happy suggestion was made to hold 5 races next year in 2½ days. This was met with approval by all.

Miami TV Channel #4 sent a photographer out on one of Bertrams Moppies both days and showed the films at 6 p.m. Wed. & Thurs. Dick Bertram was International Champ twice. Jack Price had his yawl "Comanche" as a stake boat while he raced his. Howard Foht did the same with his ketch rigged H-28 with Harry Healing from Connecticut skippering it.

This winds up the final Regatta of the Lightning Southern Circuit 1962 with the heartfelt thanks of all the skippers and wives (shore crews) to the Coral Reef Yacht Club and fleet members for making our racing and relaxation the most.



Close quarters at the mark with Henschen, Smith, Clark, Anderson, Olsen, and Adams

# 1962 SOUTHERN LIGHTNING CIRCUIT WIND UP

By Karl Smither



*Newt Mottis, Bob Siedelmann, Cal Schmiede*

Our fourth Southern Circuit is now history. Blown along by those lovely warm Dixie breezes that entice "we Yanks" southward from snow-blown northern waters, it's three friendly Regattas have whisked past all too eagerly. Each year we have more and more great competition and more and more great times together. This year 45 sailed at Savannah, 59 at St. Pete, and 32 at Miami.

Like Topsy this Super Series "jes grew". Who can say when it really was born? Was it when Savannah started advertising their "Deep South Regatta" in January '57 Flashes? Remember, we re-christened it "Deep Freeze Regatta" in '58 when a Nor'wester dumped six crews of us into icy brine. But we came back again in '59 for a lovely warm series. '59 was also the year that Coral Reef Y.C. took over, to provide a Lightning Midwinter Regatta

for us die-hards who had been coming to Miami after St. Pete, to sail the Miami Y.C. tricky dog-leg course between the causeways and Flagler's monument. Those days we started along with fourteen other classes at three-minute intervals, brushing the palm fronds on Hibiscus Island with our spreaders to catch the tricky reverse wind shifts. Never has Miami failed to provide us with plenty of wind. Oh, my achin' hiking muscles!

This wonderful Southern Circuit started for sure—IN SILVER—when our enthusiastic past president, Tom Fallon, sparked the presentation of the Southern Lightning Circuit silver punch bowl perpetual trophy for the top total score of all three Regattas. The Circuit winners to date and the placings they had to put together to earn this "beautiful bucket" for their year are:

	1959	1960	1961	1962
Winning Skipper	Karl Smither	Tom Fallon	Bob Lippincott	Bob Siedelmann
Place at Savannah	Fourth	Third	Third	First
Place at St. Pete	Third	First	Tenth	First
Place at Miami	Third	Third	First	Fifth

This year's winner, Bob Siedelmann, with his crew of Newt Mattis and Cal Schmiede, were tested under all kinds of sailing conditions. At Savannah a cloudburst with a Lightning—Special thunderstorm appropriately spiced the third race. At St. Pete, enjoying lovely warm sailing days, the Sunday morning race tantalized us with several 180 degree wind shifts. Miami welcomed us for

the final regatta of the Southern Circuit with delightful moderate breezes—quite the most gentle we have ever enjoyed there. True, the last race looked at first as tho it would be so moderate we could not sail, but we towed out into Biscayne Bay. Their easterly blew in at noon, and provided a really beautiful, if tricky, race for the winder upper.

## SOUTHERN CIRCUIT

			Savannah	St. Pete	Miami	Total	
1	8103	Bob Siedelmann	Westmount, N.J.	130 $\frac{1}{4}$	222 $\frac{1}{2}$	77	429 $\frac{3}{4}$
2	8105	Bob Lippincott	Riverton, N.J.	129 $\frac{1}{4}$	206 $\frac{1}{2}$	85 $\frac{1}{4}$	421
3	8180	Carl Eichenlaub	San Diego, Cal.	119	197	82	398
4	8188	Bud Olsen	Stratford, Conn.	101	212	65	378
5	1903	Stu Anderson	Buffalo, N.Y.	100	196	81	377
6	8004	Herm Nickels	Lake Fenton, Ohio	121 $\frac{1}{4}$	215	40	376 $\frac{1}{4}$
7	6066	Hank Cawthra	Detroit, Mich.	113	221	41	375
8	8104	Marcy Lippincott	Riverton, N.J.	85	212	57	354
9	7019	Bob Crane	Darien, Conn.	105	177	64	346
10	7822	Tom Fallon	Buffalo, N.Y.	62	201	76	339
11	4872	John McIntosh	Savannah, Ga.	78	187	67	332
12	8181	Bob Adams	Bay Head, N.J.	61	190	64	315
13	7511	Howard Mullin	Saddle River, N.J.	63	156	60	279
14	7000	Karl Smither	Buffalo, N.Y.	63	152	54	269
15	7203	Ed Perry	Centerport, L.I., N.Y.	28	157	41	236
16	8063	Bill Cudahy	Palm Beach, Fla.	91	97	29	217
17	7272	Gerald Murphy	Tawas Bay, Mich.	37	91	21	149
18	2070	Tony Baroni	Hewlett Pt., N.Y.	59	64	18	141
19	7584	Harry Brown	Silver Lake, N.Y.	50	71	31	134
20	7800	Claude Sullivan	Surf City, N.J.	32	45	7	84



*Our leader (Johnny Mac) on the Southern Circuit*



# Odd Items of Interest Not

## Found On The Score Sheet

### -1962 Southern Circuit

By Bud Olsen #8188

In Savannah, the old saying "Shrimp Boats Are Coming," was revived by Tom Fallon. Tom was disqualified in one tune-up race for hauling his boat as follows: While a Shrimp Boat proceeded up the Wilmington River through the racers, Tom's Flare II got clobbered by one of the outrigger booms, which lifted his boat out of the water before they could get untangled. All this, after Tom had hollered "starboard tack!" Tom was really burned when the Shrimper sent him a bill for hauling and launching.

In the second tune-up, Tom, while trying to come about to miss a starboard tack, got caught on a cleat and yelled to his crew, "I'm stuck, I'm stuck!" Whereupon, the crew quickly raised the centerboard, thinking they were stuck in the mud!

Carl Eichenlaub was out in front in a tuneup, when the headboard came out of the mainsail and down she came. In the next tuneup, Carl lost a spreader and cracked his mast. He finished the Savannah series with a Lippincott spare. Lending equipment in this way demonstrates the good sportsmanship of our great class.

Howard Mullen gave his wife and daughter an early morning bath in the Wilmington River, when caught off balance by a puff.

Ross Allen (past L.C.A. Pres.) joined the Dunkers Society in the second race and then proceeded to break his mast during the squall in the third.

Doc Gilbert, heading south for St. Pete, smelled rubber burning but thought it was something in the air. Ten miles further on he found out it was his right rear tire and he was barely able to save his boat and a few clothes before his Cadillac burned up! He managed to find another car and continued on to sail well at St. Pete with his wife and crew.

Doc Brown nearly being capsized by propeller blast from a plane taking off from the St. Pete Coast Guard Station.

Carl Eichenlaub on his way to St. Pete towing "More Bull" and followed by his crew. Carl came to a stop and his crew didn't—so, result: one mixed up transom which Carl spent two days at St. Pete rebuilding it nicely. This made three mishaps for Carl. No more we hope.

Bob Lippincott, killing time between races 2 & 3 at St. Pete, went too close to shore, broke a rudder fitting, and later a halyard. He was 5 minutes late at the Start.

Marcy Lippincott went for a cruise up the Bay between the same two races, was 2 minutes late at the Start but still finished in the upper 3rd of the 60 boats.

Hermey Nichols talking to the Lord when his rudder fitting broke 20 ft. from the finish line. He lost 3 boats but crossed the finish line sitting on the stern deck steering with a paddle and issuing orders to his crew like a true Captain Bligh. What a sight????

Howard Mullen's crew falling overboard while spinnakering in 15-20 mph winds with the spinnaker sheet around his neck and almost drowning. He finished the race in good shape.

Bob Lippincott on the way to Miami ran over something and it poked a hole thru the bottom planking of his boat. This makes 3 mishaps for Bob and that's all we pray.

Every sailor, crew and family agree unanimously that the folks at the Savannah Yacht & Country Club and the St. Petersburg Yacht Club and the Coral Reef Yacht Club are some of the finest in the world.

It is impossible to choose between them as each is most hospitable, friendly and sociable. Each Club turns on the nice weather and conducts real active racing to make the Southern Circuit one of the best in the U.S.A.

Our hats off to those Club members who worked so hard and efficiently to provide the most enjoyable racing ever.

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